

MONTE CARLO RALLY REPORT

FEBRUARY 2, 1962

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 24 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE MONTE CARLO RALLY—FULL REPORT AND PICTURES
THE FORMULA JUNIOR COOPER : THE AUTOMATIC TRANSMISSION RILEY



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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February 2, 1962

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EDITORIAL

FRONT-DRIVE TRIUMPHANT

THE fact that Eric Carlsson/Gunnar Haggbom (SAAB) were outright winners of the 31st Monte Carlo Rally gives a decided boost to front-drive for small capacity cars. Another front-drive machine, the Mini-Cooper of Pat Moss/Ann Wisdom, was driven to victory in the Coupe des Dames. This is the first time that a Swedish-built machine has been placed first in the "Monte", and, following on Carlsson's success in last year's R.A.C. Rally, the superbly constructed two-stroke SAAB has advanced to the top class in the world's small car market. The German factory-entered Mercedes-Benz 220SE, driven by Eugen Bohringer/P. Lang, was runner-up, its total test times being just 5 secs. below Carlsson's aggregate. The marque Sunbeam did remarkably well, with Paddy Hopkirk/Jack Scott, Peter Procter/Graham Robson, Graham Hill/Peter Jopp, Peter Harper/Raymond Baxter and Tiny Lewis/Ian Hall finishing third, fourth, 10th, 12th and 17th in the general classification, as well as lifting the very important Charles Faroux Trophy for teams entered by manufacturers. Best British private owner was John Spare (Sunbeam), who won the AUTOSPORT Trophy. Next highest non-Rootes car was the Austin-Healey 3000, driven so ably by David Seigle-Morris and Tony Ambrose, which put up the best performance in the G.T. category. An M.G. Midget, driven by Peter Riley and Mike Hughes, won the smallest G.T. class. Up till the common stages from Chambéry it was a fairly easy event, but after that sheer skill and performance counted. The Czechoslovakian Skodas came in for a great deal of comment, no fewer than 13 of these cars finishing the event, as well as winning their class from the normally all-conquering TI Alfa Romeos for the second successive year. Studded tyres were required only for the special stages over the Cols of Granier and Cucheron. The question of their being banned must be considered by the F.I.A. Not only do they cause damage to road surfaces during dry weather, but they continually throw up stones, which led to quite a spate of smashed windscreens on following cars. Other road users were justifiably annoyed and many complaints were lodged with local authorities that rally cars were causing unnecessary hazards to ordinary motorists. They are, of course, of untold value under winter weather conditions, but entirely unsuitable for driving on snow- and ice-free roads. No one could, of course, foresee the abnormally mild weather which was experienced in the 1962 "Monte", and a great many cars were fitted with steel-studded tyres which became an embarrassment during mile after mile of driving on normal road surfaces. The majority of crews realized the damage that was likely to be caused to following traffic and modified their driving accordingly. Nevertheless, stone-chucking was unavoidable.

OUR COVER PICTURE

COUPE DES DAMES WINNERS: Pat Moss and Ann Wisdom reached Monte Carlo in a strong position for the Trophy, and the final tests consolidated their position. Here Pat swings the Cooper-Mini past the Hotel de Paris on the Monaco G.P. circuit.

CASTROL WINS IN 1962 RALLYE MONTE-CARLO

LADIES CUP

won on Castrol for the 7th time in succession

1ST PAT MOSS & ANN WISDOM
(MORRIS MINI-COOPER)

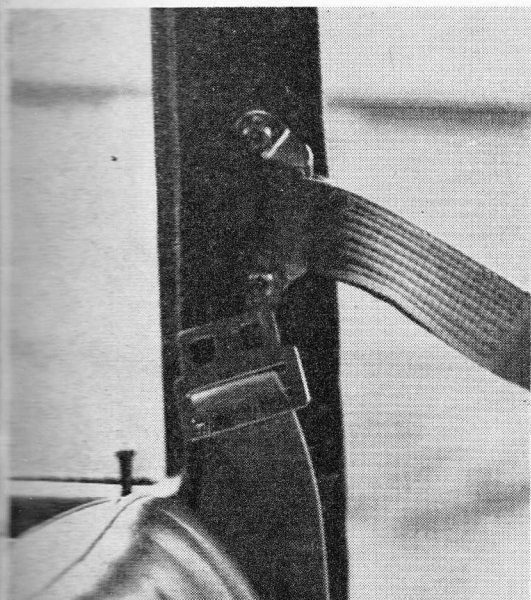
2ND ANNE HALL & VALERIE DOMLEO
(FORD ANGLIA)

also 5 class wins

(Subject to official confirmation)



For carefree winter motoring—you need Castrolite for a start



HOOK-UP: Britax, the safety-belt people, are offering these hooks which are fitted below the belt anchorage point. The "tongue" of the belt is clipped in when it is not in use, thus keeping the loose straps out of the way.



POP-SINGER John Leyton has signed on at the Motor Racing Stables driving school at Finmere: here he is being instructed by Tony Marsh before doing practice laps.

LE MANS NEWS. U.D.T.-Laystall will enter their new Berlinetta Ferrari, due to be delivered in April, for Stirling Moss and Innes Ireland to drive. They have also entered a special 750 c.c. Coventry Climax-propelled Lotus 23 for Masten Gregory and David Seigle-Morris.

REGULATIONS are now available for the very tough Rallye des Alpes which will not, as rumoured, be held in October. The event takes place from 7th to 12th June, and will be combined with the Mille Miglia, which will comprise the middle stage, Brescia-Brescia, and will include mountain tests at Monza and various points of the familiar Mille Miglia mountain section.

PETER LUMSDEN is selling his very successful Lotus Elite.

RENE TRAUTMANN has ordered two Cooper-Minis for rallying, one of which will be driven by Claudine Bouchet.

SIMON GREEN, LTD., 69 Brighton Road, Surbiton, Surrey, are world distributors for the Moto-Lita electronic rev. counter. It costs £8 17s. 6d., fully guaranteed.

U.D.T.-LAYSTALL have ordered three Coventry Climax V8 engines and two B.R.M. V8 engines to power their Formula 1 Lotuses. The first outing for these cars, subject to engines being available, will be Snetterton on 14th April and Stirling Moss, Innes Ireland and Masten Gregory will drive.

IN addition to the ex-Rob Walker/Dick Wilkins Berlinetta Ferrari, the U.D.T.-Laystall Racing Team will enter another Berlinetta for the three hours G.T. and Sports car race at Daytona on 11th February, if all goes according to plan. This car, which is the special 1961 Le Mans car with '62 mods., a five-speed gearbox, a new low body and a Testa Rossa engine, will be loaned by the American distributor Luigi Chinetti with the blessing of Enzo Ferrari. If it can be made available it will be driven by Stirling Moss, who will hand over the other car to Innes Ireland.

PIT and PADDOCK

ERIC BRINKMAN was awarded the Medal of Grimaldi for his record in finishing in 10 successive Monte Carlo Rallies.

THE B.R. & S.C.C. held their annual Marshals' Supper at the Pavlovs' Arms last week. Tony Curtis gave one of his excellent film shows and the function was attended by almost 100 marshals.

THE Midland Centre of the 750 M.C. have organized a racing car display for the Motorists' Fair, to be held at Bingley Hall, Birmingham, from 10th-17th February. Among the cars on show will be B.R.M., Ferguson, Lotus, Connaught, Ferrari, Cooper, Alexis, Elva, Bugattis types 35 and 51, and five single-seater Austin Sevens. The Midland Section of the Club would be delighted if anyone who was connected with these pre-war Austins would go along and be reunited with them.

MOTOR RACING EVENTS IN SOUTH AFRICA, 1962

17th March: Rand Autumn Race Meeting at Kya Lami Circuit in Johannesburg. **9th July:** Winter Handicap at Grand Prix Circuit, East London. **4th August:** Rand Winter Race at Kya Lami Circuit in Johannesburg. **17th December:** First Springbok Grand Prix of 1962/63 series at Durban. **29th December:** South African Grand Prix, second of the 1962/63 series, at East London. As from 1963/64 this will be a World Championship event.

CAMRYDE SUSPENSION

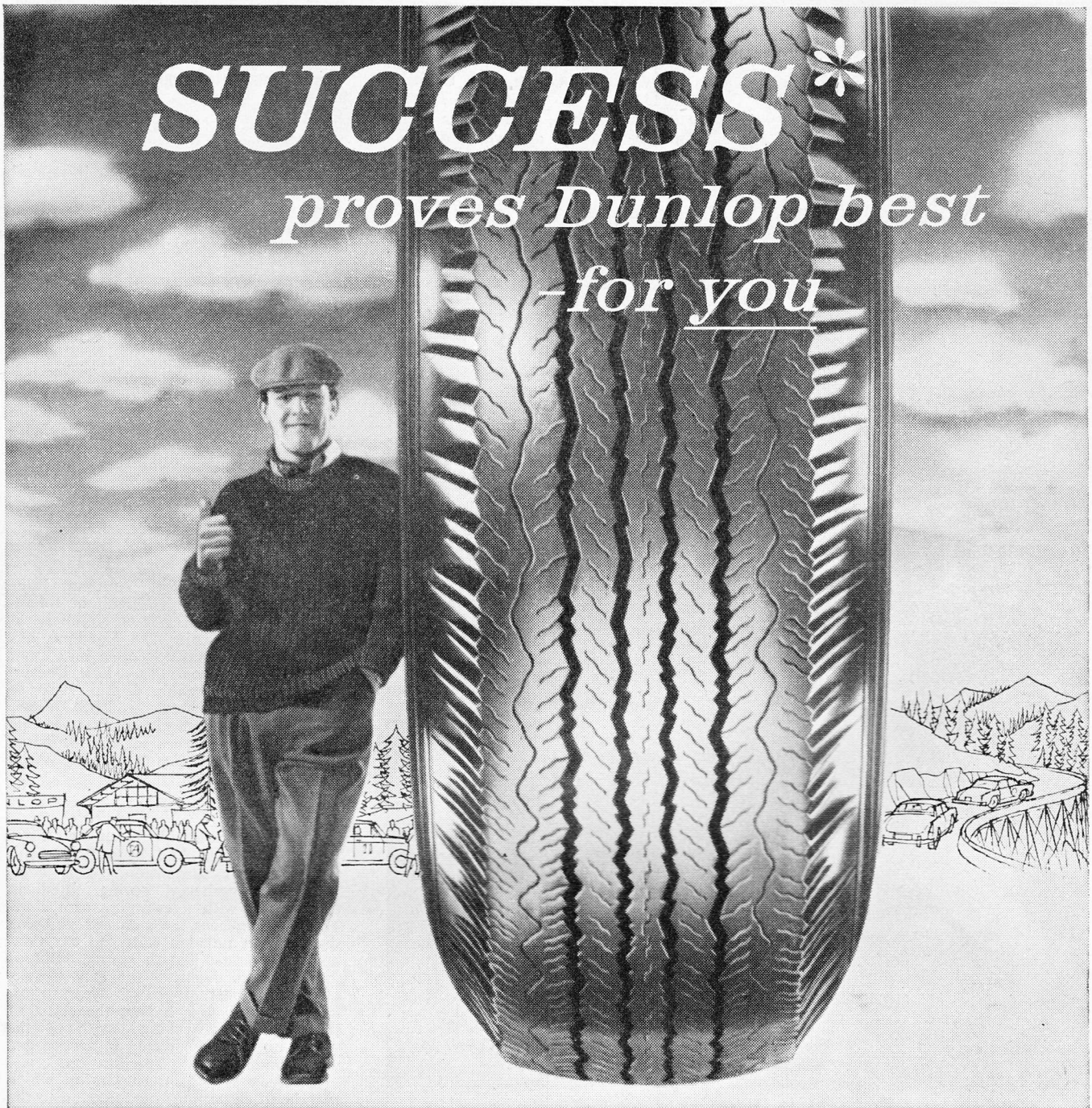
AUTOSPORT recently tested a Ford Zodiac which had been fitted with Camryde rear suspension. This comprises a lengthened spring fitted in conjunction with a swinging cam shoe. The shoe replaces the standard swinging shackle. In unladen state the car rides on the extended length spring. But as the spring is deflected the cam surface of the shoe bears progressively on top of the main leaf, this having the effect of shortening the working length of the spring until it is deflected in accordance with standard spring specification.

Camryde is a fixed suspension which may be fitted without modification to the chassis. Once installed it requires no more maintenance than the standard components. Also there is no sliding movement between spring and cam shoe and therefore little or no wear.

The advantages of this modification are much greater when the vehicle is being used for touring where the load on the rear suspension is altering all the time. And, indeed, the car tested was found to handle just as well whether fully laden or just with the driver aboard. Also, it was nearly impossible to induce axle tramp even with the most brutal combination of clutch and throttle. The makers say it reduces body roll and pitch, and braking and road-holding are improved. Cost of converting a car is approximately £15 retail, plus fitting charge, and Larkin Forge of Springfield Road, Chesham, Bucks, make Camryde to fit most production cars.

LESLIE BALLAMY has retired from the board of L.M.B. Components, Ltd., to continue his consulting and design practice at 5 Albury Road, Guildford, Surrey.

NEED any help? Roger Taylor, aged 16, is prepared to offer his and a friend's services for *équipes* racing on the Continent this season. All he wants in return is two seats in one of the team's vans: the pair of them will pay for their meals and so forth, and would sleep in a tent if necessary! Both these enthusiasts are available as errand boys, pit signallers, or messengers, from 20th July to 12th September, and Roger's address is: 26 Old Broadway, Withington, Manchester, 20.



The world-wide successes of Dunlop mean better tyres for **you**. Dunlop 'Duraband' is the modern braced-tread tyre built specially for the motorist who drives in hard, 'rally' style. It provides long mileage and the ultimate in roadholding in all conditions.

*

STOP PRESS — LATEST DUNLOP SUCCESS

**MONTE
CARLO
RALLY**

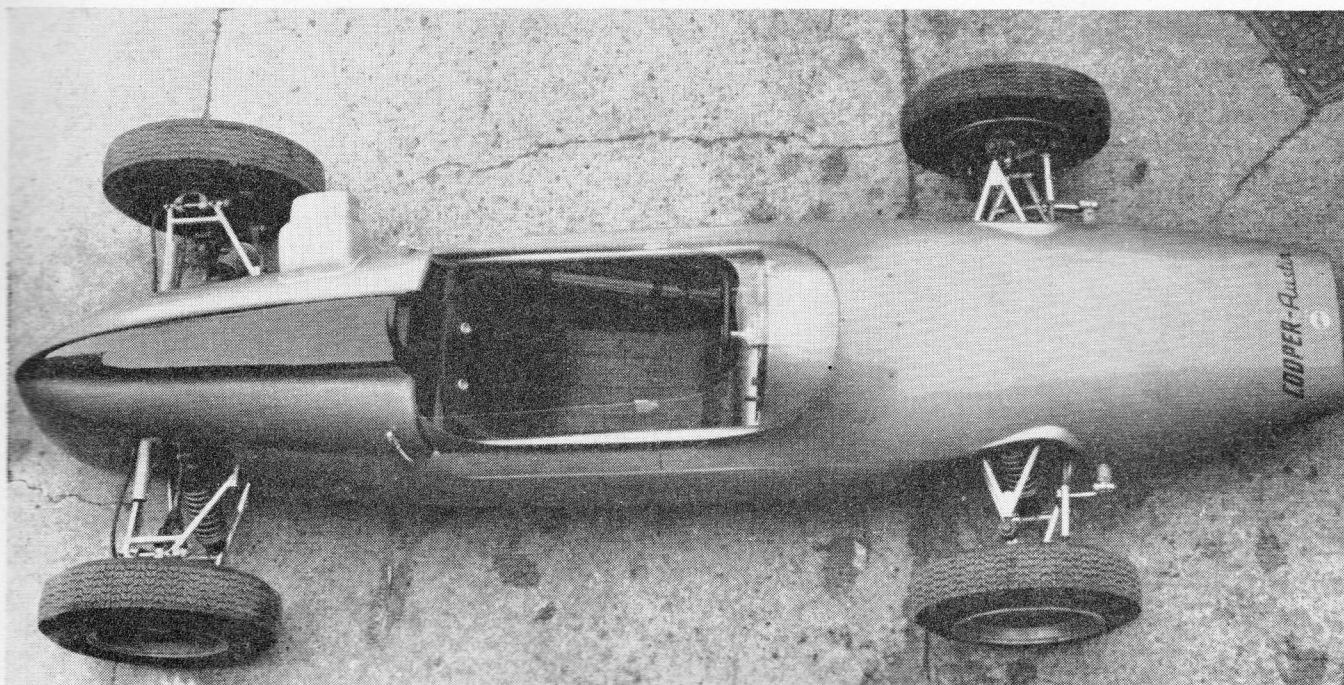
MANUFACTURERS TEAM PRIZE

SUNBEAM RAPIER
COUPE DES DAMES

Miss P. MOSS / Miss A. WISDOM
MORRIS COOPER-MINI

(Subject to Official Confirmation)

DUNLOP FOR TOP MILEAGE — TOP SAFETY



THE 1962 COOPER FORMULA JUNIOR

THE 1962 Cooper Formula Junior is basically the same as last year's car. The most obvious change is the reduction in body width and height—the body is 5 ins. narrower and the overall height has been lowered by 2 ins. The wheel-base is still the same, however, at 7 ft. 5 ins. but looks longer due to the lower and more streamlined body shape. The track has been altered to 4 ft. 2½ ins. front and 4 ft. 1¾ ins. rear, an increase of approximately 2½ ins., and the roll centres have been raised to 4 ins. and 5 ins. respectively.

Suspension is still by double wishbones, both front and rear, but these are longer than on the 1961 car and the coil springs which are incorporated in the Armstrong G.T.7 dampers are softer and shorter—though Coopers would not divulge what rating they were.

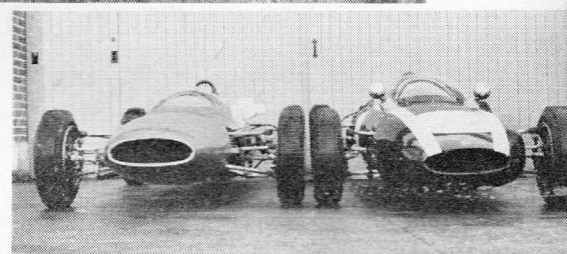
A front anti-roll bar is fitted in the usual Cooper fashion, and is attached to the lower wishbone damper mounting. The Armstrong shock absorbers are adjustable on the front but not on the rear. The front suspension is set up

with 9 deg. castor and nil camber—the front wheels being upright; but on the rear there is ½ deg. of negative camber. There is provision for a rear anti-roll bar but with the light weight of the B.M.C. "A" engine it is unlikely that one will be fitted.

Lockheed disc brakes have been fitted to all four wheels. These brakes are similar to those fitted to the Mini-Cooper except they have larger discs, 9¼ ins. front and 9 ins. rear, but the calipers are the same. These are mounted outboard on both front and rear wheels.

A Citroën five-speed gearbox replaces the Renault (four-speed)—this has no synchromesh. The change mechanism is mounted on top of the box and there is a right-hand change lever. The final drive in unit with the Citroën gearbox has 9/31 crown wheel and pinion instead of 8/35 as on the earlier Renault units.

Steering is the same as last year's with Cooper rack and pinion (1¾ turns lock to lock). However, a 13-in. duralumin leather-covered wheel replaces the 15 ins. used in 1961. Wheels are magnesium



1962 Cooper (left) is 2 ins. lower and 5 ins. slimmer than the 1961 car.

bolt-on fitted with 5.50 x 13 and 4.50 x 13 tyres.

This year's engine is a B.M.C. 1100 unit fitted with a 40 DCOE9 Weber on a cast manifold. Dry sump lubrication is being used—the oil tank being located just behind the driver. Twin moulded petrol tanks are located on either side of the driver and these feed the carb. by way of an SU pump to a special filter unit. The coolant passes along tubes which are exposed to the airstream, thus avoiding excessive cockpit heat and the chances of hot pipes burning the driver. The radiator, which is mounted in the nose, has two sections, one for water, the other for oil.

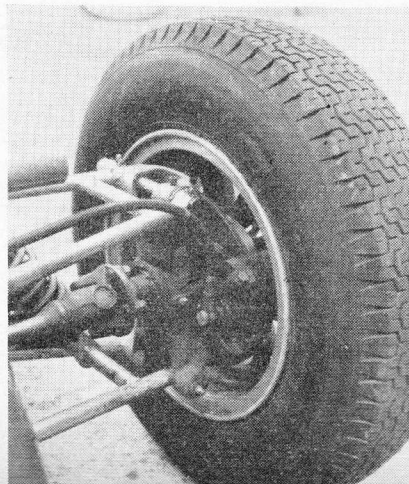
This car will obviously be a strong contender for this year's F.J. honours.

PATRICK McNALLY.

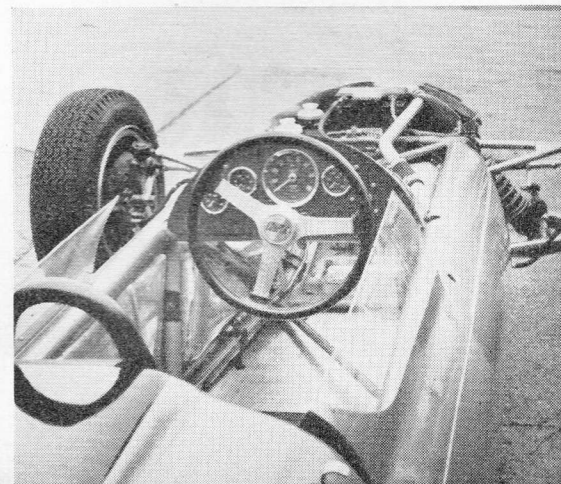
Front suspension: new helical springs, upside-down dampers, longer wishbones.



Rear suspension with outboard-mounted disc brakes and long wishbones.



Cockpit shows side-mounted fuel tanks and new Smith's electronic rev. counter.





congratulate the drivers in the

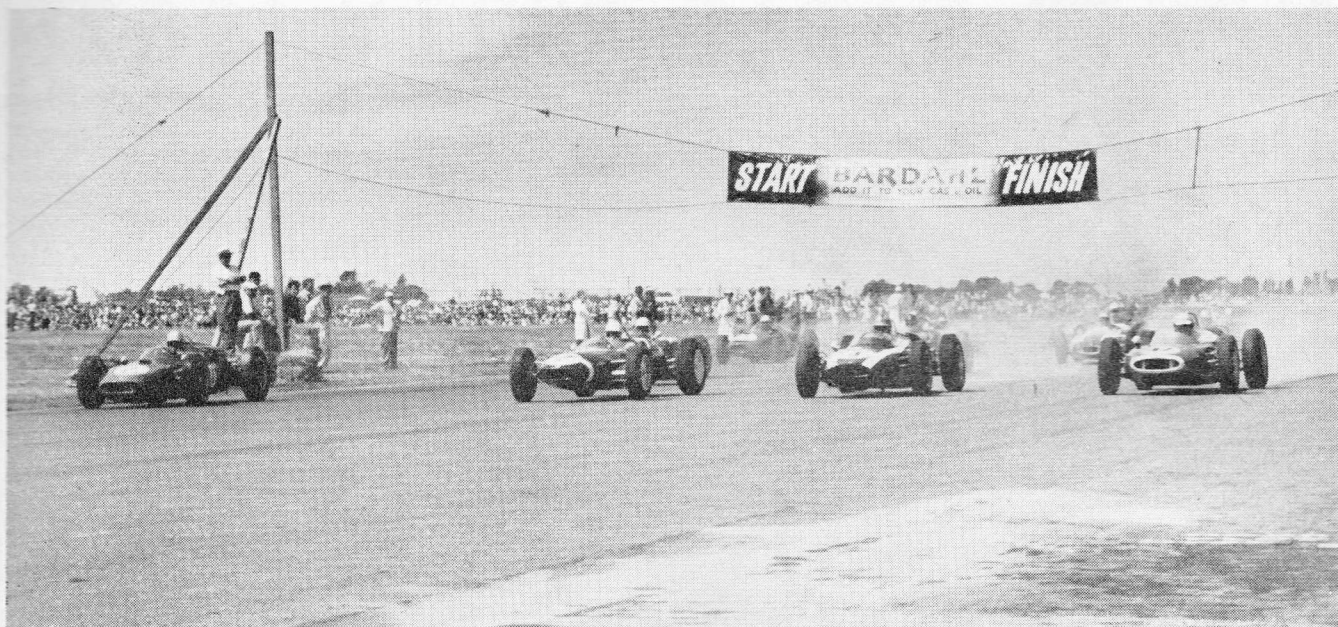


and trust that they are well pleased
with the service they received from
Esso stations along the route



THE ESSO SIGN MEANS
HAPPY MOTORING ALL THE
WAY TO MONTE CARLO





MOSS WINS LADY WIGRAM

New Lap Record on Wet Weather Tyres

BY PETER GREENSLADE

AFTER being almost rained out in the New Zealand Grand Prix and again at the Levin Vic Hudson International Memorial meeting a week later, the best anyone hoped for at the Lady Wigram Trophy meeting on 20th January was a day without any moisture. As things turned out, the training sessions were conducted in scorching sunshine and race day itself was far too hot to be comfortable.

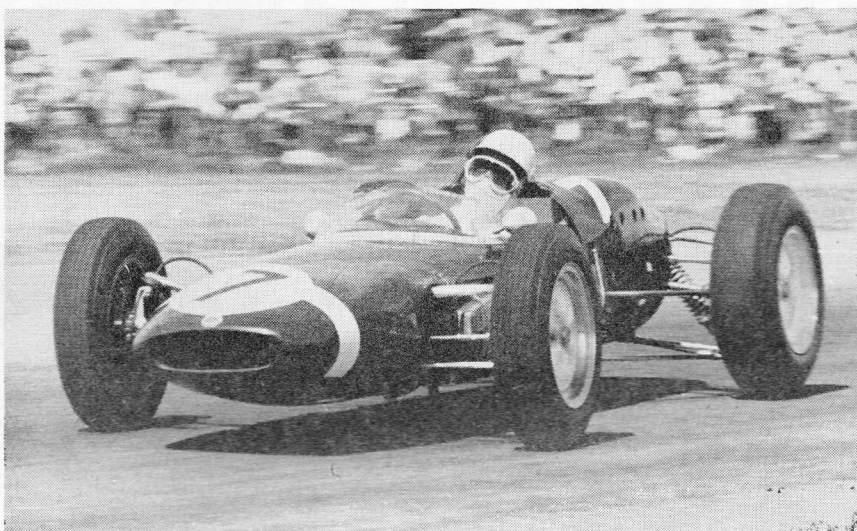
The New Zealand Grand Prix and the Levin meeting produced multifarious references to the high-hysteresis Dunlop rain tyres, both in radio commentaries and newspaper reports, and with the sun shining at Wigram everyone thought that rain tyres would be forgotten. Such proved to be far from the case.

Stirling Moss, driving the 2.5-litre Rob Walker Lotus, won at record speed and shared a new lap record for the 2.116-mile aerodrome circuit on the Dunlop D12 rain tyres! Moss led the race from start to finish and dictated his own terms to cover the 150 miles in 96 min. 38.7 secs.—just 4 mins. 3.3 secs. inside the race record set by Jack Brabham with a 2.5-litre works Cooper in the 1960 race. That represented an average speed of 93.27 miles an hour.

In second place, 16.3 secs. behind Moss, came Brabham in his own 2.7-litre Cooper. Third was Bowmaker-Yeoman's John Surtees, also in a 2.7-litre Cooper, only 1.3 secs. behind the Australian. New Zealander Bruce McLaren with the C. T. Atkins Cooper was fourth with a time of 97 mins. 33.5 secs., and fifth was Bowmaker-Yeoman's stalwart Roy Salvadori in a 2.7-litre Cooper in 97 mins. 57.1 secs. These five were the only ones to complete the 71-lap journey and, of course, they all made it inside Brabham's 1960 race average speed.

In sixth spot and two laps back was Angus Hyslop with a 2.5-litre Cooper and he was followed in by Australian

struggle for premier grid position. To help them win it Moss, Brabham, Surtees, McLaren and Salvadori all used the rain tyres to secure the additional adhesion. With the temperature hovering about the 80 deg. mark, tyre wear



TOP: With the rain tyres operating to good effect in scorching weather, Moss with the Lotus made the best of the start.

ABOVE: A masked Moss pressed on to victory in the eighth International Lady Wigram Trophy with the 2.5-litre Rob Walker Lotus.

Arnold Glass a further two laps back with the 2.5-litre B.R.M. Johnnie Mansel with the 2.7-litre Centro-Sud Cooper-Maserati was eighth, a lap behind Glass.

Surtees set a new race lap record of 1 min. 20.1 secs.—95.1 miles an hour—on his 43rd tour. Five laps later Moss, who had been coasting a little, having been told that the pressure was being increased, equalled the figure. The previous record, also set by Brabham in 1960, was 1 min. 20.8 secs.

This year's trophy race developed into a pre-race battle of wits, and the strength of it all was that Moss took a desperate gamble that paid off—but only just. In the training sessions there was a real

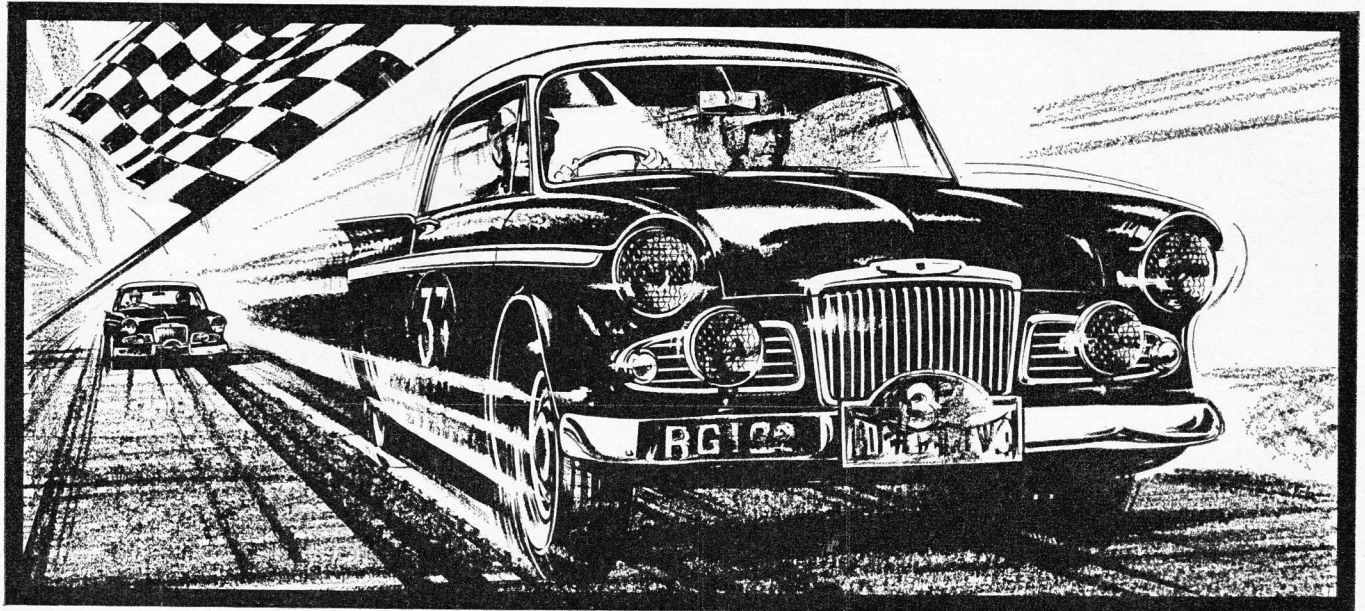
was fantastic. McLaren cut out a complete set in a matter of 13 practice tours, but in return won pole position with a time of 1 min. 17 secs.—just about 99 miles an hour. Brabham was only .1 sec. slower. Then came Moss with 1 min. 18.3 secs. and Surtees with 1 min. 18.5 secs. They took the first row on the grid.

Salvadori and Centro-Sud's Lorenzo Bandini (2.8-litre Cooper-Maserati) each managed 1 min. 21 secs. to share the second row with Ron Flockhart (2.5-litre Lotus), whose time was 1 min. 22.4 secs.

Glass managed 1 min. 22.7 secs., Hyslop 1 min. 23.8 secs., Tony Shelly, with

(Continued on page 157)

MONTE CARLO RALLY 1962



SUNBEAM RAPIER WINS TEAM PRIZES

"CHARLES FAROUX" TROPHY

(best nominated team of three cars of the same make)

Drivers: P.Hopkirk J.Scott · P.Procter G.Robson · P.Harper R.Baxter

CHALLENGE "L'EQUIPE"

(best team of three cars, same make)

Drivers: P.Hopkirk J.Scott · P.Procter G.Robson · G.Hill P.Jopp

ALSO

1ST 2ND 5TH 6TH 7TH 8TH

SERIES PRODUCTION TOURING CARS

1,300-1,600 c.c.

First five British cars—all Sunbeam Rapiers. In addition to winning the coveted team awards and sweeping their class, Rapiers were placed 3rd and 4th overall. In every Monte since the war, Sunbeam has won major awards for Britain. Here is undeniable proof of performance and reliability.

(RESULTS SUBJECT TO OFFICIAL CONFIRMATION)

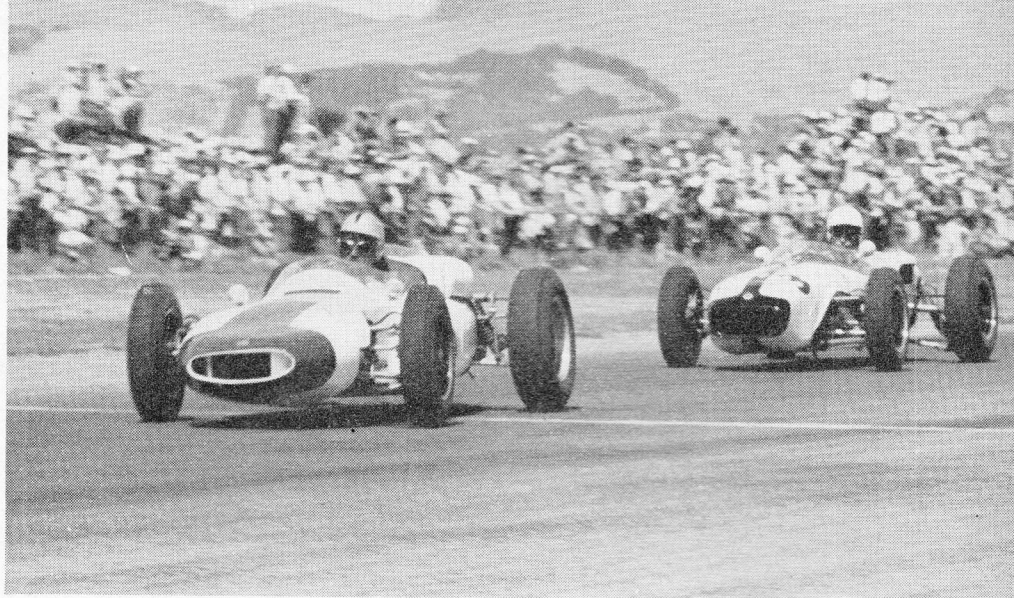
1ST SUNBEAM ALPINE MANOEUVRING & SPEED TEST

New Zealand—continued

his 1,960 c.c. Cooper, 1 min. 25.9 secs., and Mansel 1 min. 26.6 secs., to fill the third row. It was pretty obvious that those behind could hardly figure in the trophy race picture. But as the five leaders had employed the high-hysteresis tyre, which everyone felt could not possibly see out 150 miles, the qualifying times were not taken as a real guide for the actual race itself.

Race day dawned hotter than ever and before mid-day there was an all-time record crowd of almost 40,000 thronged around the circuit. In the pit paddock drivers and crews were stripped to the waist and much was the talk about tyres and their wear. There was also some concern about the manner in which the 2.7-litre Coopers were gobbling up the fuel.

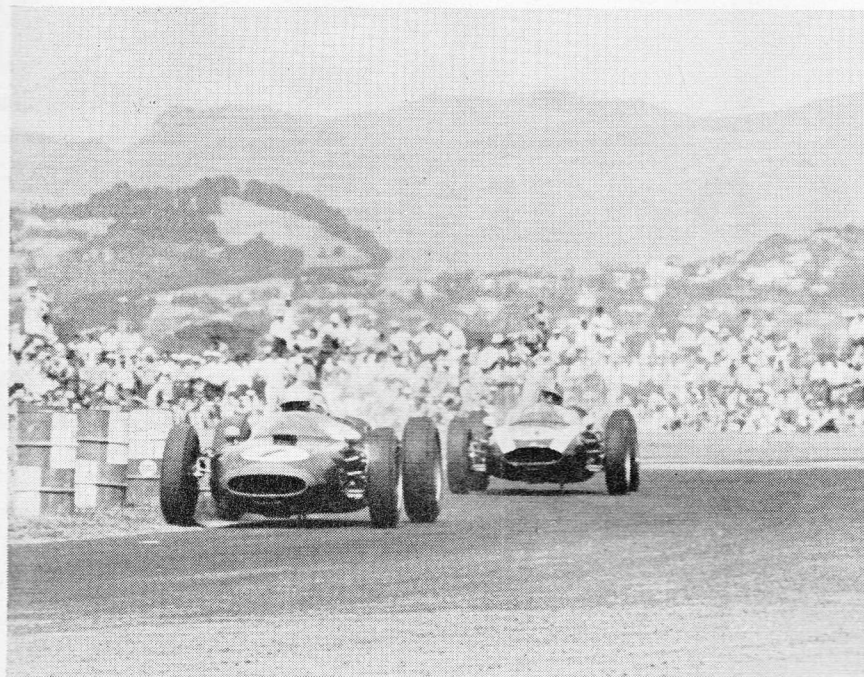
The Moss Lotus was kept away from prying eyes and cloaked by a tarpaulin



ABOVE: Angus Hyslop and Ron Flockhart fought things out for about 35 laps until the New Zealander headed the Scotsman at this point. Then Flockhart shortly afterwards retired.

LEFT: Feature of the trophy race was the exciting duel between the 2.7-litre Coopers of Surtees (No. 1) and Brabham (No. 4) seen here at the Hairpin.

BELOW: Bruce McLaren was better equipped to ward off the sun than Reg Parnell, and Stirling Moss and Jack Brabham were quick to take advantage of Bruce's umbrella.



left-turning Hangar Bend about 200 yards from the start, really poured on through the off-cambered Control Tower Bend and went through the chicane to the sweeping but irregular curve leading to the back straight like a streak of greased lightning.

At the end of the first tour the blue Lotus was clear of Surtees, McLaren and Brabham by a couple of car lengths and all the rest was confusion, with Salvadori, Bandini, Glass and Hyslop most prominent.

Moss opened up a two-second gap by the end of the second tour and Surtees (Continued on page 159)

when it eventually did appear. But the rumours were flying that Stirling, realizing he was down on power on a power-driving circuit, was going to use the rain tyres in an effort to make good the handicap through late braking, cornering and acceleration.

As a matter of fact, the tyre experts tried to argue. But Mr. Motor Racing had made up his mind and it was only when the cars were finally wheeled out that people realized that the big Moss gamble was on.

The cars came out with side panels removed where it was possible to do so. Brabham's helmet had been cooled with some blocks of ice for a couple of hours beforehand. Most drivers had the odd gallon of water poured over them. But it was not much help. One could almost see the steam rising off them.

In any case 18 cars faced the starter and when the flag dropped there was, as the novelists say, a scream of tortured tyres, and plenty of blue smoke for good measure as they shot off the grid.

Moss had the best of it, but not by much. McLaren, Surtees and Brabham were right with him. But he won the





B-M-C WINS

COUPE DES DAMES

1ST B-M-C MINI COOPER
(MISS P. MOSS AND MISS A. WISDOM)

CLASS 1 (500 c.c. to 1000 c.c.)

1ST M.G. MIDGET
(P. RILEY AND M. HUGHES)

3RD AUSTIN MINI
(REV. R. JONES AND REV. P. MORGAN)

CLASS 4 (1601 c.c. to 2000 c.c.)

1ST M.G.A. '1600' Mk. 2
(D. & E. MORLEY)

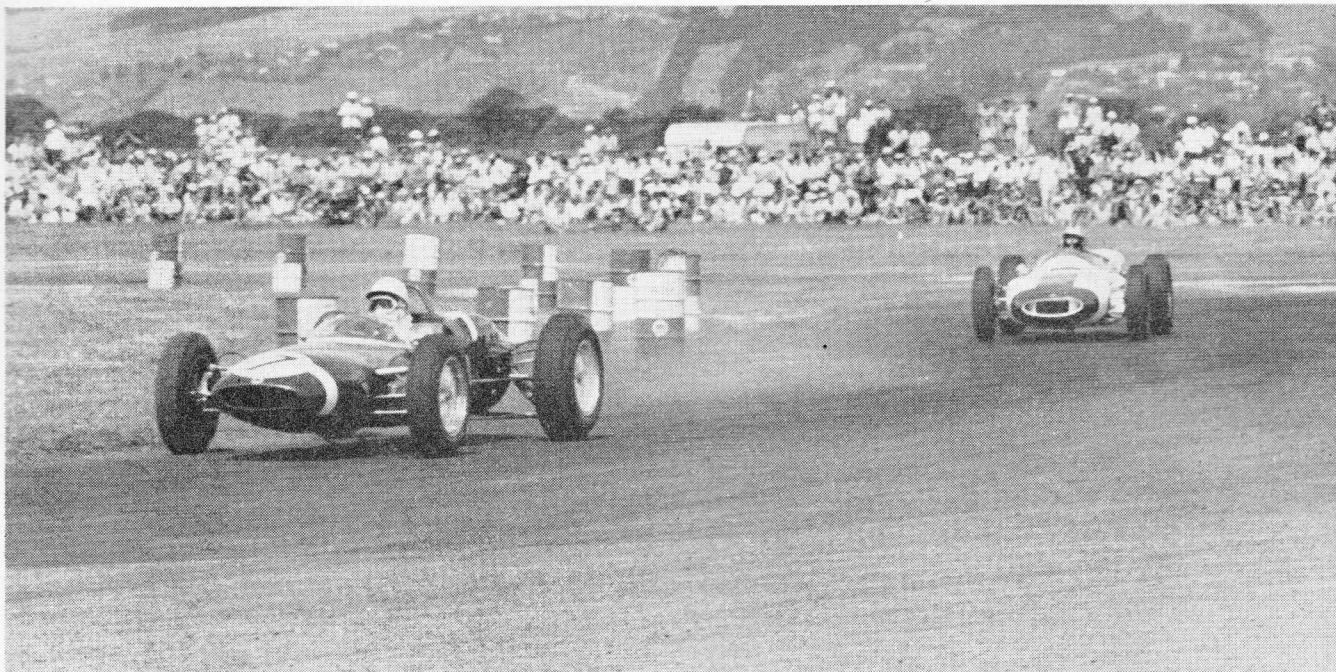
CLASS 5 (Over 2000 c.c.)

1ST AUSTIN-HEALEY '3000'
(D. SEIGLE-MORRIS AND A. AMBROSE)

B.M.C. builds to Win!

Subject to official confirmation

THE BRITISH MOTOR CORPORATION LTD
BIRMINGHAM AND OXFORD



MR. MOTOR RACING laps Angus Hyslop, who finished sixth, at the Hairpin.

New Zealand—continued

was next followed by McLaren and Brabham. Then came Salvadori, Bandini, Flockhart, Glass and Hyslop, and there was a gap back to the rest.

In those early laps Moss really went to town. But the other places quickly changed. McLaren dropped back. Brabham took Surtees. Then on the fourth tour Brabham took Surtees and about the same time Surtees took McLaren.

At the end of seven tours Moss had built up a 13-second lead and Surtees was back in second spot, with McLaren next and Brabham fourth. They were clear of Salvadori, who had Bandini in close company.

On the next tour Moss lapped tail-end Bob Eade (250F Maserati), and by the time the Lotus had completed 10 laps it was well clear of the Surtees Cooper and it was then followed by Brabham, who had once more taken McLaren. In fact, the latter had lost quite a lot and was coping with Salvadori. Bandini was next, going great guns, but a lap later he pulled into his pit to retire with a broken oil pipe.

The Italian's sudden departure left Flockhart into sixth place with Glass next and then Hyslop. To all intents and purposes, the rest were out of the contest.

Moss continued in most workmanlike fashion and by 20 tours had established a very comfortable lead for himself. He was lapping consistently up to then in about 1 min. 21 secs., but now, to conserve his tyres, he began to ease up a little.

Surtees and Brabham were right on top of each other and had opened up a good margin on McLaren who, in turn, was well clear of Salvadori.

Hyslop was going really well and he took first Glass, then Flockhart, to move into sixth position. Everyone else was now a long way back and the first four or five cars reached the stage of lapping the complete field.

Next incident was the retirement of young Jim Palmer with the Ford Classic-

engined Formula Junior Lotus. A broken top-gear selector put paid to his hopes at the end of 24 tours when he was somewhere in the middle of the field.

At 30 laps Moss, appearing to be taking things fairly quietly, was well clear of Surtees and Brabham, who in turn had gained a great deal on McLaren. Next in line were Salvadori, Hyslop and Glass. Flockhart was drifting a little and Mansel was prominent in the second Centro-Sud car. Shelly, Pat Hoare (3-litre Ferrari), Chris Amon (250F Maserati) and Ross Greenville (Classic-engined F.J. Lotus) were running in fairly close company, but well out of the picture.

Flockhart disappeared from the scene after 43 tours with a broken universal joint and then Surtees and Brabham decided it was time to harry Moss. They cracked on the pace to make their 43rd tour in 1 min. 20.1 secs.—a new lap record—and 1 min. 21.2 secs. respectively, and began to bridge the gap now only a couple of car lengths apart. But Moss was still well clear.

But Moss was soon given the word of the opposition's intentions and on his 48th tour equalled the Surtees lap time. All the same, overall the second and third men were gaining at the rate of 2 secs. a lap.

Brabham made his bid to take Surtees, but it was not until they had completed more than 50 tours that he managed to slip through when Surtees had a spin on the Control Tower Bend. The Bowmaker-Yeoman driver had lost his chance, but Brabham found himself with worries too. His oil pressure was falling badly and he was forced to ease off to nurse the Cooper, just keeping in front of Surtees.

From then on the major position did not change. Moss was well clear, with everyone biting their finger-nails expecting to see him out of the race with a burst tyre. Brabham was in front of Surtees by a hair's breadth. McLaren was sitting very much in solitary state in



REG PARNELL'S patent pate protector obviously had Ron Flockhart rather concerned before the start of the trophy race.

fourth place and so was Salvadori in fifth. Hislop had the definite edge on Glass and realized that he could not improve his position. Glass, in turn, did not have things quite so good. In the concluding stages he managed to take Mansel, to finish seventh. That was the order in which they all finished, with everyone else very much out of the contest.

If ever a driver just made it, the driver was Moss. The right-hand rear tyre was as bald as a badger. The left-hand rear was little better, and there was just the faintest suspicion of tread left on the two front tyres.

But, on the day, Moss had outdriven and outwitted the rest of the field and there were no recriminations on the opposing camps.

But there is no doubt that luck had played its part. As Brabham said, the circuit was "as greasy as a pork chop", as oil had been slopped out in copious quantities. That probably helped Mr. Motor Racing to what must have been one of his most exciting and riskiest victories.



Carlsson Wins!

SAAB Expert Takes Premier Place from Bohringer's Mercedes – Sunbeam Rapiers Collect Team Prize, Third and Fourth Places, Class and Autosport Trophy – Coupe des Dames for Pat Moss/Ann Wisdom (Cooper-Mini)

BY
GREGOR GRANT

PHOTOGRAPHY BY
GEORGE PHILLIPS

BRIGHT SUNSHINE for the last lap: The Sunbeam Rapier of John Spare/ Michael Britton at La Bollene, during their descent of the Col de Turini.

M O N T E C A R L O R A L L Y



THE 31st Monte Carlo Rally was decisively won by Eric Carlsson and Gunnar Haggbom in their 850 c.c., Swedish-built SAAB, the first two-stroke ever to secure first place, and the second successive year victory has gone to a front-driven machine of under 1,000 c.c. Carlsson's fantastic driving over the five special stages during the Chambéry-Monaco section clinched the victory, which was later confirmed on the Monaco Grand Prix circuit.

Runners-up were Bohringer/Lang in their 220SE Mercedes-Benz, and for the third successive year a Sunbeam Rapier was first British car. In this case it was Paddy Hopkirk/Jack Scott, who finished just above their team-mates Peter Procter/Graham Robson. In 10th and 12th places respectively were the Rapiers of Graham Hill/Peter Jopp and Peter Harper/Raymond Baxter. The next highest-placed British entry was the Austin-Healey "3000" of David Seigle-Morris/Tony Ambrose in 18th spot: they were also leading G.T. entry. Best private owner from this country was John Spare (Rapier), who was awarded the AUTOSPORT Trophy.

To Pat Moss and Ann Wisdom (Cooper-Mini) went the Coupe des Dames from a comparatively narrow margin from Anne Hall/Val Domleo (Ford Anglia). Amongst class winners were Peter Riley/Mike Hughes (M.G. Midget), Donald and Erle Morley (M.G.A), Hopkirk/Scott (Rapier), Meyret/Terramorsi (Citroën), Keinanen/Vainola (Skoda), Seigle-Morris/Ambrose (Austin-Healey), Isnbugel/Greger (Porsche) and Klincken/Weizsacker (Volkswagen). To Lyndon Sims (Aston Martin DB4) went the honour of best

DESCENDING the snow-covered roads to Xonrupt-Longemer is the Vauxhall of Major Ian Baillie/Capt. David Davenport, one of the Army team.

aggregate in the Grand Prix circuit eliminating test.

Of the 313 starters, 248 arrived at Monte Carlo, of which 75 lost penalty marks on the road section. Tish Ozanne/Margaret MacKenzie (Cooper-Mini) won the Warsaw starting control award, and best performance amongst the Glasgow starters was by Peter Riley/Mike Hughes in their red M.G. Midget.

By and large it was a curious event, with the abnormally mild weather conditions making the preliminary runs to Chambéry ridiculously easy. In fact, the chief danger to crews was boredom, through having to cruise for many hundreds of miles at fairly low average speeds. Things did change after the start of the Chambéry common route, for ice and snow on the Cols of Granier and Cucheron caught out many people, especially those who had elected to use normal road tyres in place of studded equipment.

* * *

There was tremendous activity at Chambéry as cars arrived in quick succession. Competitors quickly referred to the control as Shamblesry, for crowds of spectators milled round cars, preventing people from getting on with essential maintenance. Also, so many of the general populace found their way to the buffet, that it was impossible to get anything to eat. John Dorsett and Joy Cooke, who were following the rally route, managed to get something to keep Cliff Davis and me going. We had a tyre burst in the town, and the conse-

quent swerve sent us into a pillar of fire direction sign, wiping off one of our spot lamps.

On the advice of officials at the previous St. Claude control, we had decided to fit studded tyres for the Col de Granier. However, in the confusion due to the crowds we found only two of the wheels which had been sent on from Paris. Thus off we went with two fairly smooth front tyres and studs on the rear—a dreadful combination which we soon discovered gave us little or no steering, and instant locking of the wheels even if the brakes were merely touched on the ice.

Graham Hill/Peter Jopp set off with SP Dunlops all round and quickly wished that they had fitted studded covers. They calculated that they lost about five minutes compared to the time they would have taken with studs. Peter Procter/Graham Robson took the St. Claude people's advice and used studs. However, the unfortunate Procter had a burst offside front tyre and in the resultant skid the Rapier finished on top of a parapet. Onlookers helped to get the car back on the road and the crew quickly changed the wheel. If this puncture had not occurred, Procter would surely have made best time of all on the special stage, as he eventually did it in 44 mins. 45 secs., and one must allow somewhere around five minutes for the delay.

Paddy Hopkirk/Jack Scott did a sensational 41 mins. 56 secs. Graham Hill, despite his non-studded tyres, did 46 mins. 33 secs. David Seigle-Morris took the big Austin-Healey over in 44 mins. 21 secs., two secs. slower than the TR4 Triumph of the Swiss pair Thuner and Gretener. Meyrat, in one of the works

Citroëns, did a splendid 42 mins. 5 secs. Peter Riley forced the little M.G. over the cols in 45 mins. 10 secs., and Ian Baillie wasn't hanging around in the big Vauxhall Velox with 47 mins. 51 secs. Frescobaldi (Lancia Flavia) did 42 mins. 16 secs., Trautmann (Citroën) 42 mins. 11 secs., Henry Taylor (Anglia) 45 mins. 9 secs., Bohringer (Mercedes) 41 mins. 20 secs., Andersson (Volvo) 43 mins. 56 secs., Peter Harper (Rapier) 44 mins. 43 secs., and Carlsson (SAAB) was fastest of all with 40 mins. 27 secs. Walter (Porsche) was credited with under 40 mins., but this was later found to be 44 mins. 15 secs. Not that it mattered, for the German had amassed a large number of penalty points during the road section.

There were any amount of crashes and off-road excursions. The Hodson/Lewis Triumph TR4 finished up on its roof, the crew escaping with superficial cuts and bruises. Fabregas Bas overturned his Jaguar and had to abandon, whilst Palmas finished up amongst some trees with his BMW 700. Ray Merrick and his son, bothered with boiling brake fluid on



ABOVE: Over the Col de la Schlucht, and past the ski-lift goes the Leonard Norman/Charles Vивиán Sunbeam, with the Hugh O'Connor-Rourke/John Cuff Jaguar hot on its heels.

★

RIGHT: The Alfa-Romeo of Mme Texier/Mlle Mennoud leads the Sally Cooper/Penelope Block Sunbeam over one of the few icy stretches.

★



BELOW: Oops! The crew of the Bertaut/Greder Ford Anglia hang on to their hats for a moment.



their E-type Jaguar, managed 45 mins. 42 secs.

John Melvin and Gordon Bennett slid sideways into a bank on the Cucheron and found that the nearside front wing of their blue Alpine was jammed against the wheel. The Scotsmen struggled for several minutes to free the car and actually forced the damaged wing back in place by sheer hand power. They still managed the stage in under 50 mins.

Eric Brinkman, whose Ford had earlier been reported as having been abandoned near Bourges with a broken piston, sounded healthy enough over the Granier. It transpired that the trouble was a loose tappet. Sally Cooper (Sunbeam) had a few hectic slides, but her 54 mins. 51 secs. was a highly creditable effort in a first "Monte". John Spare, this year in a new Rapier in place of his familiar Gazelle, returned 47 mins. 39 secs.

Most impressive were the numerous Czech-built Skodas, with their very exaggerated-looking swing-axle rear ends, which seemed to hold the roads like glue. They were fast, too, Keinanen returning a surprising 42 mins. 43 secs. Ewy Rosqvist (Volvo) was not having a

particularly good "Monte". Not only had she collected penalty points on the road, but she lost a considerable amount of time after coming unstuck on the Cucheron. Tish Ozanne was easily fastest of the Warsaw survivors, taking 54 mins. 17 secs.—some 7 mins. quicker than any of the other Polish starters.

Anne Hall/Valerie Domleo took 46 mins. 55 secs. with their Anglia. Pat Moss/Ann Wisdom (Cooper-Mini) were delayed by a broken throttle cable and took 52 mins. 21 secs. On the whole, the 3.8 Jaguars suffered from an excess of power with the Parkes and O'Connor-Rourke cars being quickest of the marque, taking just over 49 mins.

From St. Laurent du Pont the route went via the Col de la Placette, Voreppe, La Cote St. Andre, Vienne, to the somewhat difficult-to-find D30 route to Rivede-Gier. The next section to Bourg-Argental was a short one of 49.5 kiloms., to be achieved in a minimum time of 54 mins. The night was perfect and there wasn't a trace of snow or ice on the cols of Pavezin and Oeillon.

However, quite a number of people lost marks, mainly due to taking it too easy in the early stages and then finding that the roads became more and more winding as they approached the control. The same was also true of the longer 76 kiloms. stage to Lamastre, which route through St. Bonnet le Froid and the cols of Rouvey and Buisson appeared strange without the customary snow and ice. There was no let up, with 72 mins. to cover the 66 kiloms. from Lamastre to Vals-les-Bains.

Navigators had to keep their wits about them on the 136½ kiloms. section to Bedoin for the climb of Mont Ventoux. Near Lagorce on D1, many cars were observed travelling in the wrong direction, having failed to leave N579 at the proper intersection. This led to some confusion near Vallon, where the road hairpinned on to D4. However, there were plenty of gendarmes to put competitors on the proper routes, and a brilliant moon was shining when the Paris contingent followed the Glasgow starters into the Bedoin control. The Ventoux was bone dry, the timed section for the second classification test being shortened to 15 kilometres.

Best time of the night was made by Hans Walter (Porsche) with 10 mins. 05 secs. Next in order was David Seigle-Morris (Austin-Healey). Other good times were returned by Kuhne (Mercedes), 11 mins. 34 secs., Sims (Aston Martin), 11 mins. 39 secs., O'Connor-Rourke (3.8 Jaguar), 11 mins. 13 secs., Spare (Rapier), 12 mins. 06 secs., Merrick (E-type Jaguar), 12 mins. 05 secs., Graham Hill (Rapier), 11 mins. 28 secs., Bianchi (Citroën), 11 mins. 57 secs., Hopkirk (Rapier), 11 mins. 14 secs., Thuner (TR4), 11 mins. 12 secs., Procter (Rapier), 11 mins. 15 secs., Bohringer (Mercedes), 11 mins. 02 secs., Harper (Rapier), 11 mins. 10 secs., Ott (Mercedes), 11 mins. 06 secs. and Donald Morley (M.G.), 10 mins. 55 secs. Carlsson did 11 mins. 33 secs. with his SAAB, but Pat Moss was one second quicker with her Cooper-Mini.

At Sault, Cliff Davis and I managed

to change our smooth front tyres, but were now on spiked tyres for the rest of the trip. The convoy was now heading for the Alpes Maritime, and a beautiful morning with an azure sky greeted the majority of competitors as they reached the control at 4 Chemins near Thorenc. Near Ste. Croix the Healey/Warner Riley was seen to be ditched, the crew being nowhere to be seen.

The short timed section of 16 kiloms. to Saint Auban was on narrow roads, with lots of twists and plenty of loose surface. This was immediately followed by similar roads in a 25½ kiloms. section to Pont des Miolans. Outstanding on the first section was Kuhne, who flung the big Mercedes around in the remarkable time of 10 mins. 58 secs.—only driver to break 11 mins. Seigle-Morris (Austin-Healey) and Procter (Rapier) did identical times of 12 mins. 33 secs., and Gerry Burgess pushed the modded Zephyr to the tune of 13 mins. 07 secs. Trautmann did 12 mins. 32 secs. with his Citroën. Bohringer's time with the Mercedes was 12 mins. 08 secs., and Hans Walter recorded 11 mins. 53 secs. with his Porsche. Carlsson did 12 mins. 29 secs., and Pat Moss, 13 mins. 04 secs. Once again, Tish Ozanne headed the Warsaw contingent with a 25 secs. margin.

Seigle-Morris fairly motored the big red Austin-Healey to set best time of the 25½ kiloms. stage with 20 mins. 31 secs. Procter, fastest of the Rapier brigade, was just 28 secs. slower. Paddy Hopkirk did 21 mins. 07 secs., which was precisely the time achieved by Graham Hill. Alain Bertaut was very fast with the French-



SUNSHINE—AND NO SNOW! The most unusual view of the Col de Turini Rally competitors have had for years! The car is the Belgian-entered DAF of de Harley/Barbier.



★

SILHOUETTED: This striking Phillips shot (left) shows the Guichet/Clement Citroën slipping past the DAF of Mmes Heidendahl/de Fouw on the Col de Turini.

★

BELOW: The Mercedes of Ott/Knoll swoops down towards a finish in the sun.

entered Ford Anglia (22 mins. 06 secs.). Anne Hall achieved 22 mins. 36 secs., but Pat Moss was much quicker with 21 mins. 23 secs. Carlsson showed his mastery with a splendid 20 mins. 35 secs., and Henry Taylor (Anglia) did not loiter with 21 mins. 38 secs.

It was press on towards Nice and the Col de Turini test. There was a certain amount of snow at the summit, and parts of the road were definitely slippery. Coming down towards Luceram, Aaltonen, driving Geoff Mabbs's Mini-Minor, hit a projecting rock and overturned. The car immediately burst into flames and Mabbs scrambled clear. Aaltonen was trapped in the seat, with his crash helmet jammed against the roof, and unable to reach and loosen his safety harness. Mabbs grabbed the safety belt and managed to yank his injured co-driver out just as the flames enveloped the car. It was a very brave action of the Tulip Rally winner, and both received only minor injuries. Aaltonen was kept in hospital for a couple of days, being treated for shock and minor burns.

Unnerud (Citroën) crashed, and was taken to hospital. His co-driver, Ulleberg, escaped with a shaking. Peter Procter got into a tremendous slide, and finished up against a wall, luckily without damaging the car. Another spectacular spin involved John Sprinzel/Christabel Carlisle in the red Sebring Sprite, which smacked the said wall a real fourpenny one. This car had been rebuilt by U.D.T.-Laystall a few days earlier!

Other "wall-bashers" included Henry Taylor/Brian Melia (Anglia). Taylor skilfully held a vicious slide on the ice, almost got away with it, but the nearside rear wheel just caught the wall. The tyre



burst, and the crew had to change the wheel. Henry found the steering most peculiar—a spring shackle had fractured, and the rear axle was doing peculiar things. Another mishap occurred to the Ford Anglia team, for the Tommy Wisdom/Jeff Uren car also collected part of the wall, and the damage cost them 20 penalty points at the technical inspection.

Seiele-Morris did a superb run, his 31 mins. 14 secs. being second fastest of all. Hans Walter (Porsche) returned best time for the 33 kiloms. with 30 mins. 31 secs. Eugen Bohringer (Mercedes) was very rapid with 31 mins. 18 secs. However, Eric Carlsson's 31 mins. 26 secs.

with the little SAAB was better on handicap. Paddy Hopkirk did 32 mins. 17 secs., and Procter, despite his gilhooley, was faster with 32 mins. 11 secs. Phil Walton, unhappily penalized on the road, whipped the 3.8 Jaguar along to the tune of 33 mins. 53 secs., and de Lageneste returned a fine 32 mins. 57 secs. with his blue Citroën. Graham Hill's time was 32 mins. 53 secs., Lucien Bianchi got down to 33 mins. with his Citroën, and Meyret on another works JD19 did 32 mins. 06 secs. Jean-Jacques Thuner accomplished 32 mins. 43 secs. with his red Triumph TR4. Ian Walker

(Continued on page 169)

CORRESPONDENCE

Which?

A RECENT issue of AUTOSPORT has arrived late, because our postal deliveries are no longer as efficient as in the days of the old penny-post. But may I comment briefly on your Editorial about the *Which?* car tests?

You remark that two best-selling rear-engined cars are criticized by *Which?* for possessing "under-steering" properties, whereas, you comment, everyone knows that these cars are, if anything, "over-steerers".

Have you perhaps not read the *Which?* reports all through? Of both the cars concerned they state quite clearly that the handling characteristics were spoilt by early breakaway of the rear tyres on slippery surfaces. What is this but "over-steer"?

In their more detailed handling data, describing the characteristics at low speed on a dry surface, the testers say of the two rear-engined cars that they had a moderate degree of understeer tending back to oversteer before the safe limit is reached. Fair enough?

John Bolster is astonished that the paintwork on his cars compares badly with that on the cars *Which?* tested. Could it be that he is thinking of cars of different years?

I shall continue to read all the road-test reports I can lay my hands on and agree that the C.A. venture is complementary to the work of motoring writers on weekly and monthly papers.

WILLIAM BODDY.

FLEET, HAMPSHIRE.

R.A.C. Rally-Winning SAAB

I AM pleased to read that Jack French of SAAB (Great Britain), Ltd., has corrected Mr. Bolster's error with regard to carburettor specification on Carlsson's R.A.C. Rally-winning car (AUTOSPORT, 19th January), which incidentally a number of SAAB enthusiasts also spotted.

It is surprising how Mr. Bolster could commit such a *faux pas*. Surely he noticed the "carb" when he changed the oiled plug he mentioned in the road test (AUTOSPORT, 5th January)?

The point I wish to make, however, concerns the last paragraph of Mr. French's letter, which stated that a "similar state of tune" is available to all SAAB owners in Great Britain. This is, of course, entirely true with respect to engine modifications. However, unlike Eric Carlsson, the British owner is denied the four-speed gearbox which is so essential with the peaked power curve of the tuned SAAB 96.

The current policy of SAAB (Great Britain), Ltd., is *not* to import the four-speed gearboxes into Britain and they appear to be adamant on this line. Until they become enlightened, a Stage II SAAB 96, à la Carlsson (engine mods. approximate cost £140) is indeed a doubtful investment.

It has been "whispered" that, quite soon, new SAAB 96 cars with right-hand drive and four-speed gearboxes may be available—"special order". Perhaps we two-stroke car enthusiasts, who bought SAABs during 1961 with a view to competition work, made a wrong decision. I think most of us grinned at our "teething troubles", and SAABs are by no means free of these!

Recent rumours of phenomenal Manzel tuning magic with the 750 c.c. "Deeks" (four-speed gearbox standard) only adds to the uncomfortable feeling that indeed we chose the "wrong horse".

I sincerely hope that SAAB (Great Britain), Ltd., can, by way of the four-speed gearbox, convince me otherwise. My own SAAB 90, in what might be called Stage I $\frac{3}{4}$ ins. trim, simply cries out for the extra gear during the daily dice along A40.

PETER LANCASTER BROWN.

BEACONSFIELD, BUCKS.

THE specification of the car (though the former was admittedly not supplied by the Concessionaires), stated definitely that the machine was fitted with a twin-choke carburettor, and at a casual glance the instrument looked large enough to be of twin-choke type. The plug-changing episode took place in the dark, a gale and torrential rain—dammit!—Ed.

Accea Improvements

I WAS so interested to hear that G. B. Hewitt fitted a rubber mat to his Accea. With no disrespect to the writer, I really think AUTOSPORT, with articles of normally very high standard, could do without such an article, which has little or no interest to the general reader.

In addition I should like to make a point in line with John Stanton's letter, "Monopoly at Brands", in a recent issue. The 750 M.C. are one of the three clubs running the "other" club race meetings at Brands this year, and the reason there are not a lot more club meetings is not only the limit on the meetings per year but the cost of the circuit and accessories: this for the Trio meeting is around the 200 gns. mark, which is out of the question to most clubs, especially those with few funds in the bank. And I should like to point out to all possible readers that unless a meeting such as the "Trio" receives good support from you the clubs concerned will lose heavily and another club meeting will disappear from the Brands programme, and, what's more, any of us who wish to race 1172 or 750 formula cars will have to travel 200-odd miles to Silverstone!—difficult in some professions.

D. J. BASSETT.

HEATHFIELD, SUSSEX.

Monopolies at Brands

I SHOULD like to comment on the letter from John Stanton, "Monopoly at Brands Hatch", in your issue of 12th January. As the Secretary of the Meeting for the event on 1st July at Brands, I would like to point out that it does offer something a little different to the usual Brands programme, excellent though these "big" meetings are. The Trio Clubs who put on this meeting always aim to give a fine "Clubman's Meeting" programme for true amateurs. As before, there will be races for 750 and 1172 Formula sports cars, 500 c.c. and, a star attraction this year, a 20-lap Formula Junior event for members of Club Lotus.

One of the reasons for the apparent lack of meetings at Brands is local opinion. Too many meetings there would really get the locals complaining. It is obviously to the advantage of the Brands authorities to have as many meetings as possible. Another reason is, of course, the expense, as Mr. Stanton points out. It is not cheap to put on a meeting at Brands and an outlay of several hundred pounds is necessary which may or may not be recovered from a share of the car park and stand revenue. This outlay may well be beyond the means of many clubs who could otherwise put on fine meetings for the benefit of their members and the motor racing public. This has been overcome by the Trio Clubs (750 M.C., Club Lotus and the Racing Car Club) by banding together to share the expense and risk.

A. W. BUTLER,
750 M.C.

Speed Trials

AS Chairman of the 1961 Organizing Committee, I should be grateful if you would afford me the opportunity of replying to the letter by Mr. Donald Duncan, published by you in your issue of 12th January, concerning (*inter alia*) the Weston-super-Mare Speed Trials.

First, I am pleased to assure Mr. Duncan that his suggestion of dispensing with practice runs has already been carefully considered by the Committee, and it is proposed to adopt this suggestion, in the hope that by so doing we shall be able to give everyone three timed "runs".

Secondly, with regard to the alleged incorrect classification of the Stage 3 Lotus Elite, with great respect, Mr. Duncan appears to be setting his sights on the wrong target. In deciding these matters, it is the R.A.C. Scrutineers, not the organizers, who are omnipotent. Further, this classification was confirmed by the Stewards at the meeting.

However, I should like to thank Mr. Duncan for his constructive criticism—such criticism is always welcomed by my Committee and carefully considered, with a view to trying to improve each event. For information, the event this year will be a National one and takes place on 29th September.

WRINGTON, NR. BRISTOL.

PETER F. BENNETT.

He Likes Walker!

CONGRATULATIONS on your new journal! I thoroughly enjoyed Rob Walker's interesting and amusing report on the Nassau meeting. Perhaps he will cover our "Springbok" series at the end of this year.

CAPE PROVINCE, SOUTH AFRICA.

TED LANFEAR.

(Correspondence continued on page 176)

BOOK REVIEW

THE SPECIAL BUILDERS' GUIDE

BEING an owner of a pre-Mini Austin Seven myself, I have for some time been looking for a book that deals with all the problems that confront the owner of one of these glorious devices. I bought several books on the subject, ranging from 3s. to £1 1s. each and, quite frankly, I was disappointed with them. The main causes of complaint were the plugging of the author's own equipment and lack of adequate explanation.

At the Racing Car Show I came across the Seven-Fifty Motor Club's new Special Builders' Guide. At last! This is just what is needed. One does not only find honest descriptions and explanations; there are also numerous articles about modifying 750 and 1172 cars, packed into the 200 pages. In the 750 section, experts like Holland Birkett, John Moon, Colin Chapman, Jack French, Mike Forrest, Roy Lee and Arthur Mallock, who really know what they are talking about, have written articles ranging from "Overhaul of A7 brakes" to "Building a 750 Formula car". Similarly, in the 1172 section, Jack French, Graham Broadley, Arthur Mallock, John Moon, Leslie Ballamy and Mike McDowell cover the same ground for the Ford special boys. The priceless selection of articles by these and several other gentlemen have been reproduced from the monthly bulletins of the 750 M.C., and date from the late '40s to the present day.

If you own anything between an old Austin Seven or a Ford 10 to the DEB Mk. 2 or a Terrier Mk. 2, then this is the book for you. Surely no problem has been neglected by the eminent authors? It will cost you 12s. 6d., plus 1s. 6d. postage and packing, from Colin Peck, The Seven-Fifty Motor Club, Fernlea, Westerham Hill, Biggin Hill, Kent.

M.D.K.



JOHN BOLSTER TESTS THE RILEY 4/SEVENTY-TWO WITH THE NEW

BORG-WARNER AUTOMATIC TRANSMISSION

THE Riley 4/Seventy-Two has recently undergone the current B.M.C. expansion process whereby a wider track and longer wheelbase are actually allied with a slightly reduced overall length. The car is a big, solid, four-door saloon with elaborate equipment and luxurious finish. Its slightly drooping nose suggests Riley radiators of the past, and this is quite an impressive machine weighing all of 23 cwt.

A conventional suspension layout includes an independent front end with helical springs and a hypoid axle-cum-semi-elliptic rear. There are anti-roll torsion bars front and rear while the steering gear is of cam-and-peg type. The engine is the latest B.M.C. big four of 1,622 c.c. As applied to the Riley it has twin SU carburettors and develops 68 b.h.p. at 5,000 r.p.m.

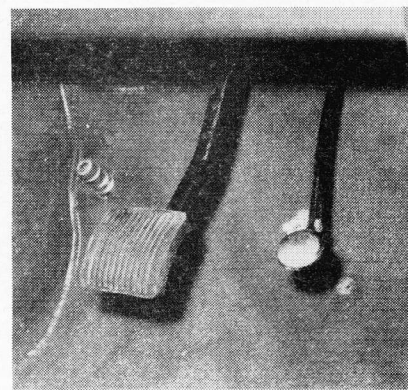
Of the greatest possible interest, the new Borg-Warner automatic transmission was fitted to the test car. This assembly is actually lighter than the optional manual box and clutch. It differs from the bigger Borg-Warner transmission in having the torque converter in circuit at all times, which gives a greater range on top gear, most valuable with a big four-cylinder engine which may not be ultra-smooth at very low speeds.

The other great point about this automatic transmission is the much greater

manual control which the driver may exert at will. Second gear may be engaged at any speed, though above 65 m.p.h. some over-revving would be the penalty. First gear may be selected at 20 m.p.h. or so, and held up to any possible speed, though 40 m.p.h. is about the useful limit. The point is that either of these gears may be held indefinitely, but a touch of the lever restores fully automatic working. The box should not be regarded simply as a three-speed transmission, since the reduction range of the torque converter so greatly increases the effective speed band of each ratio.

In practice, the results obtained with this transmission are excellent. The average driver may never use the manual change feature, preferring to leave everything to the automatic gearbox, with occasional use of the kick-down change on the accelerator for rapid overtaking. On the test car, the kick-down spring was rather strong for a lady driver.

The enthusiast will avail himself of the manual change approaching corners and he will hold the car in the middle gear while ascending or descending wind-



ing hills. Very careful development work has rendered the gearbox almost beyond criticism, for it is extremely smooth when used on half-throttle, yet really "bites" when changing up during full acceleration.

With fully automatic operation, the engine is allowed to run up to speeds not too far short of its peak, but of course over-revving is impossible. By using the lever, the gears may be held until the

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Riley 4/Seventy-Two four-door saloon, with automatic transmission. Price £1,187 including P.T.

Engine: Four cylinders, 76.2 mm. x 88.9 mm. (1,622 c.c.). Pushrod-operated overhead valves. Compression ratio 8.3 to 1. 68 b.h.p. at 5,000 r.p.m. Twin SU carburetters. Lucas coil and distributor.

Transmission: Borg-Warner automatic gearbox with fluid torque converter and three-speed epicyclic transmission. Selector lever on steering column. Hardy Spicer propeller shaft. Hypoid rear axle, ratio 4.3 to 1.

Chassis: Pressed steel body and chassis. Independent front suspension with wishbones and helical springs. Cam-and-peg steering gear. Hypoid rear axle on semi-elliptic springs. Lever-operated dampers all round. Anti-roll bars front and rear. 5.90 x 14 ins. tubeless

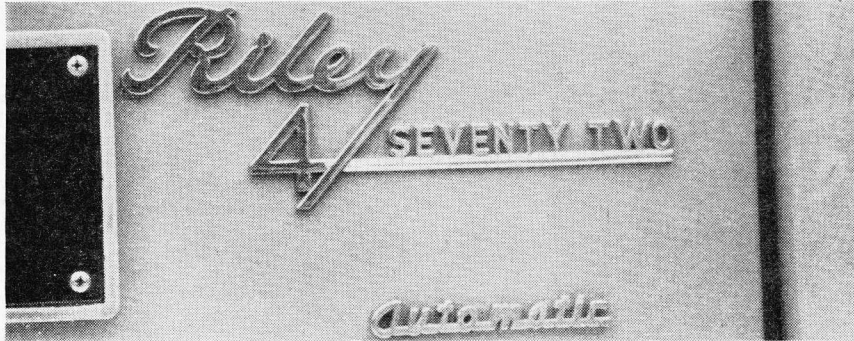
tyres on bolt-on disc wheels. Girling hydraulic brakes, 2 L.S. in front.

Equipment: 12-volt lighting and starting. Speedometer. Rev. counter. Ammeter. Fuel, oil pressure and water temperature gauges. Electric clock. Heating and demisting. Flashing indicators. Windscreen wipers and washers. Optional radio and seat belts (provision for fitting on all cars).

Dimensions: Wheelbase, 8 ft. 4 $\frac{1}{16}$ ins. Track (front) 4 ft. 2 $\frac{1}{16}$ ins., (rear) 4 ft. 3 $\frac{1}{2}$ ins. Overall length, 14 ft. 10 $\frac{1}{2}$ ins. Width, 5 ft. 3 $\frac{1}{2}$ ins. Turning circle, 37 ft. Weight, 1 ton 3 cwt.

Performance: Maximum speed, 83.45 m.p.h. Standing quarter-mile, 21.4 secs. Acceleration: 0-30 m.p.h., 5 secs.; 0-50 m.p.h., 11.6 secs.; 0-60 m.p.h., 16.6 secs.; 0-70 m.p.h., 24 secs.

Fuel Consumption: 23/26 m.p.g.



rev. counter enters the red section on each gear, and this was done during the performance tests. Yet the amount of time which can be saved in this way is virtually negligible, a full-blooded "standstill-to-sixty" with 5,500 r.p.m. and manual control being only three-fifths of a second faster than "automatic" over the same range!

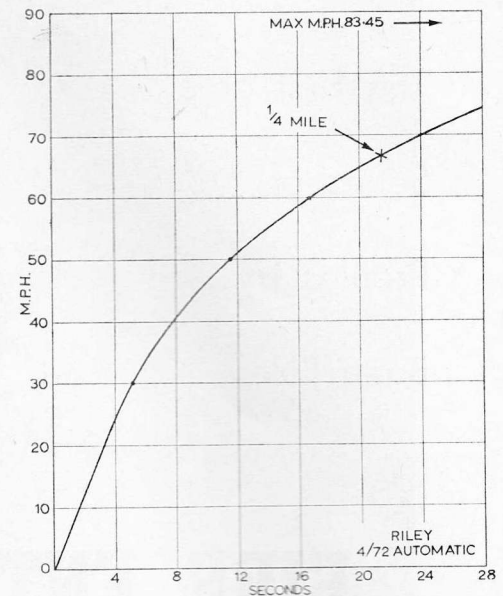
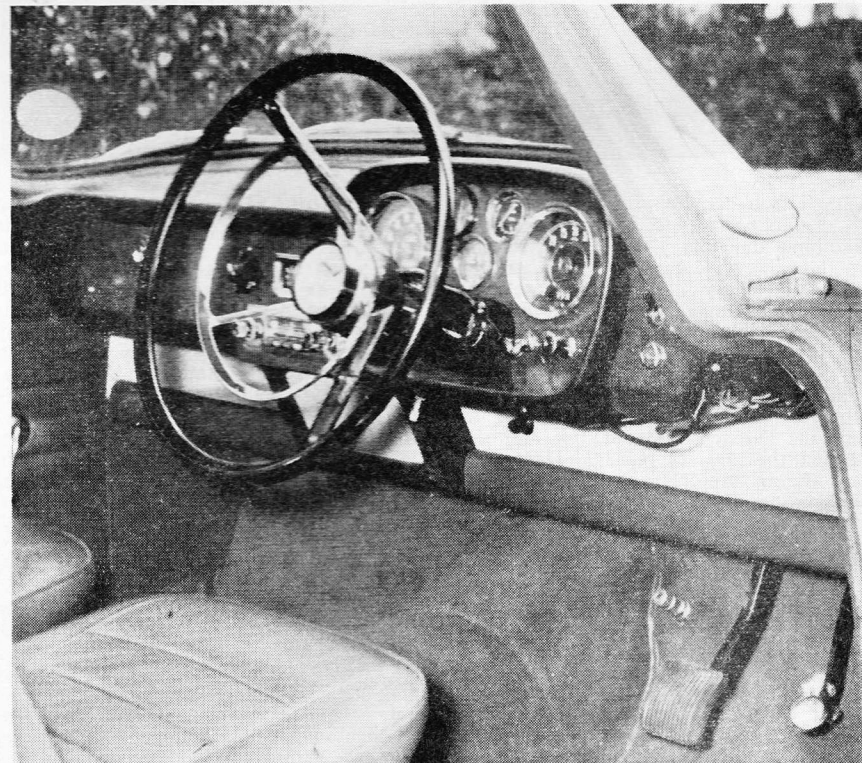
In spite of its considerable weight, the Riley is something of a sports saloon on the road, largely because the transmission gives up-changes on full throttle. The 1,622 c.c. engine is never really smooth, but it seems willing to be driven "flat" for ever and cruises at maximum speed as a matter of course. The weather was less than ideal during the tests and we recorded one run down-wind at 87.7 m.p.h. The mean speed was 83.45 m.p.h. but one is almost tempted to call this Riley a genuine 85 m.p.h. car. Ninety m.p.h. was often exceeded on a falling gradient.

The ride is distinctly firm and small bumps are felt. At cruising speeds, however, the degree of comfort is satisfactory and the seats, though not particularly soft, are quite sufficiently yielding to make long journeys a pleasure. The car does not pitch under sudden braking, which again adds to the comfort of the passengers, and the brakes remain commendably smooth in action, showing no tendency to grab when really hot.

The use of torsion bars at both ends of the chassis avoids excessive roll on corners. It does, however, result in a distinct over-steering tendency. This is by no means excessive, and it adds some "brilliance" to the steering response which might otherwise be lacking. The rear end breakaway is gentle in the extreme and correction calls for no precipitate action. The actual cornering power is well up to standard for a car of this size and type, though the tail may tend to hang out a little on wet roads if full throttle is employed through tight corners.

In spite of its solid respectability, there is something about this Riley which

encourages the press-on driver. Yet it has all the luxurious touches and the array of dials on the instrument panel that one associates with the name. Perhaps there is a little more wind noise round the swivelling ventilation panels than one would expect, or maybe it is the rain guttering that sets up the disturbance. In general, though, this is a well-appointed carriage for five people and their luggage propelled by a moderate-sized but efficient engine, which will give 23 m.p.g. when thrashed, 26 m.p.g. when cruised at a useful speed, and nearly 30 m.p.g. when handled by the week-end potterer.



ACCELERATION GRAPH



The lesson that one learns from this car is that automatic transmission may now be applied to a machine of 1,622 c.c. with absolutely no detriment to its performance. Up to now, plenty of litres and six or eight cylinders have been regarded as indispensable for the abolition of the gear lever. This new transmission not only provides the fully automatic operation that is such a boon in heavy traffic, but it allows the sporting driver to give full rein to his skill. If this is not the best of both worlds it must come within a hairbreadth of it.

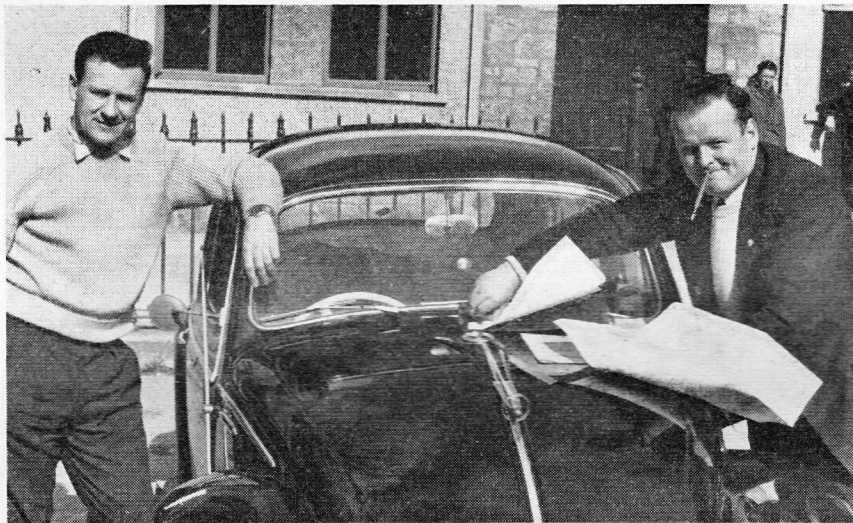
The First of a
Series of
Profiles by
Brian Foley



ABOVE: Des Cullen (Cullen Brothers) first started competitions on two wheels before turning towards four wheels. This picture shows Cullen in a driving tests trial in a "two-wheeled" NSU Prinz!

EIRE ENTHUSIASTS

Des and Jim Cullen



LEFT: Des the driver (left) and Jim the navigator (right).

VISITORS to the home of Desmond and Jim Cullen will be excused for assuming that the Dublin brothers are in the jewellery business, for between them they have collected a handsome quantity of "tinware" over the last 10 years or more. At 31, Des Cullen is the younger of the two. His first taste of competitions was in 1951 when he rode a 125 c.c. B.S.A. Bantam in a motor-cycle trial, and not only did he win the Novices' Award but he also headed the 200 c.c. Class. Desmond's outstanding motor-cycling successes include winning the Dunlop Scramble in 1952, setting up a 200 c.c. lap record of 55.10 m.p.h. at Phoenix Park in 1953 and winning the Open Handicap at Phoenix Park in 1954. Des has competed in road racing, trials, scrambles, grass tracks, speedway, motocross, and even in veteran runs. He still has a bash in the odd scramble and grasstrack meeting.

Jim Cullen is two years older than Des, and now resides at Enniscorthy where he is the E.S.B. Engineer for the

Co. Wexford area. Jim did not take to motor-cycles as successfully as his brother, although he did compete in trials and scrambles. He first turned towards four wheels circa 1956, and as well as driving in car trials himself, he navigated for Tommy Connolly of Kilkenny and Brian Nixon of Gorey. Although Jim is now more famous as a navigator, he has won several class awards in trials and won the Premier Award at Carrick-On-Suir a few years ago in a 1,172 c.c. Ford Special known as the Culford. He first introduced Des to cars in 1957, but Des tired rather quickly of navigation and decided to have a go himself in the M.G. Club's Winter Trial. On his first outing he won the Novices' Award, the Specials Class, and brought his Dellow into second place overall, only four marks behind the absolute winner, Alex Malcolm in a Buckler.

The Cullen brothers have an outstanding record in the International Circuit of Ireland Rally. They first went together in 1958 and won the Novices' Award with a Volkswagen. The follow-

ing year, they brought their Volkswagen into sixth place overall. As Des is a representative for Reg Armstrong Motors it was only natural to expect that he should drive NSUs in competitions. In an NSU Prinz 30, the Cullens were fifth overall and second in their class in the 1960 Circuit of Ireland, and last year they moved up another place in general classification and finished first in their class. Another particularly outstanding achievement was winning the 1959 Cork "20" Rally in a standard NSU Prinz. Jim Cullen navigated the entire rally absolutely clean on the road, and the only other navigator to do this before or since is Jack Scott, who accompanies Paddy Hopkirk in the Rootes Group Rally team. Des Cullen has also raced the little NSUs, but his best performances have been in driving-test trials. Up to December 1961, Des has driven NSUs in 43 events and has collected 39 awards, and 26 of these are Premier Awards. In the last two Hewison Trophy competitions for the Eire trials championship, Cullen was second and best saloon car driver. As in motor-cycling Des has tried all aspects of the sport, including stock-car and midget-car racing, mud plugs, and road racing. His best performance on the road was at Dunboyne in July last. Driving a modified Austin-Healey Sprite, Des averaged 76.43 m.p.h. to win the Holmpatrick Trophy Handicap, from Charles Maunsell (Alpine) and Bob Olthoff in a very special M.G. Twin Cam. In the past, the Cullen brothers have come within an ace of winning the Circuit of Ireland outright, and Des has twice just failed to win the Hewison Trophy. Perhaps 1962 will be their year?

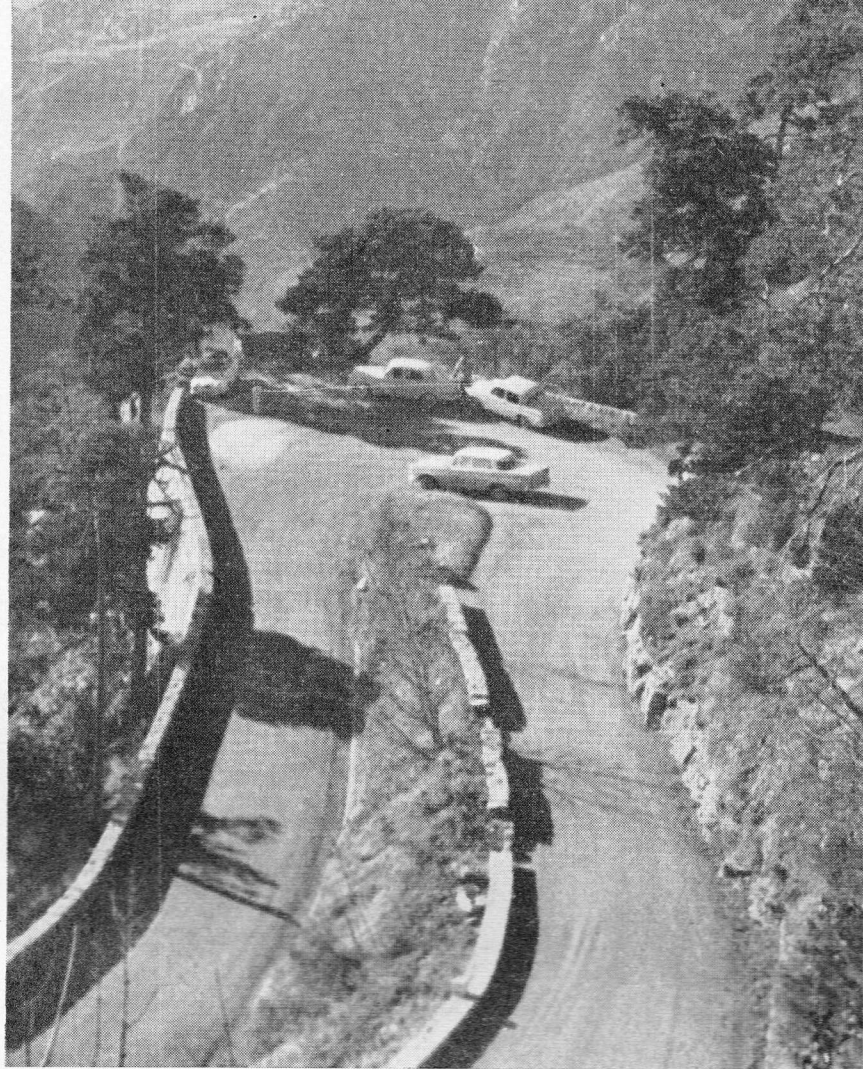
Monte—continued

was very fast in the Anglia (33 mins. 26 secs.), but for once, Trautmann was off form, and at least a couple of involuntary excursions brought his time up to over 35 mins. Peter Harper did 33 mins. 50 secs., and Pat Moss showed the possibilities of the Cooper-Mini by registering 33 mins. 18 secs. A remarkable performance was put up by P. Gele in a DKW Junior, with 32 mins. 42 secs. Fast, too were the Morleys, with 32 mins. 43 secs. in their red M.G.A.

On arrival at Monaco on the Moyenne Corniche, competitors were given a maximum time of 10 minutes to clock in at the final control on the quayside. Heavy traffic caused a certain amount of panic amongst some crews, but the police did their best to keep the way clear. The British International Rally Club's coach, complete with bar and draught beer, was a welcome sight for the British contingent. Scrutineers had Graham Hill and Peter Jopp worried when they alleged that a seal was missing, but this was quickly sorted out. They attempted to penalize the Peter Harper/Raymond Baxter Sunbeam for a slight dent on the wing, but the depth could scarcely be measured. However, there was no question regarding the Bill Banks Vauxhall, which had been in collision with another car on the Col de Bayard earlier in the rally. It was so badly damaged, that the total penalties came to 1,500 marks.

With 248 cars in the *parc ferme*, the sea front of Monte Carlo was never so crowded. There was nothing left for competitors to do but to wait for the publication of the provisional results table showing which 120 entrants would take part in the speed test on the Grand Prix circuit. For this event, the factor of comparison was not applied. Total time for four laps was simply expressed in seconds and fractions of seconds, i.e., one point per second.

Eric Carlsson had a commanding lead over Bohringer's Mercedes, the margin actually being 43½ seconds—a big leeway to attempt to make up. However, four laps must be completed, otherwise a penalty of 6,000 marks would be imposed. So Carlsson had to drive fairly fast, and ensure that he finished. In the same way it was highly unlikely that Peter Procter could overtake Paddy Hopkirk, for the Irishman had over 50 secs. in hand. Yet Sunbeams had to put up as good times as possible, for the German DKW team was uncomfortably close on aggregate times.



HAIRPIN: A Mercedes adds its contribution to the rubber already deposited on the tight bends of the descent of the Col de Turini.

The struggle for the Coupe des Dames was close. Pat Moss (Cooper-Mini) and Anne Hall (Anglia) were separated by only 8.3 secs., with the odds on Pat with the slightly faster car. Another class that could change was the G.T. up to 1,000 c.c. category, in which Ian Walker (Ford) led Peter Riley (M.G. Midget) by just over 7 secs. The first heat contained the leading touring and G.T. cars, and from the start Carlsson went as fast as possible, but not taking the slightest risk. The Mercedes 220SE was hurled round desperately by Eugen Bohringer, taking back over 4 secs. per lap from the tiny red car—not nearly

enough to reduce the gap. Peter Procter took 5.7 secs. from Paddy Hopkirk, but this could not affect the placings. It could, however, make a difference for Sunbeams in the team prize.

David Seigle-Morris sailed serenely round, driving the big Austin-Healey with tremendous verve to complete the four laps in 8 mins. 27.7 secs.—17.2 secs. faster than Bohringer. Incidentally, the latter's co-driver, Peter Lang, is the son of the former Mercedes Grand Prix driver, Hermann Lang.

In another heat, Peter Riley hurled the little red hard-top M.G. round determined to take the class from Walker. He passed car after car, nipping on the inside whenever he saw a chance, and, indeed, almost clouting another car at Beau Rivage. He actually took back over 16 secs., to put the Walker/Steiner car in second place.

Anne Hall just couldn't go fast enough to overhaul Pat Moss, but the last-named nearly came unstuck when another competitor baulked her little Cooper-Mini, and the two cars touched. Fortunately Pat kept going, and there was little damage done.

Seigle-Morris's time was closely challenged by Thuner in the TR4 Triumph, and finally beaten by Lyndon Sims who put up a magnificent show in his green

GRAVEL is kicked up on the descent of the Col de Turini by the Danish-entered Volvo of Jorgensen/Jacobson.





Monte—continued

DB4 Aston Martin, and registered 12.2 secs. less than the Austin-Healey. Peter Harper drove a magnificent test, catching up on Graham Hill on every lap, and finally finishing 6 secs. ahead. Graham, used to handling G.P. cars, bounced off the tobacconist's kiosk past the chicane, and dropped one or two seconds getting the Rapier straight again. Tiny Lewis steamed round in fine style, beating Procter's time by $\frac{1}{10}$ sec.

One of the most outstanding performances of the day, was put up by Bill Bradley in Bill Meredith-Owen's, ex-Pat Moss A40, whose aggregate of 8 mins.

49.7 secs., was actually seventh fastest of the day. Bradley completely vanquished the opposition, lapping unofficially in 2 mins. 10 secs.—or 4 secs. below Peter Harper's 1961 figures with the Rapier. However, Harper was under 2 mins. 10 secs. this year.

A sensational jump in the results was made by Kuhne (Mercedes), whose 8 mins. 55.9 secs. on the circuit, took him from 49th place in the general classification, to eighth position—an unprecedented leap of 41 places!

So it was all over, and no one could grumble about the result, for Carlsson and his SAAB had been outstanding in every way.

FASTEST on the circuit tests was Lyndon Sims in his Aston Martin DB4—a very fine performance indeed.

Druget (Renault); 50, N. Eklund/R. Eklund (Skoda); 51, T. Wisdom/J. Uren (Ford); 52, E. Monnoyeur/J. Monnoyeur (Peugeot); 53, G. Jouanneaux/A. Coquillet (Panhard); 54, J. Nielsen/H. Henriksen (Alfa Romeo); 55, T. Noren/J. Kolstad (Volvo); 56, J. Jernes/J. Solem (Skoda); 57, J. Laroche/P. Cabet (DKW); 58, A. Wasserman/A. Jarvi (Skoda); 59, H. Ingier/L. Askersrud (Volvo); 60, E. Gjolberg/C. Karlan (Skoda); 61, A. Bertaut/H. Greder (Ford); 62, L. Sims/R. Stephens (Aston Martin); 63, M. Peyrot/G. Rouit (Citroën); 64, M. Fouzek/J. Vidner (Skoda); 65, A. Gacon/J. Estager (Alfa Romeo); 66, G. Isenbugel/J. Springer (Porsche); 67, J. Folletete/A. Bouly (Citroën); 68, J. Martinsen/F. Jacobsen (Skoda); 69, R. Chaix/P. Lelong (Panhard); 70, O. Dahl/F. Andreasson (Volvo); 71, P. Coltelloni/J. Badoche (Citroën); 72, E. Reverter/O. Caprotti (BMW); 73, A. Allard/R. Mackie (Ford); 74, M. Trintignant/G. Cavrois (Ford); 75, C. Poirot/H. Hazard (Facel Vega); 76, R. Crawford/W. Syer (Morris); 77, R. Jones/P. Morgan (Austin); 78, K. Pmier/Tocca (BMW); 79, H. Burke/A. Burton (Volvo); 80, J. Morrison/W. Morrison (Morris); 81, P. Maublanc/C. Dreyfus (Citroën); 82, U. Oberhammer/H. Hartinger (BMW); 83, E. Hunt/K. Jones (Sunbeam); 84, R. Bateau/R. Berger (Alfa Romeo); 85, H. Bartscherer/H. Ratjen (Mercedes-Benz); 86, J. P. Salome/P. Madelaine (Renault); 87, G. Gillard/J. Beylot (Jaguar); 88, G. Cook/D. Bowes (Sunbeam); 89, G. Burgess/P. Crabtree (Ford); 90, P. Lundberg/G. Palm (Austin); 91, P. Bagnasacco/A. Cavallari (Lancia); 92, G. Wilkins/M. Frostick (Ford); 93, H. O'Connor-Rourke/J. Cuff (Jaguar); 94, J. Sprinzel/Christabel Carlisle (Austin-Healey Sprite); 95, S. Allard/T. Fisk (Ford); 96, G. Spinedi/W. Brandt (Morris); 97, V. Bobek/V. Rieger (Skoda); 98, R. Legallois/Dulait (Citroën); 99, E. Jackson/N. Donovan (Ford); 100, R. Dooijes/R. Slotemaker (Porsche); 101, P. Bolton/G. Shanley (Ford); 102, I. Baillie/D. Davenport (Vauxhall); 103, W. Meredith-Owens/W. Bradley (Austin); 104, B. Ward/R. Joss (Sunbeam); 105, R. Riviere/R. Geminiani (Ford); 106, A. McCracken/J. McInnes (Ford); 107, P. Maurel/C. Courbe (Citroën); 108, P. Renty/"X" (Citroën); 109, Prince de Bourbon/V. Petersen (SAAB); 110, L. Texier/M. L. Mennoud (Alfa Romeo); 111, G. Poidebard/F. Capra (Fiat); 112, P. Courtes/E. Julien (Citroën); 113, B. Field/A. Bennett (Riley); 114, K. Gudim/S. Stensrud (Skoda); 115, J. Crastre/T. Franklin (Volvo); 116, L. Schou Nilsen/A. M. Opsann (Skoda); 117, J. Schlesser/Ch. le Guezec (Renault); 118, P. Walton/W. Robson (Jaguar); 119, Vold Johansen/L. Brandt Will (Auto Union); 120, O. Vargset/A. Arnatt (Volvo).

How They Finished...

General Classification

1, E. Carlsson/G. Haggbom (SAAB); 2, E. Bohringer/P. Lang (Mercedes-Benz); 3, P. Hopkirk/J. Scott (Sunbeam); 4, P. Procter/C. Robson (Sunbeam); 5, P. Gele/A. Guilhaudin (DKW); 6, G. Andersson/V. Karlsson (Volvo); 7, R. Neyret/J. Terramorsi (Citroën); 8, H. Kuhne/H. Wencher (Mercedes-Benz); 9, P. Frescobaldi/M. de Luca (Lancia); 10, G. Hill/P. Jopp (Sunbeam); 11, P. Ruby/M. Moritz (DKW); 12, P. Harper/R. Baxter (Sunbeam); 13, J. Guichet/J. Clement (Citroën); 14, R. Trautmann/Mme C. Bouchet (Citroën); 15, R. Ott/R. Knoll (Mercedes-Benz); 16, C. Skogh/K. Svensson (SAAB); 17, I. Lewis/Ian Hall (Sunbeam); 18, D. Seigle-Morris/I. Ambrose (Austin-Healey); 19, W. Levy/A. Kling (DKW); 20, R. de Lageste/C. du Genestoux (Citroën); 21, E. Keinanen/E. Vainola (Skoda); 22, G. Verrier/P. Alec (Citroën); 23, L. Bianchi/G. Hacquin (Citroën); 24, G. Clarou/M. Delalande

(Alfa Romeo); 25, J. Vernaev/G. Harris (Austin); 26, Pat Moss/Ann Wisdom (Morris); 27, O. Vilkas/L. Hurme (Mercedes-Benz); 28, D. Morley/E. Morley (M.G.); 29, H. Taylor/R. Bensted-Smith (Ford); 30, F. Masoero/J. Maurin (Alfa Romeo); 31, P. Condriiller/J. Cazon (Renault); 32, T. Mäkinen/L. Rehell (Morris); 33, P. Riley/M. Hughes (M.G. Midget); 34, H. Ziegler/H. Patthey (Austin); 35, J. J. Thuner/J. Gretener (Triumph TR4); 36, Prince P. Metternich/F. Heinz (BMW); 37, A. Andersen/U. Moller Halvorsen (Volvo); 38, I. Walker/P. Steiner (Ford); 39, P. Orsini/F. Luigi (Renault); 40, Anne Hall/Val Domleo (Ford); 41, G. Sevaux/Mendola (Alfa Romeo); 42, H. Oreiller/C. Marbacque (Citroën); 43, F. Schligler/M. Salomon (Peugeot); 44, C. Spjuht/L. Berggren (BMW); 45, Dr. J. T. Spare/M. Britton (Sunbeam); 46, J. Vinatier/R. Masson (Ford); 47, M. Martin/Surles (Panhard); 48, K. Chambers/P. Marshall (Ford); 49, J. Rey/G.



THE WINNER: Eric Carlsson swings his SAAB through the Gasworks turn during the circuit tests at Monte Carlo.



Touring Car Category

Up to 1,000 c.c.: 1. Eric Carlsson/Gunnar Haggbom (SAAB); 2. P. Gele/Guilhaudin (DKW); 3. P. Ruby/M. Moritz (DKW); 4. S. Skogh/K. Svensson (SAAB); 5. W. Levy/A. Kling (DKW); 6. J. Vernaeve/G. Harris (Austin Seven). **1,001-1,300 c.c.:** 1. E. Keinanen/E. Vainola (Skoda); 2. G. Clarou/M. Delalande (Alfa Romeo); 3. F. Maero/J. Maurin (Alfa Romeo); 4. G. Sevaux/Mendola (Alfa Romeo); 5. N. Eklund/R. Eklund (Skoda); 6. J. Nielsen/H. Henriksen (Skoda). **1,301-1,600 c.c.:** 1. Paddy Hopkirk/Jack Scott (Sunbeam); 2. Peter Procter/Graham Robson (Sunbeam); 3. Gunnar Andersson/W. Karlsson (Volvo); 4. Graham Hill/Peter Jopp (Sunbeam); 5. Peter Harper/Raymond Baxter (Sunbeam); 6. Tiny Lewis/Ian Hall (Sunbeam). **1,601-2,000 c.c.:** 1. R. Meyret/J. Terramorsi (Citroën); 2. J. Guichet/J. Clement (Citroën); 3. R. Trautmann/Mme Claudine Bouchet (Citroën); 4. R. de Lageneste/C. du Genestoux (Citroën); 5. G. Verrier/"Alec" (Citroën); 6. L. Bianchi/G. Hacquin (Citroën). **Over 2,000 c.c.:** 1. E. Bohringer/P. Lang (Mercedes-Benz); 2. H. Kuhne/H. Wencher (Mercedes-Benz); 3. R. Ott/R. Knoll (Mercedes-Benz); 4. O. Vilkas/L. Hurme (Mercedes-Benz); 5. H. Bartscherer/H. Ratjen (Mercedes-Benz); 6. G. Gillard/J. Beylot (Jaguar).

Grand Touring

Up to 1,000 c.c.: 1. Peter Riley/Mike Hughes (M.G. Midget); 2. Ian Walker/Paul Steiner (Ford); 3. R. Jones/P. Morgan (Austin); 4. J. Sprinzel/Christabel Carlisle (Sprite); 5. Sydney Allard/Tom Fisk (Ford); 6. Bill Meredith-Owens/Bill Bradley (Austin A40). **1,001-1,300 c.c.:** 1. Bergerhoff-Mulder/Hollander (Alfa Romeo); 2. T. Candlish/T. Petersen (Lotus Elite); 3. U. de Bonis/R. Fusina (Alfa Romeo); 4. Don Bennett/Torex

Bennett (Fairthorpe); 5. P. Spadafora/M. Stefano (Alfa Romeo); 6. M. Davies/N. Taylor (Lotus Elite). **1,301-1,600 c.c.:** 1. G. Isenbugel/J. Springer (Porsche); 2. R. Dooijes/R. Slotemaker (Porsche); 3. John Melvin/Gordon Bennett (Sunbeam); 4. Claude Savoye/E. Girard (Singer); 5. Gregor Grant/Cliff Davis (Sunbeam); 6. K. Knuth/S. Hartmann (Porsche). **1,601-2,000 c.c.:** 1. Donald Morley/Erle Morley (M.G.A.); 2. Charles Poirot/H. Hazard (Facellia); 3. R. Faure/M. Bonas (Citroën); 4. S. Nottorp/B. Hellberg (Volvo); 5. R. Baecklund/N. Falk (Volvo). **Over 2,000 c.c.:** 1. David Seigle-Morris/Tony Ambrose (Austin-Healey); 2. Jean-Jacques Thurer/J. Gretener (Triumph TR4); 3. Lyndon Sim/R. Stephens (Aston Martin); 4. Gerry Burgess/Phil Crabtree (Ford); 5. Hugh O'Connor-Rourke/Johnny Cuff (Jaguar); 6. L. Handley/D. Harvey (Ford).

Best Times on Monaco Circuit

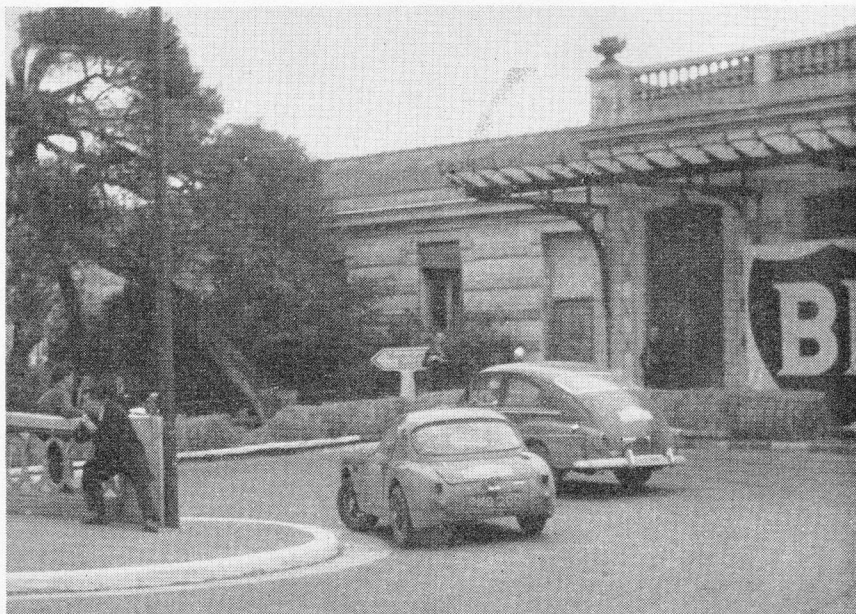
1. Sims/Stephens (Aston Martin), 8 m. 15.3 s.; 2. Seigle-Morris/Ambrose (Austin-Healey), 8 m. 27.7 s.; 3. Thuner/Gretener (Austin); 8 m. 38.3 s.; 4. Bohringer/Lang (Mercedes-Benz), 8 m. 44.9 s.; 5. Dooijes/Slotemaker (Porsche), 8 m. 46.1 s.; 6. Harper/Baxter (Sunbeam); 8 m. 48.4 s.; 7. Meredith-Owens/Bradley (Austin); 8 m. 49.7 s.; 8. Riley/Hughes (M.G.), 8 m. 50.9 s.; 9. O'Connor-Rourke/Cuff (Jaguar), 8 m. 53.4 s.; 10. Hill/Jopp (Sunbeam), 8 m. 54.4 s.; 11. Andersson/Karlsson (Volvo), 8 m. 55.1 s.; 12. Kuhne/Wencher (Mercedes-Benz), 8 m. 55.9 s.; 13. Lewis/Hall (Sunbeam), 8 m. 59.1 s.; 14. Procter/Robson (Sunbeam), 8 m. 59.4 s.; 15. Carlsson/Haggbom (SAAB), 9 m. 01.7 s.; 16. Vernaeve/Harris (Austin), 9 m. 01.7 s.; 17. Gele/Guilhaudin (DKW), 9 m. 02.3 s.; 18. Hopkirk/Scott (Sunbeam), 9 m. 03.1 s.; 19. Ruby/Moritz (DKW), 9 m. 05.1 s.; 20. Morley/Morley (M.G.), 9 m. 05.7 s.; 21. Walker/Steiner (Ford), 9 m. 07.0 s.; 22. Burgess/Crabtree (Ford), 9 m. 07.7 s.; 23. Makinen/Rehell (Morris), 9 m. 07.8 s.; 24. Ott/Kno'l (Mercedes-Benz), 9 m. 07.9 s.; 25. Oberhammer/Hartinger (BMW), 9 m. 08.3 s.; 26. Moss/Wisdom (Morris), 9 m. 09.0 s.; 27. Ward/Joss (Sunbeam), 9 m. 09.1 s.; 28. Vilkas/Hurme (Mercedes-Benz), 9 m. 09.6 s.; 29. Piniar/"Tocca" (BMW), 9 m. 09.9 s.; 30. Lundberg/Palm (Austin), 9 m. 11.5 s.

THE CLASS AWARDS

Club News

By MICHAEL DURNIN

FIRST speed event which the M.G.C.C. (S.-E.) are to hold in the coming season will be a speed trial at Brands Hatch on 11th March. Details from Gordon Cobban, 6-10 Birkbeck Road, Ilford, Essex. . . . Anyone willing to marshal on the Yorkshire S.C.C.'s Yorkshire Rally should contact chief marshal Dick Holroyd, "Whinburn", Myddleton, Ilkley, giving some idea as to when and where they will be available. . . . The Winter Rally of the London Centre of the Riley M.C. celebrates its 21st anniversary on 17th February and starts with driving tests at Brands Hatch at 2 p.m., which will be followed by a road section of only 45-50 miles finishing at the R.A.C. Country Club, Woodcote Park, Epsom. This will be followed by a film show, dinner and a dance. Details from Arnold Farrar, Riley Motors, Ltd., Abingdon - on - Thames. . . . **Liverpool M.C.** are to celebrate a most notable occasion—their diamond jubilee—with a ball at the Palace Hotel, Birkdale, on 9th February. Details from Mrs. P. H. Smith, "Milestones", 12 St. Andrew's Road, Liverpool 23. . . . The T.V.R.C.C. (which has 112 members) has received R.A.C. recognition. Those interested in swelling the club's numbers should contact Katie Rowe, "Vlenmar", Cricket Lane, Lichfield, Staffs. . . . The **Austin-Healey Club**, which has centres in all parts of the United Kingdom, will have a large stand at the Motorists' Fair, which is to take place at Manchester's Bingley Hall from 10th-17th February. . . . On 23rd February, the Midlands Centre of the **British Racing Mechanics' Club** are to hold their annual dinner and dance in the Hotel Leofric, Coventry. Tickets from B. J. Sutton, 257 Holbrook Lane, Holbrook, Coventry. . . . The **Severn Valley M.C.** are to run their 11th Welsh Rally (how many Welsh Rallies are there?) on 10th-11th February. Invited clubs are Oswestry and D.M.C., N. Staffs M.C., Stafford and D.C.C., Chester M.C., Broughton Bretton M.C., Cavendish M.C., Whitchurch M.C. and N. Wales M.C. Entries to G. E. Cardner, West Midland Motor Co., Shrewsbury, closing on 3rd February. . . . The **Advertising M.C.'s** Venetian Rally will take place on 24th-25th March. The event is open to Central Southern Association Clubs and will cover some 200 miles, starting near Basingstoke and finishing at Gatwick. Clerks of the Course Paul Steiner and Brian Cumbers have, as their avowed intention, a determination to "combine some of the best features of the 'Northern' type of event in this 'Southern Rally,'" and, brave men, invite competitors to compare their offering with some other Southern rallies. Regs. from Miss R. J. Parkin, The Robert Freeman Co., Ltd., 7 Swallow Street, London, W.1. . . . On 23rd March the **Circle C.C.** are to have a midnight film show in the Essoldo Cinema, Belmont Circle, Kenton Lane, Harrow. Details from Margaret Paul, 44 Elm Park Court, Pinner, Middx.



AUTHOR: John Sprinzel's Sebring Sprite passes a Volvo on the inside of the Station hairpin at Monte Carlo in the final tests over the G.P. circuit. John's new book "Sleepless Knights" is to be published soon and is (I hear) likely to cause some red faces in the rallying world.

Coming Attractions

- 3rd-4th February.** *Thames Estuary A.C. Cats' Eyes Rally. Starts from Lamb's Garage, Woodford Green, Essex; Salisbury, Hagley and Colchester from 3 p.m.*
Airedale and Pennine M.C.C. Snowdrop Rally. Starts from Appleyards of Huddersfield, Southgate, Huddersfield.
- 4th February.** *Hagley and D.L.C.C. Clee Hill Trial. Starts The Fox Inn, Stourton, near Stourbridge, Worcs, 10.30 a.m.*
- 9th-10th February.** *Yorkshire S.C.C. Yorkshire Rally. Starts Ilkley.*
- 10th-11th February.** *Warrington and D.M.C. Eighth Daffodil Rally. Starts from 101/606775.*
Steel Co. of Wales M.C. and South Wales A.C. Valvoline Rally. Starts National Benzole Filling Station, Bridgend By-Pass, 10.30 p.m.
North London E.C.C. Jacobean Rally. Starts from Stirling Corner, Barnet By-Pass, 8.30 p.m.
Sussex C.C. Valentine Rally.
Hants and Berks M.C. and Oxford M.C. Riverside and Boanerges Rally. Starts from the Bear Hotel, Hungerford.
Severn Valley M.C. Welsh Rally.
- 11th February.** *Sevenoaks and D.M.C. standard car trial.*
- 17th February.** *Riley M.C. 21st Anniversary Winter Rally. Starts Brands Hatch, 2 p.m.*
- 17th-18th February.** *Chiltern C.C. Orangillo Rally. Starts near Cheltenham, Glos.*
R.M.C.S.M.S.C. Rallye Militaire. Starts R.M.C.S., Shrivenham, near Swindon, Wilts, 8 pm.
Herts County A. and Ae.C. February Ferment Rally. Starts Hemel Hempstead, 8.30 p.m.

WELSH COUNTIES CAR CLUB DRIVING TESTS

WITH heavy rain during the early part of the day, the Welsh Counties Car Club closed driving test, staged recently at their Rumney site, attracted fewer competitors than usual. Five tests in all were attempted, entrants taking two runs at each, the better run to count towards the results; the nature of the site is such that tests are, perforce, fairly tight and, in consequence, despite a specially calculated index of performance that was applied to competitors' times, B.T.D. and the major award went to the invincible combination of Peter Silva and his Austin 7 with an aggregate of 107.3 penalties.

The class for Open Cars went also to Peter Silva, with 112.7, driving Gordon Kitsell's supercharged Sprite, second place going to Tony Lane's Ford-engined Lotus VI with 129.9, while Barry Evans's interesting Gregory Ford Special was third with 134.1. First closed car was Howard Strawford's Mini-Minor with 117.8, challenged by Kitsell who, driving Silva's Austin, got down to 120.6, while third place went to John Higgins and his Austin 7 with 126.9 penalties.

THE Royal Scottish Automobile Club has made M. Anthony Noghes an honorary vice-president, the first time this honour has gone to an overseas resident. Mr. Miller, Chairman of the Club, announced this at a cocktail party in Monte Carlo.

CONTRARY to rumours, the Tulip Rally is very much on. Organizers plan to make it the most difficult of the series, and there are hints of no fewer than 23 special stages. Regulations will be available within the next fortnight.

ON 13th January, a daughter—Elise Anne—was born to Peggy and Jim McManus. Jim is manager of the London showrooms of the Donald Healey Motor Company.

THEY WON ON BP

in the

Monte Carlo Rally

1st SAAB

CARLSSON/HAGGBOM

2nd MERCEDES-BENZ

BOHRINGER/LANG

Using BP Super and BP Energol Motor Oil

(Results subject to official confirmation)



Things go better with 

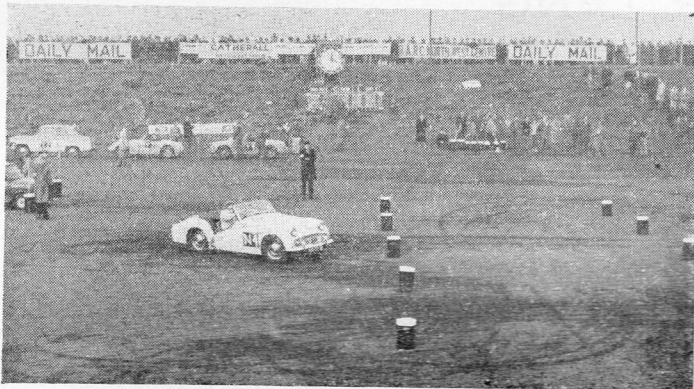


(ABOVE): D. A. Walker (Turner-Climax) competing in the B.A.R.C. New Year Driving Tests at New Brighton last Sunday. He was a member of the winning team.

B.A.R.C. (N.W. Centre)

NEW YEAR DRIVING TESTS

PHOTOGRAPHY BY
FRANCIS PENN



(LEFT): G. Bewley's Triumph TR3A, driving for the B.A.R.C. (N.W. Centre) team. (RIGHT): Ken Bailey's Austin-Healey Sprite in a reversing test. (BELOW): John Wheatley, a member of the winning team, pressing on in his Sprite.



RESULTS

1st, B.A.R.C. (YORKS CENTRE)

K. N. Lee (Mini), J. H. Gardner (Ford), J. M. Wheatley (Austin-Healey Sprite), D. A. Walker (Turner-Climax), 431.8 points.

2nd, LIVERPOOL M.C.

D. B. Smith (Cooper-Mini), J. R. Kirkham (Austin-Healey Sprite), B. Woods (Volkswagen), J. R. Kennerley (Triumph TR3A), 448.

3rd, LANCs AND CHESHIRE C.C.

T. A. Royal (Mini), P. H. Crummack (Volkswagen), K. Bailey (Austin-Healey Sprite), D. Lomas (Ginetta), 485.2.

4th, B.A.R.C. (N.W. CENTRE)

K. H. James (Austin Seven), S. E. Mather (Fiat), E. J. Townsend (Austin-Healey Sprite), G. Bewley (Triumph TR3A), 488.4.

5th, NORTH WALES C.C.

W. T. Meredith (Austin Seven), M. Hinde (Volkswagen), C. A. Twigdon (Austin-Healey Sprite), J. R. Collinge (Triumph TR3), 546.4.

**BRITISH AUTOMOBILE RACING CLUB (SURREY CENTRE)
Signpost Rally**

THE weather was on the organizers' side when the 47 starters from an entry list of 51 left Park Langley Garage, Beckenham, with the first car away at 8.30 p.m. on a 17-mile route card section towards West Malling at an average of 20 m.p.h.

What was intended to be an easy run in to the rally proper claimed its first time penalty victims. Route card No. 2 was an innovation to a large number of competitors when they were asked to follow the arm of each successive signpost by totalling the miles on the arm to agree with the figures they had been given. A broken signpost against which they were warned also claimed its share of penalties.

There then followed a quick succession of really short, sharp sections varying from one mile to three miles in length, and by the time competitors approached Ashford fog came down and this, added to the downpour of rain and mud on the corners, made some sections not quite on. As the rally progressed it was obvious that the thing to do was to keep in the hunt by missing some route checks and getting to the controls inside the allowed lateness.

An "any order" section was then followed by a tracing which claimed five more victims out of the eight finishers. These all missed the secret check on the tracing and this was followed by a seventh and final section similar to section 2. Although the proportion of finishers was low, probably due to a combination of weather, this was a well-organized event, meticulously checked as regards route card accuracy and route check siting.

Results

C.R.D.

1, G. Niblett/M. Latham; 2, P. Morley/R. Newport; 3, J. H. Duggans/A. Weeden. **Novice:** L. R. Innes/P. Jennings. **First Class Awards:** Dr. P. West-Manning/P. Jepson, K. A. Bell/M. Boyden, Miss C. Hill/Miss P. Hill, P. J. White/C. R. Day.

THEY'LL steal anything—Monte Carlo Rally competition plates were being stolen at controls all over France. Press plates were easy victims and AUTOSPORT had to give one of theirs to another journalist who had had both of his plates removed at the control at "Shamblesary".

ANOTHER member of AUTOSPORT'S staff, Michael Ticehurst, is to take up competition. He is to start with sprints and hill-climbs in his Lotus 7, and later hopes to graduate to racing.



OOPS: David Seigle-Morris and Tony Ambrose momentarily lose their big Healey on the Turini, causing Robert Neyret/Jacques Terramorsi (Citroën) to take violent evasive action. David (who will be covering several international rallies for AUTOSPORT later in the year) went on to win his class, the Frenchmen finishing seventh overall.

Peter Coleby Describes a New Australian Circuit

BARELY four months ago Pat Hawthorn, owner of the well-known Australian sprint car "The Lycoming", was told by a friend that he had acquired a nice paddock alongside the Calder Highway (running from Melbourne to Bendigo) that would make a fine site for a wrecker's yard. Pat Hawthorn took one look at the site and said, "This is just what I want for my road racing circuit."

Forthwith he talked the buyer into a change of mind, rustled up adequate financial backing and official support, and on 14th January, in company with about 30,000 other enthusiastic spectators, I watched one of the slickest and best productions of short-distance motor races that it has ever been my good fortune to see, on this brilliantly conceived and built course.

The circuit is exactly one mile to the lap, with hot-rolled asphalt surface, slightly banked corners, a good main straight, adequate overshoot areas and rolled dirt verges for people who *must* spin to do their exercises in reasonable comfort and safety.

There is a safety barrier to keep cars away from spectators and a weld-mesh fence to keep the spectators away from the cars.

From the large raised-earth spectators' ramps every inch of the circuit can be clearly seen, which adds greatly to the value for our 10s., and B.P. had provided smart start-finish-line markers, while along the straight, well away from the cars, are white poles with gay flags and bunting.

The paddock was a sheer delight, with the most wonderfully wide assortment of racegoing machinery: F1 and F.J. Coopers from the U.K.; the delightful little South Australian F.J. Elfin; all sorts and conditions of home-brewed F3 devices, and their big twin brothers, both blown and unblown; a fine Type 37 Bugatti, now urged on by a hot Holden "mill"; umpteen M.G.s from pre-WW2 to a smart and effective Twin-Cam.

Among the "breadwinners" were many variations of General Motors' idea of what the Australian motorist ought to want, suitably modified as to navigation



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and stoppage, and millwise to make them go like sludge off a shovel. Peter Manton had his great little Morris "850", as B.M.C. calls it here, though we all call it "Mini", and a couple of less radically arranged sister cars. As highly enthusiastic owners of a very "bread-winning" Volkswagen we took a partisan interest in George Reynolds's rapid green Beetle, and someone had a Porsche engine in the "boot".

I didn't have a paddock pass, but asked the gateman where I could get one. "Come on in, mate, if you want to take some pictures," so I did so, hastily, and removed myself again, thanking this amiable character for his help on my way out. Ever met a gate-keeper like that in the U.K.?

Racing duly started, as advertised, at 12 noon. Thereafter cars for the next race would be moving on to the grid as the finishers from the previous one entered the paddock from their cooling lap, though "cooling" here is relative, since the shade temperature was in the late 90s F. and the ambient was even more interesting.

In this way 18 events, of six or eight laps apiece, were run off between mid-day and about 5 p.m., including a brief interval around half-time when the Mayor of Keilor, Mr. Kiellerup, who has given his most enthusiastic support to the project, made a very pleasant and intelligent speech officially opening the race-way.

The quality of the racing was magnificent. At first there was some ragged cornering, but, as the day wore on, the driving got better and better and everyone was going like the hairy hammers. There were some spins and overshootings, but no one flipped, and I do not think that anyone shunted anyone else. Here in Australia raceworthy motor cars are apt to be pretty pricey, so the boys tend to treat them with due respect and there is a welcome absence of the "biffim" tactics that seem to be rife in the U.K. and among the F.J. boys in particular.

Of the stars, Bib Stillwell and Stan Jones had fine battles with their 2½-litre Coopers, which I was looking on as "F1" cars (dear old-fashioned mug that I am), Bib eventually collaring the lap record at 47.6 secs., 75.6 m.p.h., while Bob Jane motored the white 3.8-litre Jaguar sedan around to the tune of 60.1 secs.

Glorious sights were Jim Brindley doing real full-blooded four-wheel drifts through the esses and Shell Corner in the Bugatti-Holden, and Brian Thompson on the Monza, a delightful Repco-Holden-powered sports-racer, was performing fierce tail-out, full opposite-lock antics, probably due to slightly under-treaded "feet" on this decidedly "hairy" car.

The meeting was organized for the directors by the Australian Motor Sports Club, very well organized, too. This

club exists to organize all sorts of motor sporting events, rather than to boost the licensed victuallers' trade, as *some* do so effectively, and, fair dinkum, they made a dinkied job of the whole circus.

This circuit is going to provide the most wonderful shot in the arm for motor racing in Victoria, for, since the lamentable loss of the promising "natural" road circuit at Albert Park, Melbourne, clubs have had to make-do with very "scratch" circuits at Fishermans Bend and elsewhere, go miles and miles down the Bay to Philip Island, or, equally, miles up into the Bush to Albury. At one mile to the lap I think Calder is ideal for the training of "young entry" drivers and for the education of "novice" spectators in the finer points of the great sport of motor racing.

Certainly the large concourse of spectators loved this opening meeting at Calder, and it was the first time in two years in the country that I have seen and heard spectators roar with excitement.

For my 10s. Pat Hawthorn and his merry men have done a truly magnificent job and I earnestly hope that the thought of dicery on this circuit in our magnificent Victorian summer may warm the frozen cockles of your winter-bound British hearts and persuade some of you to come to the sunshine state of Victoria for some really enjoyable motor racing about this time next year.

Correspondence—continued

The Chequered Flag

WITH reference to the remarks of your correspondent, Mr. L. Gibbins, about my article "Under the Chequered Flag", I am sorry he apparently finds some of my comments "extremely unfair". I have attempted to describe the vicissitudes of our racing activities as impartially and accurately as possible.

Graham Warner is the first to admit that Leston is a vastly more experienced driver and most certainly does not begrudge him the Peco Championship, although he regrets that he has been unable to enter some of the qualifying races. It is, however, an indisputable fact that LOV 1 retired four times—all whilst leading DADIO (two engine failures, one seized suspension, one seized hub bearing) and we would not be human if we were not disappointed. The incident of baulking by a slower car at Crystal Palace is described entirely truthfully. Les was quick to take advantage of the opportunity to box Graham in behind the baulking car and as it was the last corner of the last lap, Les took the laurels. Graham freely admits he was "out-fumbled". The aphorism "sour grapes" would seem to apply more to your correspondent than the chronicler.

MICHAEL BEUTLER.

CHISWICK, W.4.

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

Defence of the Chequered Flag

WITH regard to the correspondence of Lawrence Gibbins in your issue of 26th January.

Why is it, as soon as Graham Warner's name is mentioned in your magazine, a host of eagle-eyed little men pry between the lines in an effort to lower the "chequered flag" on this small racing stable?

Having already lost one eye to Mr. Leston, it seems that, undaunted, "Nelson" Gibbins now battles on towards Mr. Warner and his merry men.

VICTOR J. HAZARD.

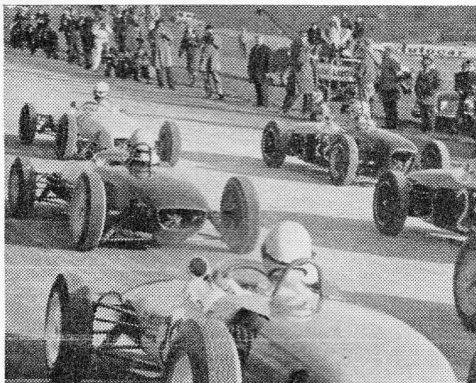
MARGATE.

Brands Hatch

ON applying to the Brands Hatch authorities in the normal manner for a date for a race meeting in 1962, I was informed that there would be no "Club" race meetings at this circuit during 1962, other than the B.R.S.C.C. This was a great disappointment to the J.D.C. as we have held one meeting per year at Brands over the past few years; the first two jointly with the A.M.O.C. We did manage to book the circuit for 29th April for a practice day, but this is closed to members of the Jaguar Drivers' Club.

MRS. E. HYDE.

J.D.C. GENERAL SECRETARY.



(by courtesy of AUTOSPORT)

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Rally Round- About

MONTE CHATTER: Up until their accident, Geoff Mabbs/Aaltonen (Austin-Cooper) were running in fourth place in the general classification. . . . Commission Sportive of the A.C. de Monaco were most sympathetic regarding Eric Haddon's claim that the stop sign in Belgium was obscured by the large number of spectators. He was supported by other competitors, but the committee would not relax the regulations. . . . A certain International rally and racing driver was caught out at the same stop sign; he claimed that he had abandoned, and was quite pleased to part with a 500 Belgian francs fine—and nothing removed from his road book. . . . First-timers Maurice Robertson and Jim Preston (Cooper-Mini) had no fewer than six punctures and broke two jacks. . . . Phil Walton's gearbox packed up on his Jaguar on the last lap of the circuit event. . . . Pat Moss's Cooper-Mini was so low-geared that her maximum speed on the autobahn was under 60 m.p.h. . . . Don Bennett (Fairthorpe) and Peter Craven in Joe Foster's Mini-Minor shared the same piece of plexiglass to cut new windscreens to replace those shattered by stones thrown up by studded tyres. . . . "Doc" Mitchell, involved in a crash in Yorkshire, drove down to Monte in his Wolseley hack car. . . . How the third man in the Meikle/Allan Ford Capri travelled over 2,600 miles in the back is as big a mystery as Roger Stephens inserting his bulk into the rear of the Lyndon Sims Aston Martin. . . . Eric Carlsson gave the all-out maximum speed of his SAAB as 80 m.p.h. . . . The younger generation is now appearing in crews: Alan Allard, son of the famous Sidney, drove a Ford, whilst Ray Merrick's son, Mike, accompanied "pop" in the E-type Jaguar. . . . The "rallying parsons", Rupert Jones and Philip Morgan, did extremely well with their Austin Seven. The latter is well known to AUTOSPORT, being a curate in Paddington area. . . . Rosemary Seers/Shelagh Aldersmith had to abandon their M.G. Midget at Chambéry with clutch trouble. . . . Collange's Simca "1000" was going like a bomb till mechanical trouble intervened. . . . Marcel Becquart was one of the technical inspection officials on the quayside. . . . Paddy Hopkirk (Sunbeam),

Notes and Comments from the Monte Carlo Rally

BY GREGOR GRANT

THE prize-giving at the Royal Palace was a colourful affair, rather reminiscent of a Gilbert and Sullivan opera with the gaily clad Palace guards, and a rather curious band, including a tuba player who managed to drop his huge brass contraption just before the appearance of Prince Rainier and Princess Grace of Monaco. Presented to their Royal Highnesses were Eric Carlsson and Gunnar Haggbom, and Pat Moss and Ann Wisdom. Meanwhile the band went right through the national anthems of Sweden and Great Britain. Owing to a slight slip-up, the team-winning Sunbeams were separated, and Peter Harper appeared on his own. Afterwards all classified competitors filed past the Royal Box, where Louis Chiron handed them their finishers' plaques.

Talking to Carlsson, he said that he was lucky to make such good time over the Granier, a time which would have not been on without his Dunlop studded tyres. He did manage to change to SP covers before Mont Revoux, otherwise he would not have been so fast on the subsequent stages. Having now won two

free entries to the Safari Rally, he was endeavouring to persuade the organizers to let Pat Moss and Ann Wisdom have a go in a SAAB.

Eric was very impressed with the performance of Pat Moss's Cooper-Mini. He believes that Pat and Ann comprise the best-balanced crew in International rallies, and have been (and are) the best asset that B.M.C. possess. He declared that any manufacturer would snap them up should they ever decide to make a move. He also was full of praise for the Sunbeams, and the crack crews which Norman Garrad has assembled. Harper, Procter and Hopkirk he described as real specialists in high-speed mountain driving.

He believed that the Germans were making every effort to secure the European Championship, primarily with the immaculately prepared and remarkably fast 220SE Mercedes. However, he pointed out that the DKW Juniors were now most formidable, and would offer a serious challenge in the under 1,000 c.c. category.

David Seigle-Morris (Austin-Healey), Lyndon Sims (Aston Martin) and Pat Moss (Cooper-Mini) were outstanding in the manoeuvrability test held after the rally. . . . Maurice Trintignant was fastest of the "normal" Anglia entries on the circuit at Monaco, with a total time of 9 mins. 26.9 secs. . . . Henry Taylor's 9 mins. 56.2 secs. was achieved with a broken rear spring shackle. . . . The Hague was probably the best-organized and most hospitable of the time controls. . . . "Lyon-Charbonnières" officials at the Saint Claude control warned many competitors of the snow and ice on the Cols de Granier and Cucheron. . . . Both Shell and BP excelled themselves in the organization of refuelling points and in the indication of stations *en route*. . . . Castrol of Germany sent a special service truck to Monaco for rally competitors. . . . Dunlops, under the direction of Oliver Speight, had a mammoth task in transporting wheels and tyres to selected depots such as Bourges, Chambéry, Sault, and of course Monte Carlo. . . . Only 6 points separated the winners, Sunbeam, from Mercedes for the Manufacturers' team prize.

TEAM AWARDS FOR G.B.

TO Sunbeams went the Charles Faroux Challenge Trophy for a nominated manufacturer's team: Hopkirk/Scott, Procter/Robson, Harper/Baxter, and the Challenge L'Equipe, three best-placed cars of one make: Hopkirk, Procter and Hill/Jopp. To the British Trials and Rally Drivers' Association went the Club Team Prize: John Sprinzel/Christabel Carlisle (Sebring Sprite), Anne Hall/Val Domleo (Ford), Donald and Erle Morley (M.G.A.).

Analysis of Marques

HOW THEY FINISHED

Make	No.	Finished
Ford	38	33
Sunbeam	25	19
Austin	18	13
Morris	12	8
Triumph	6	5
Riley	5	3
M.G.	4	2
Austin-Healey	4	3
Lotus	2	2
Singer	1	1
Vanguard	1	1
Aston Martin	1	1
Fairthorpe	1	1
Hillman	1	0
DAF	7	6
Alfa Romeo	17	16
Fiat	5	5
Lancia	3	3
Volvo	21	20
SAAB	10	6
F.S.D.	4	2
Auto Union	13	10
BMW	11	7
Porsche	9	7
Mercedes	5	5
Volkswagen	3	1
NSU	2	1
Citroën	21	18
Renault	13	7
Panhard	6	5
Simca	6	4
Peugeot	4	3
Facellia	1	1
Skoda	16	13

BRUCE McLAREN, driving Tommy Atkins's Cooper-Climax, won the Invercargill race in New Zealand last Saturday. He finished one minute in front of Stirling Moss, who drove Rob Walker's Cooper-Climax.

ROB WALKER is buying a V8 B.R.M. engine and two V8 Climax engines for this coming season.

AUTOSPORT

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1960 ACE-BRISTOL, disc brakes. Immaculate, unraced. Serviced. £1,299.—Rudds, Worthing 7773/4.

1958 ACECA-BRISTOL 100D2, discs, Peony red, grey upholstery. Enthusiast maintained, 29,000 miles. £1,050.—Phone: Scullard, Thetford 3344.

1956 ACECA, specially tuned engine, overdrive, three gears, metallic blue, really exceptional. £650.—VIGilant 8520.

ALFA ROMEO

RIGHT-HAND DRIVE Giulietta Sprint and Veloce coupés, 1960. Prices from £1,485. New Giulietta Sprint with right-hand drive at £2,250. Bertone 1962 unregistered four-seater, 2-litre, five-speed, right-hand drive. £3,450. All conversions by Rudds.—Rudds, High Street, Worthing 7773/4.

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JAGUAR XK SS. See display advertisement. Page 184.

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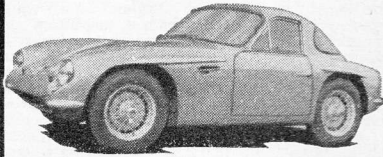
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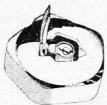
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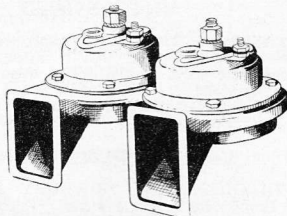


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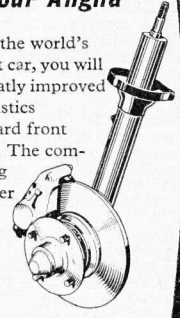
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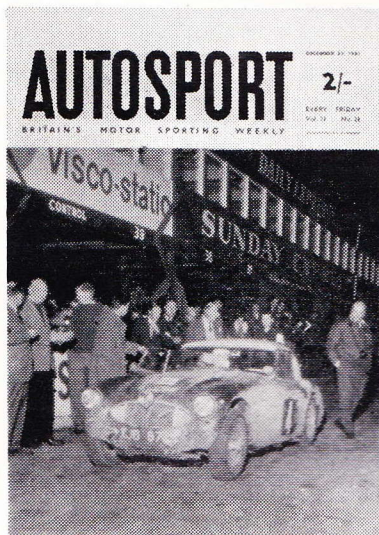
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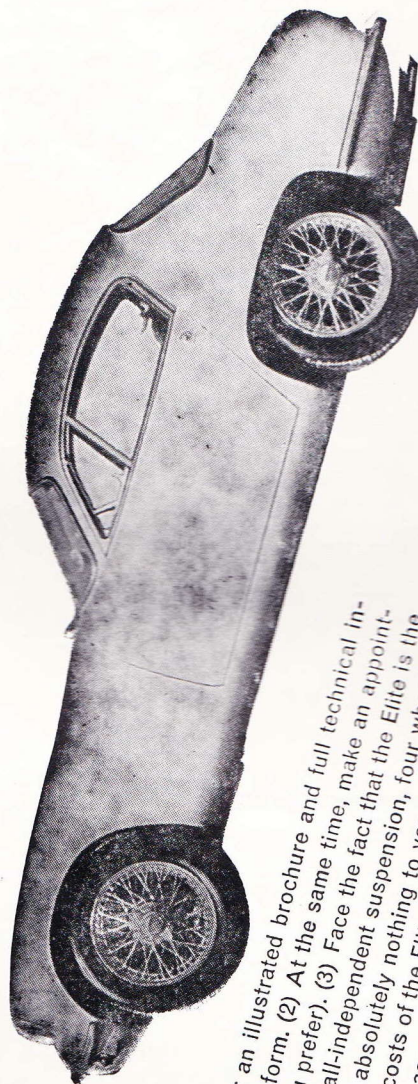
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