

MONTE CARLO RALLY REVIEW

FEBRUARY 9, 1962

AUTOSPORT

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EVERY FRIDAY
Vol. 24 No. 6

BRITAIN'S MOTOR SPORTING WEEKLY

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



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MONTE CARLO RALLY TOP TEAM CHOOSES MASCO

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Vol. 24 No. 6

February 9, 1962

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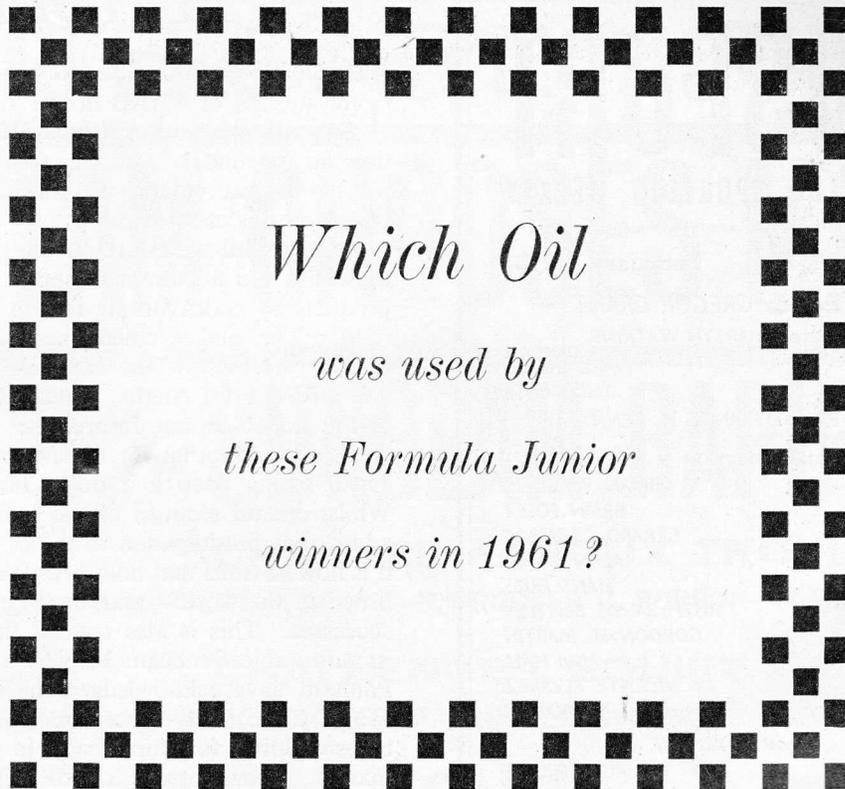
EDITORIAL

THE UNDER-1,000 C.C. CLASS

THE success of SAAB in the International rallies of Great Britain and of Monte Carlo has focused attention on the under-1,000 c.c. touring category. As by far the largest volume of sales in Europe is concentrated on this class of car, it is not difficult to foresee a tremendous all-out effort on the part of manufacturers to secure the maximum amount of publicity for their products by endeavouring to win important rallies outright. The makes chiefly concerned are SAAB, the Cooper versions of the B.M.C. "twins", Auto Union and DKW, Ford Anglia, Simca, Renault, Panhard and, in the not-so-distant future, the new Rootes "baby". Also, one cannot envisage the vast enterprise of Fiat of Turin sitting back and doing nothing about prestige. Whilst certain sections of the industry are reluctant to admit that participation in rallies is beneficial to sales, it is now obvious that both SAAB and Volvo were established in the world's markets by reason of competition successes. This is also true of the Rootes Group and its admirable Sunbeam Rapier, and both Citroën and Panhard have acknowledged the satisfactory results of Monte Carlo Rally successes. With so many big combines fighting for supremacy in the under-1,000 c.c. market, every possible opportunity must be seized to make the public marque-conscious. The cleverest advertising copy cannot replace factual competition successes, and there is little doubt that potential purchasers are influenced by the results of widely publicized events as never before. Not only is serious participation in rallies invaluable for publicity purposes, but it also provides data for the development sections of the manufacturers concerned. One can point to several makes which, during the past few years, have been immeasurably improved due to the lessons learnt in rallies being incorporated in subsequent production vehicles. Formula Junior has also given development engineers opportunities to study the whys and wherefores of increased power-outputs, and it is to be noted that Ford of Dagenham has drawn attention to the use of its 105E engine, in certain advertisements for the Anglia. The truth is that today, buyers are looking for performance and reliability in small-capacity cars which would not have been possible a few years ago. In order to be successful in International rallies, manufacturers have to prepare standard motor cars for the maximum performance consistent with reliability. In so doing, many problems are solved. Faults, which may not be discovered until many thousands of miles are covered by normal private owners, speedily come to light in the hectic struggle of competitions. Nowadays, factory entries are carefully stripped down and examined in the development sections. Drivers' reports are scrupulously studied, and the slightest component failure becomes the subject of high-level discussions.

OUR COVER PICTURE

FROM SHADOW TO SUNLIGHT: Nearing the end of their winter journey to the Mediterranean, John Sprinzel and Christabel Carlisle bring their Sebring Sprite into the sunshine on the Col de Turini.



Which Oil
was used by
these Formula Junior
winners in 1961?

Snetterton.....	March 25th.....	1st Trevor Taylor (Lotus)
Goodwood.....	April 3rd.....	1st P. J. Arundell (Lotus)
Oulton Park.....	April 15th.....	1st Trevor Taylor (Lotus)
Aintree.....	April 22nd.....	1st Trevor Taylor (Lotus)
Silverstone.....	May 6th.....	1st Jim Russell (Lotus)
Monaco.....	May 15th.....	1st P. J. Arundell (Lotus)
Crystal Palace.....	May 22nd.....	1st A. B. Rees (Lotus)
Brands Hatch.....	June 3rd.....	1st W. F. Moss (Gemini)
Rheims.....	July 2nd.....	1st Trevor Taylor (Lotus)
Silverstone.....	July 8th.....	1st P. J. Arundell (Lotus)
Solitude.....	July 23rd.....	1st Trevor Taylor (Lotus)
Brands Hatch.....	August 7th.....	1st P. J. Arundell (Lotus)
Goodwood.....	August 19th.....	1st A. B. Rees (Lotus)
Snetterton.....	September 30th.....	1st Mike Parkes (Gemini)

In every case the oil chosen was

ESSO EXTRA MOTOR OIL

Britain's Premium Oil

"THE SAME OIL
 YOU CAN BUY
 WHEREVER YOU
 SEE THIS SIGN!"



PIT and PADDOCK

BOTH the British Racing Drivers' Benevolent Fund and the Variety Artists' Benevolent Fund will benefit to the extent of £50 each as a result of a wager between Peter Cadbury (Western TV) and Lord Derby (TWW). Mr. Cadbury collected £100 because John Spare's Rapiet finished in front of Gordon Wilkins's Ford Anglia in the general classification of the "Monte".

THE ASHLEY G.T. ALPINE

ASHLEY'S new detachable hard top for the Sunbeam Alpine is moulded in glassfibre in the popular "fast back" G.T. style with a long sloping roof line and a large rear window. Extending to the extreme rear of the car, the hard top incorporates a new boot lid built in for easier access to the enlarged luggage space. A moulded parcels shelf covers the area from the rear of the cockpit to the lower edge of the rear window, and forms the roof of the boot. Although designed to give a "one-piece" appearance to the car, the hard top is readily detachable and the car can be reverted to an open tourer in a matter of minutes. Existing brackets are used to hold the top in position and no fixing holes are visible when the car is in open triph. The cost of the complete conversion which includes new, larger safety glass door windows, hinged rear quarter lights and interior lighting is £78 10s. The cost of fitting and cellulosing at the works is £16. Further details are available from The Ashley Organization, Bush Fair, Harlow, Essex.

A BARTH-TUNED version of the Simca "1000" is expected to be announced by the end of March.

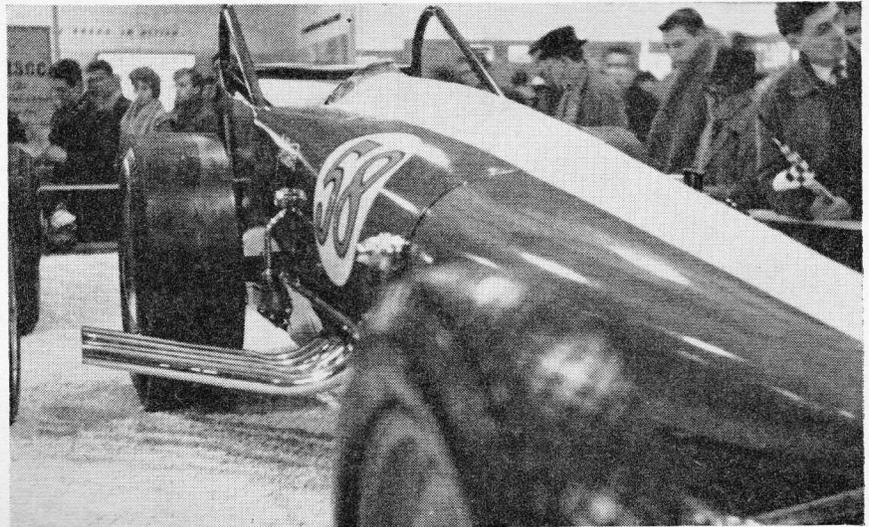
RON FLOCKHART scored a runaway victory in the 1,600 c.c. class of the saloon car race at Warwick Farm, last week-end, with a Cooper-Mini.

A PARENTLY Phil Walton (Jaguar) was not penalized on the road section of the "Monte". He lost 6,000 marks when his gearbox packed up during the circuit races.

PORSCHE has entered a 1.6-litre Porsche (Bonnier/von Hanstein) for this week-end's opening World Championship G.T. event, the Three Hours Race at Daytona.

CITROËNS are experimenting with a six-cylinder version of the ID19, with a power-output of 130 b.h.p. Engine is basically that used in earlier f.w.d. cars. If successful, 1,000 examples will immediately be constructed.

TWICE World Champion Jack Brabham, who recently left the Cooper team, has bought a Grand Prix Lotus and has another on order. His first car, a four-cylinder Coventry Climax-engined Lotus 21, was in fact delivered last November and has already been tested by Brabham. He has ordered a second car which will be fitted with a V8 Climax engine, and it is hoped that it will be completed in time for the Syracuse Grand Prix on 11th March.



"AUTOSPORT" CAMERA COMPETITION

OF the prints submitted by amateur photographers taken at the recent Racing Car Show, this shot of Sidney Allard's Slingshot was judged to be the winner. The prize of £10 therefore goes to R. C. Arnold, 50 Cambridge Gardens, London, W.10.



ABOVE: The Ashley G.T. Alpine hard top, fully described in column one on this page.

IMPORTANT PROPOSALS TO C.S.I.

A MEETING of the C.S.I. of the F.I.A., under the new president, M. Maurice Baumgartner, was held last week at Monte Carlo. Amongst the delegates were those from the Soviet Union, admitted to the F.I.A. last October.

The encouragement of G.T. cars in races, rallies and hill-climbs was approved, and by 1963 it was anticipated that the main sports-car races would be confined to G.T. machines. It was also suggested that there should be a G.T. Championship in International Rallies,

and in hill-climbs. As regards races, a system of points-scoring would have to be evolved, according to the length of the event. It would be unfair to give the same marking for an event of 300 kilometres, as for, say, the Le Mans 24 Hours race.

Formula Junior would be continued unchanged till the end of 1963; but in 1964 a Formula 2 category was pro-

posed, with similar regulations, for cars with engine capacities from 1,000-1,300 c.c., and limited to four cylinders. Formula Junior would then become Formula Three.

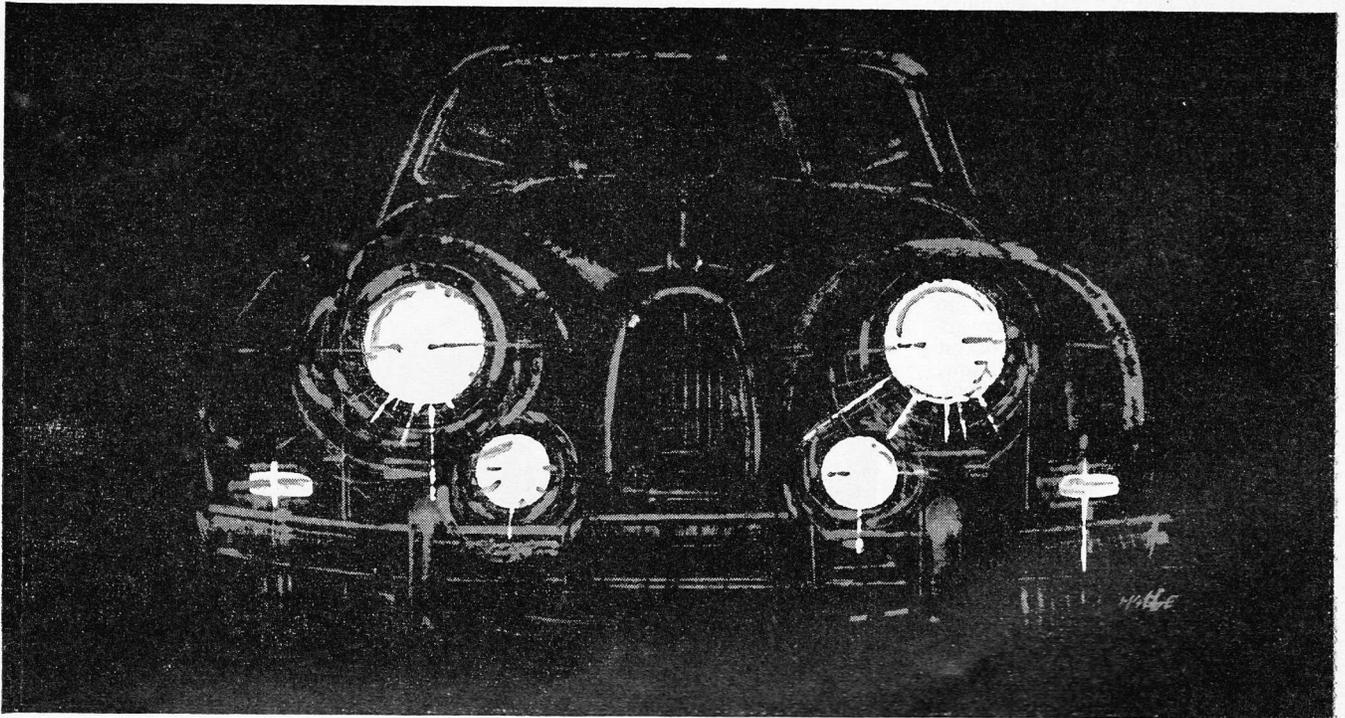
The Soviet delegates proposed the institution of a World Championship for Constructors in rallies—based on one event per country. This proposal will be considered by the C.S.I.

Messrs. Schmidt (W. Germany) and Nortier (Holland) proposed that the European Rally Championship should be based on class results, rather than the general classification.

The French delegates wished the Tour de France to be included in any Championship for Constructors. This proposal would also be given every consideration.

Next meeting of the C.S.I. will be in Vienna in May.

THE new V12 3-litre, rear-engined Maserati "Birdcage", with novel de Dion-type rear suspension, has lapped Modena in 58 secs.—faster than any 2½-litre G.P. car. Briggs Cunningham has entered one for Sebring.

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* "The Motor"—28th Sept. 1960.

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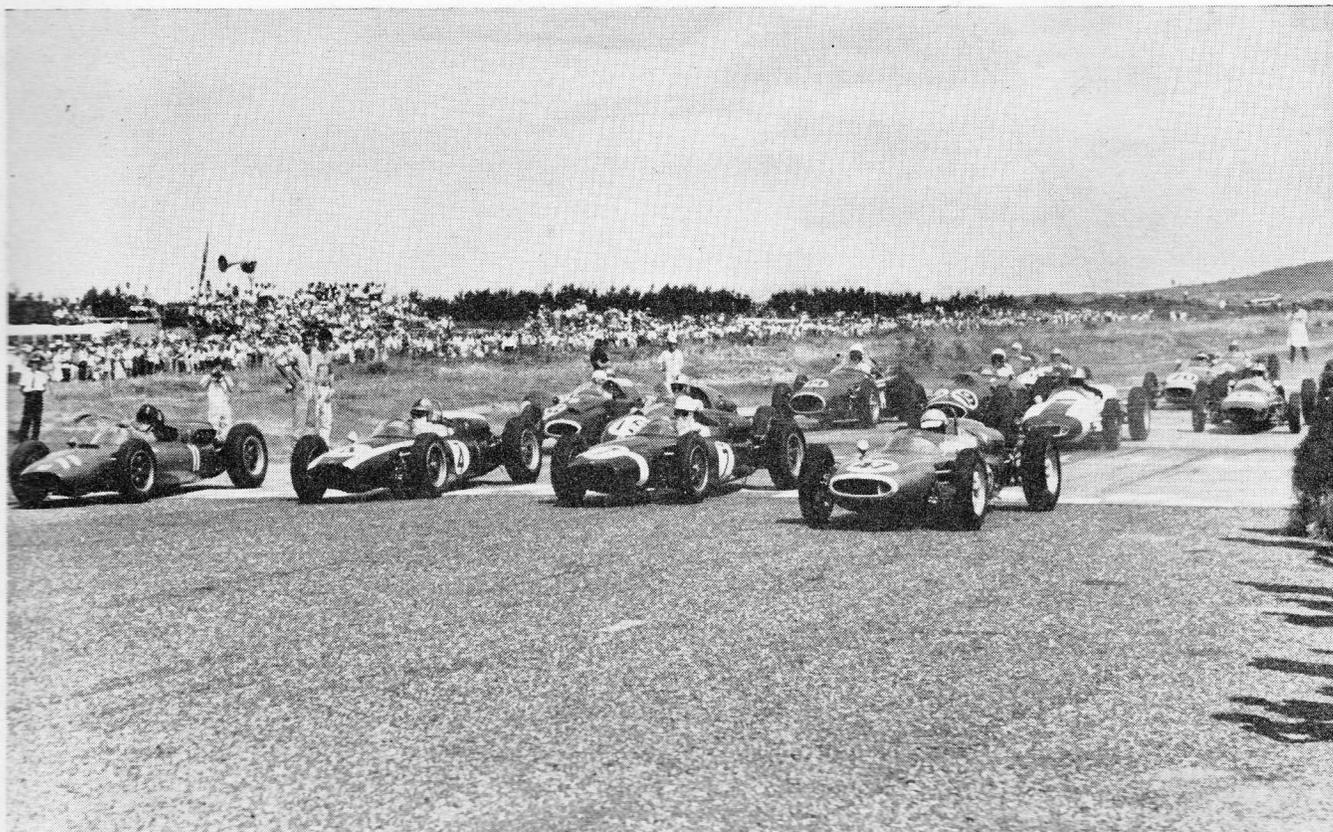
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McLAREN makes the best of the Teretonga International Trophy Race start, with Moss (No. 7), Brabham (No. 4) and Bandini (No. 11) lingering a little. If the shutter had clicked a fraction of a second later, you would have seen Moss, who lingered longest, almost superimposed by Tony Shelly (No. 18, and partially obscured) riding up over his rear wheels.

TERETONGA: McLAREN WINS

Stirling Moss (2.5 Cooper) Second by 48 secs.—Jim Palmer's Fine Drive

NEW ZEALAND'S series of international motor races concluded in a resounding climax on 27th January when none other than Bruce McLaren romped away in fine style to win the Teretonga International Trophy on the permanent circuit at Invercargill by a most comfortable margin from Stirling Moss and Jack Brabham. It was McLaren's day all the way. In his six-lap qualifying heat in the morning he set a new lap record for the tight, twisting 1.5-mile circuit with a time of 1 min. 6.2 secs.—81 miles an hour. That was 2.2 secs. inside the figure set by Jo Bonnier with a 2.5-litre Cooper in his qualifying heat last year.

Then, in the 75-mile final, McLaren, who led from start to finish, set a new race record with a time of 60 mins. 7.6 secs. That was 47.9 secs. inside Bonnier's record effort last year.

An all-time record crowd of considerably more than 20,000 gave Bruce a tumultuous ovation as he flashed across the line in the 2.7-litre C. T. Atkins Cooper, 48.6 secs. ahead of Moss, who drove the 2.5-litre Rob Walker Cooper. In fact, John Cooper's new team leader, although naturally elated, was quite overcome by it all.

Brabham, who came in with his 2.7-litre Cooper 39.2 secs. behind Moss, and Mr. Motor Racing himself were lavish in their praise when they publicly congratulated the winner.

In every respect it was a fitting conclusion to the New Zealand international season and, so far as the day was concerned, it was a repeat of the Lady



BRUCE McLAREN wearing a winning smile following his second Teretonga International Trophy victory. Bruce won the race in 1960 and again this year, averaging about 75 miles an hour to set a new race record with the C. T. Atkins 2.7-litre Cooper.

Wigram Trophy weather—brilliant sunshine with so much heat that the tar on the circuit melted in many places, making it particularly greasy.

And just to make it a New Zealand day, a dramatic turn of events in the concluding stages of the race gave the Hamilton youngster Jim Palmer his first major placing in an international event. He finished fourth with the Ford Classic-engined Lotus 20 after Angus Hyslop, who had held the position for the greater part of the race, brought his 2.5-litre Cooper into the pits after 44 laps under the impression that it had run out of fuel. It was found, however, that a lead had become detached from the electric fuel pump. Hyslop resumed quickly, but failed to bridge the gap and finished fifth behind Palmer, these two having completed 49 of the 50 laps.

For the Teretonga meeting drivers do not have time trials, to determine grid positions, during the training sessions. Instead positions are determined by race times in the two qualifying heats which are actually held early in the morning of race day.

When the drivers turned out for the training session on the Thursday before the race it soon became obvious that records were going to be set. Moss was the first to turn out and after about four slow tours he settled down to circulate

(Continued on page 191)

TURNER G.T. SALOON

This new car combines for the enthusiast the performance of a sports car with the comfort and convenience of a family saloon, there being ample room for driver and front seat passenger, together with provision for two children in the rear compartment which is fully upholstered. With a top speed in excess of 100 m.p.h., lively acceleration, braking by discs, and rack and pinion steering, the car is endowed with all the attractions of performance motoring



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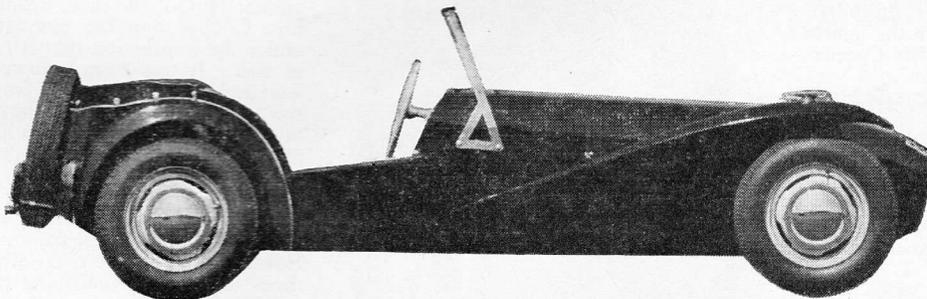


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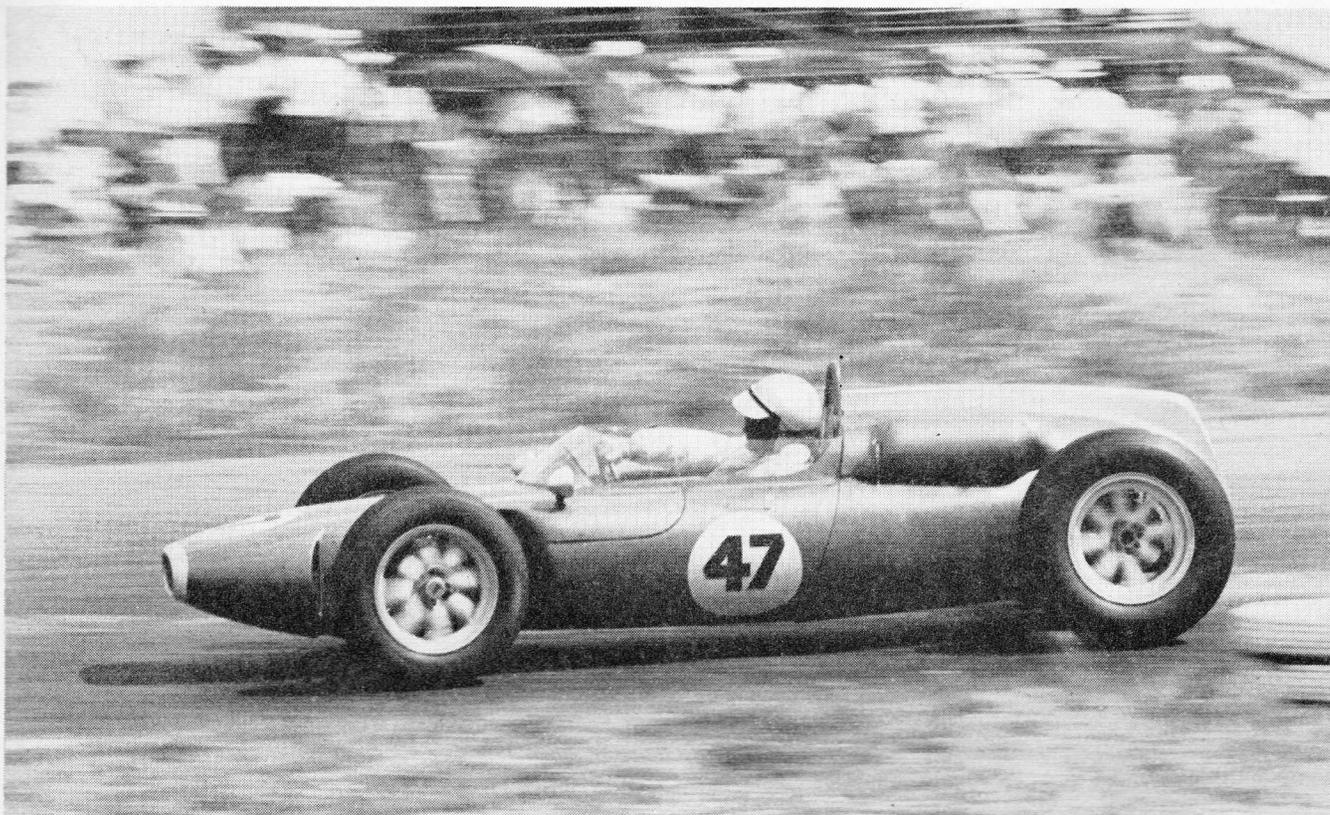
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New Zealand's top driver at work . . . Teretonga International Trophy Race winner Bruce McLaren found the tight, twisting back section of the permanent Invercargill circuit very much to his liking and gained time there on Stirling Moss and Jack Brabham.

Teretonga—continued

fairly consistently, returning times between 1 min. 6 secs. and 1 min. 7 secs., much to the amazement of everybody. Teretonga Park is by no means an easy circuit to learn, simply because a wrong line taken at the start of the twisting back section almost inevitably means wrong lines right through it. However, Moss proved to be an apt pupil.

McLaren, who won the trophy race in 1960, was the next to get down to business and he made no bones about it. After a couple of warm-up tours he began circulating between 1 min. 5 secs. and 1 min. 6 secs. There was a buzz of excitement as stopwatches clicked off the Atkins Cooper tours. Now Brabham appeared on the scene to put in some apparently effortless laps at about 1 min. 7 secs. But Jack's appearance was brief and in the Australian camp mechanic Tim Wall set to work to change the back-end ratio. Scuderia Centro-Sud's Lorenzo Bandini brought out the 2.8-litre Cooper-Maserati and circulated between stops for adjustments in about 1 min. 10 secs. It was obvious that neither the gearing nor the carburation was right.

Hyslop quickly got down to 1 min. 7 secs. with his Cooper, but biggest surprise of all was Tony Shelly with the old 1,960 c.c. Cooper. He quickly came down to a steady 1 min. 10 secs. and maintained it consistently. Palmer, who has been right out of luck this season, put in two or three tours in 1 min. 14 secs. and then had to call it a day when something went amiss in the gear selector mechanism in the Lotus. Few of the New Zealanders turned out, mainly because most of them know the circuit well and so they felt secure enough to conserve their tyres for the early morn-

ing sessions on race day. Teretonga Park has a bad reputation so far as tyres are concerned, and, certainly, the Thursday session did nothing to improve it. Wear, or rather tear, was right up to its usual frightening standard.

Just to round off the session, McLaren went out in Hyslop's car and got down

Cooper-Maserati had bags of torque. Most people left the circuit well satisfied with the day's effort and a good dose of sunburn as well.

Friday was a rest day for some people. Others were hard at work changing ratios and making last-minute checks. Moss, McLaren and Brabham relaxed



Whoops! (or whatever they say in Italy). Lorenzo Bandini goes thataway, while everyone else goes the other way, with the 2.8-litre Centro-Sud Maserati shortly before he skated right out of the trophy race.

to 1 min. 6 secs. without much trouble. Then Moss was invited to try the Centro-Sud car and he quickly proceeded to carve the odd second or two off the times put up by the regular pilot, Bandini. Stirling confided that the

with a full programme of water-skiing, swimming and flying. Stirling, incidentally, obtained his solo licence while in Christchurch the previous week and busily engaged himself by getting in as much flying time as possible.

Race day dawned dull, but warm, and there was promise of brilliant sunshine later. Everyone was out at the circuit before 8 a.m. and already the crowd was starting to pour in. But the real business started with the main race heats later in the morning. These were six-lap affairs and the first went to McLaren with Moss, Bill Thomasen (1,960 c.c. Cooper) and Pat Hoare (3-litre Ferrari) next in line. McLaren's time for the nine miles was 6 mins. 46.2 secs. and Moss was 3.5 secs. slower. Mansel with the Centro-Sud 2.7-litre Cooper-Maserati made an alarming excursion into the rough at the end of the main straight when the back end of the car locked up. Fortunately neither driver nor car was the worse for the experience, although there was some hurried work put in on the car to ready it for the main race.

In the second heat Brabham contented himself by keeping ahead of Bandini, completing the journey in 6 mins. 57.3 secs. There was a 2.6 secs. gap to the Italian. Then came Hyslop and Palmer. Following the heats there was a full and most exciting programme in the course of which McLaren had a good win with a Mini-Cooper in the race for saloon cars up to 1,100 c.c., and the Christchurch driver Ray Archibald demonstrated in masterly fashion that even a 3.8 Jag. is not too unwieldy on this circuit by slicing his way through a field of extremely hot Zephyrs, Hillmans and Humber 80s (a refined version of the Minx in this country), to win in fine style the saloon event for cars of 1,101 c.c. and over.

Then, just to keep the crowd on its toes, a Lotus driver flipped his sports-racer after gyrating, to other competitors' consternation, on the twisting back section of the circuit. He was removed to hospital with abrasions and was joined subsequently by a D-type Jaguar driver who ran out of road at the end of the main straight and ended up with the car on top of him in a ditch. It took the best part of a quarter of an hour to release the unfortunate conductor and the net result of the whole affair was one broken arm and one written-off D-type.

Finally the cars came out for the trophy race and on the grid the line-up went like this:

McLaren (2.7 Cooper)	Moss (2.5 Cooper)	Brabham (2.7 Cooper)	Bandini (C.-Maser.)
Hyslop (2.5 Cooper)	Shelly (1,960 c.c. Cooper)	Thomasen (1,960 c.c. Cooper)	
Palmer (1.5 Lotus)	Hoare (3-1. Ferrari)	Amon (250F Maser.)	Cottle (1,216 c.c. Lo'a)
Greenville (1.5 Lotus)	Histed (998 c.c. Lola)	Eade (250F Maser.)	
Flowers (998 c.c. Gemini)	Mansel (C.-Maserati)		

McLaren made the best of the start just shading Brabham and Bandini. Moss was slow and had Shelly run up one of his rear wheels, but everything was sorted out quickly with no damage. By the time they had coped with the long Loop Bend, McLaren was clear of Brabham and Bandini, and Moss was slicing his way through the field to get within striking distance. McLaren completed the standing start lap in 1 min. 15.1 secs.—about 72 miles an hour—just to let the boys know he meant business.

Two lengths back came Brabham, with Moss, Bandini, Palmer, Thomasen, Hoare, Hyslop, Shelly and Mansel next in line.

Leading positions were unchanged next time round, but Hoare and Hyslop had displaced Thomasen. In the course of the third tour Moss took Brabham. McLaren completed his fourth tour at 77.4 miles an hour and was followed by Moss, Brabham, Bandini. There was a gap to Palmer, who was now closely attended by Hyslop and Hoare. Then there was a fair margin to Thomasen, Shelly and Amon.

At the end of five tours McLaren was almost 4 secs. ahead of Moss and going great guns, and the race pattern remained unchanged. Three laps later McLaren doubled the tail-ender, Eade, in the 250F, and in the next tour Hyslop took Bandini.

On the ninth tour Bandini was in the pits complaining of a sticking throttle. His stop cost him two laps and so, by the time 10 tours had been completed, the order was McLaren, Moss, Brabham, Hyslop, Palmer, Hoare and Thomasen—and you could count the rest out.

At 15 laps McLaren had nearly 15 secs. on Moss, and Brabham was drifting a little too. Bandini, who had been trying hard to make up the leeway, skated out of the race in the Loop, the car sticking firmly in the sand. He walked back to the pits in the blazing sunshine to be greeted with a lot of cheering from the packed grandstands.

Amon had retired with loss of oil pressure. Palmer made a brief stop but was on his way almost immediately, and Greenville went out with some sort of fuel or ignition trouble.

At half-distance McLaren seemed to have the situation well in hand, being about 18 secs. clear of Moss. There was an even bigger margin to Brabham, who, in turn, had 19 secs. on Hyslop. Then came Palmer, Hoare, Thomasen and Mansel. The circuit was really slippery, but McLaren with the light green Cooper was rock-steady. Moss appeared to be working harder than usual, especially in the twisty back stretch, and Brabham was having the occasional moment when he applied the power coming out of the sweeping left-hander into the main straight. On a couple of occasions he almost lost it completely.

At 35 laps the order remained McLaren, Moss (about half a lap back), Brabham, Hyslop, Palmer, Thomasen, Hoare, Mansel and Shelly. Now for a tour or two Moss and Brabham began to gain a little on the flying McLaren. But it was nothing more than a passing phase and the young New Zealander proceeded to draw away once again. There was really not a great deal happening, the race having developed into a procession, but all the same rather a skittish one with everyone working fairly hard to keep their noses pointed in the right direction. The heat was overpowering and that did not help things at all. However, in this respect it was not quite so bad as Wigram. In any case Teretonga Park is nearly 400 miles closer to the South Pole than Wigram.

At 40 laps everything appeared to be going along sweetly until Hyslop appeared on the scene. He was thumping the side of the blue-and-white Cooper in much the same way as a youngster plays at being a bronco-busting cowboy. Hyslop, married four days before the race,

did not have the benefit of his manager Bill Hannah in control of his pit, but eventually the Hyslop camp got the message that the Cooper was virtually dying of thirst and prepared to refuel the car. It came in on its 44th tour and refuelling started with Hyslop still in the cockpit. An official put finish to that. So Hyslop hopped out. Then it was found that a lead to the petrol pump had become partially detached and was making only intermittent contact. That was sorted out and Hyslop went on his way. But he had lost a number of places. These he proceeded to regain with the exception of fourth, which by then was firmly held by young Palmer.

Then it was all over. McLaren came home a clear-cut winner, having doubled everyone with the exception of second had managed 1 min. 9.3 secs. and Brabham. Even so, as Bruce hit the main straight to run up to the chequered flag he had the satisfaction of seeing Jack's Cooper just on the point of sweeping into the Loop at the end of the straight on the start of his last tour. Thus McLaren finished the race roughly a mile ahead of Brabham—a pretty good sort of a lead on an extremely tight circuit and in a 75-mile race.

When it was all sorted out timekeepers announced that McLaren had made fastest lap in 1 min. 9.2 secs., while Moss had managed 1 min. 9.3 secs. and Brabham 1 min. 10.4 secs. The times were not particularly fast compared with those made in the morning's heats, but good all the same, as there was a lot of wet tar and rubber about the circuit in the afternoon.

Finally, as if to demonstrate that there had been nothing in the freakish sense about his trophy race win, McLaren proceeded to repeat the performance in the last event of the day—a six-lap flying-start race for the eight fastest cars of the day. Once again the Atkins Cooper went to the front with Moss and Brabham in hot pursuit. Mr. Motor Racing and the "fair dinkum Aussie" were really hanging their tails out trying to catch the flying McLaren. But once again McLaren did not give them a chance and he came home having covered the nine miles in 7 mins. 7.6 secs. Moss, Brabham and Hyslop were next in line.

So ended what had been undoubtedly the best day's racing of the season, and the crowd, sunburned, tired but happy, took more than two hours to disperse from the circuit. So from all points of view it was a most successful meeting.

TERETONGA TOPICS

MOSS reckoned Teretonga Park to be by far the best circuit in New Zealand and laughed away the criticism of tyre wear or tear. . . . Visiting drivers were treated to a day's jet-boating on one of Southland's fast-flowing and rapid-littered rivers and some found it more exciting than motor racing. Offered a chance to pilot a V8 Chevrolet-engined jet-boat downstream, Moss took the helm and, with throttle foot flat on the boards, put in an amazingly fast time to the consternation of some crew members. . . . On the upstream trip Giuglielmo Dei and Bandini were rather unnerved when their craft ran out of petrol when tackling one of the rapids, but a well-placed anchor, which held at the last moment, saved the day.

LARGE ENTRY IN THE "SALISBURY CUP"

ON the 28th January, the M.G. Car Club held its annual "Salisbury Cup" Trial, an event which seems to grow in popularity as the years go by. Run in conjunction with the West Hants & Dorset, 750, and Land Rover Owners' Clubs, it usually attracts a large and varied entry. This year some 80 cars set forth from the start, at the High Post Hotel, on the Salisbury-Amesbury road.

The first check point was no more than a hundred yards away, consisting of a "round the barrels" test, and held on a slippery concrete surface. Performances ranged from the "afternoon tour" of the cautious, to the "handbrake spinner", which attack sometimes didn't pay off on the green slime which covered the course. B.T.D. was made by Amie Lefevre's Sprite, which went round without any fireworks at all, in 29.4 secs., closely followed by L. Atyeo's VW, which did 29.9 secs. One gentleman essayed the test with a large and powerful motor car, shod with "Town and Country's" on the back, and "Durabands" on the front, net result being that the front end went straight on at every marker! What happened on the open road was not revealed.

After a hill at Hanging Langford, the field took off on the Shaftesbury road for some 10 miles, to a long and rutted climb known as "Ice Hollow". The ice was in the wind, leaving wet clay on the surface. The first few yards claimed many victims in the first half of the entry. Things dried up a bit later on, and once through the clay, most people fought their way over the top, via the ruts. Several drivers had the bad luck to fail within sight of the top, notably Mrs. Dunscombe (Sprite) and the big Allard of E. Green. Those that failed had a long and neck-twisting reverse back to the bottom. Tom Bryant (Morgan) made it look like a sprint, as did Amie Lefevre (Sprite) and Harry Rose, who reached startling revs on his Austin-Cooper, and climbed out of the ruts with his 10 ins. wheels in excellent style. One or two of the earlier Minis did a little "grading" with their sumps, fortunately without damage. Ann Rose

was quietly confident with her Popular, while THE Popular, driven, as usual by Peter Cooper, made it look like a level surface.

The usual mixture took place at Beacon Hill, consisting of a number of straight climbs on grass, with the usual results among the victims. The writer chose, however, to see the customers through a later hill, known as Gomeldon. This started on mud, and ended over a steep hump, on wet grass.

The gateway, presided over by Mr. and Mrs. Hood, of 750 fame, was a major obstacle for many. Car after car did a couple of lengths, and then had to be manhandled back to the road. The M.G.As of C. N. Burt and R. E. Love were not too happy, but the well-known M-type Midget of F. Bruce White, driven today by A. Stevens, jogged gently to the foot of the hump, to fail with spin. Practically nothing surmounted the final rise, though M. J. Burgess's Lilfo got to the top. The Populars all did well, while J. A. T. Hood's red Mini was the best of the B.M.C. contingent, though pre-B.M.C. Austin 7 saloon, driven by F. A. R. Hackforth, startled everybody by a dazzling run. The Sprites were not very happy on this surface, though Amie Lefevre reached the final few yards. W. H. D. Lowe and Tom Bryant's Morgans were excellent on a very tricky hill.

The final test was held at the finish, and was a garage-and-reversing affair. Both tests during the day were merely tie-deciders, but were very necessary, as the marking was extremely close throughout all the classes.

TONY HOLLISTER.

Results

Salisbury Cup: P. G. Cooper (Popular), 94 marks. Novices Award: D. Wallis (Austin 7), 93. Best Pre-War M.G.: A. Stevens (Midget "M"), 90. Ladies' Award: Miss A. Rose (Popular), 85. 750 Award: R. P. Beale (Ford), 79. Land Rover Owners' Award: G. T. Lake (Land Rover), 73. First Class Awards: D. Wallis (Austin 7), 93; N. W. Nunn (Austin 7), 71; W. Holland (Rapier), 85; H. H. White (Dauphine), 84; P. G. Cooper (Popular), 94; A. Stevens (M.G.), 90; H. Rose (Austin-Cooper), 85; Miss A. Rose (Popular), 85; W. H. D. Lowe (Morgan), 76; A. F. Lefevre (Sprite), 75; M. J. Burgess (Lilfo), 87; G. Morrish (Dellow), 83; R. Waller (Land Rover), 73; D. Bowles (Gypsy), 70.

RACING CAR SHOW STEWARDS' DINNER

THE B.R. & S.C.C. held a dinner at the Park Lane Hotel last Thursday for their stewards. This was a gesture of appreciation for all the work their stewards did in organizing and running the 1961 show.

Graham Hill, the winner of the "Guards" Trophy on Bert Lamkin's miniature circuit, and his accomplice Les Leston were guests and Les generously provided some Windmill talent to entertain the lads later in the evening.

DOVER Harbour Board have just issued their figures for 1961. They show that accompanied cars are 65,985 up on the previous year—352,329 against 286,344. This is, of course, the first time the round 300,000 has been passed. For the month of December the number of accompanied vehicles (9,210) showed an improvement of 26.7 per cent. over the same month of 1960.

JACK SEARS will probably head the team of B.M.C. cars entered at Sebring.

DAVID COLE is disposing of his very quick blue Sprite and talks of sports racing cars for this season.

MIKE BECKWITH has sold his Lotus XI and hopes to acquire a Lotus 23 for this season.

MIKE SPENCE tried the new F.J. Lotus at Goodwood last Thursday and recorded some excellent times.

KEITH GREENE was recently seen trying a Lotus 23 at Goodwood. He obviously liked it and hopes to have one for the 1962 season. Peter Boshier-Jones was also at Goodwood, and was very interested in this new 1100 sports car.

NEW ZEALAND. Pat Hoare's 3-litre Testa Rossa-engined Dino Ferrari won the 50-mile Dunedin race on Sunday. In spite of the short distance, only eight cars out of 22 starters completed the race due to the weather conditions.

BOWMAKER-YEOMAN RACING TEAM driver Roy Salvadori, who was injured when his Cooper-Climax skidded and hit a barrier during practice on the Sydney (Australia) Warwick Farm course on Saturday, is expected to leave hospital within a week.

Salvadori suffered two broken bones in his cheek when his car skidded, struck a barrier and overturned. The car was a write-off.

His Bowmaker-Yeoman team-mate, John Surtees, who was also practising, followed Salvadori to hospital. Later he reported on Salvadori's condition by phone to team manager Reg Parnell, who returned to England from New Zealand nearly two weeks ago. Roy Salvadori will return to the U.K. with Bowmaker-Yeoman mechanic Gerry Hones. He will miss next Sunday's race at Brisbane.

John Surtees retired from Sunday's race at Warwick Farm with a broken crown wheel and pinion. He was due back in London on 6th February and will be married to Miss Patricia Burke at Winchester on 14th February.

COOPER FOR INDIANAPOLIS?

WE hear from our American spy that a Cooper will be seen at Indianapolis this year. It is said that John Cooper is preparing a car for the race and that Kjell Qvale, president of B.M.C., San Francisco—who built the American B.M.C. F.J. cars and who are now busily engaged building 1,100 c.c. sports cars—will sponsor the project. We hear that Jack Fairman and Innes Ireland or the American drivers Augie Pabst, Jim Hall, Chuck Daigh, Walt Hansgen, Roger Penske and Lloyd Ruby are being "considered" as possible drivers for the car, and that Fairman will be doing the preliminary track testing in this country. A 2.75-litre Coventry Climax engine, from which 275 b.h.p. should be forthcoming, will be used, Esso will prepare some methanol fuel and Dunlop will provide the tyres.

IT is likely that Philip Robinson will drive Ian Raby's "second" Merlyn.

WE hear that the new Ferrari team manager may well be Sig. Dragoni of Scuderia Sant-Ambroeus.

THE Syracuse Grand Prix has been brought forward in the calendar. It will now take place on 11th March instead of 19th March.

STIRLING MOSS, driving Rob Walker's Lotus-Climax 21 with which he won the New Zealand Grand Prix, won the 100-mile Warwick Farm race in Australia last Saturday. After Jack Brabham (Cooper) had retired, Bruce McLaren (Cooper), Bib Stilwell (Cooper) and Lorenzo Bandini (Cooper-Maserati) finished behind Moss in that order.

A NEW Formula Junior car is planned by Kieft for the 1962 season.

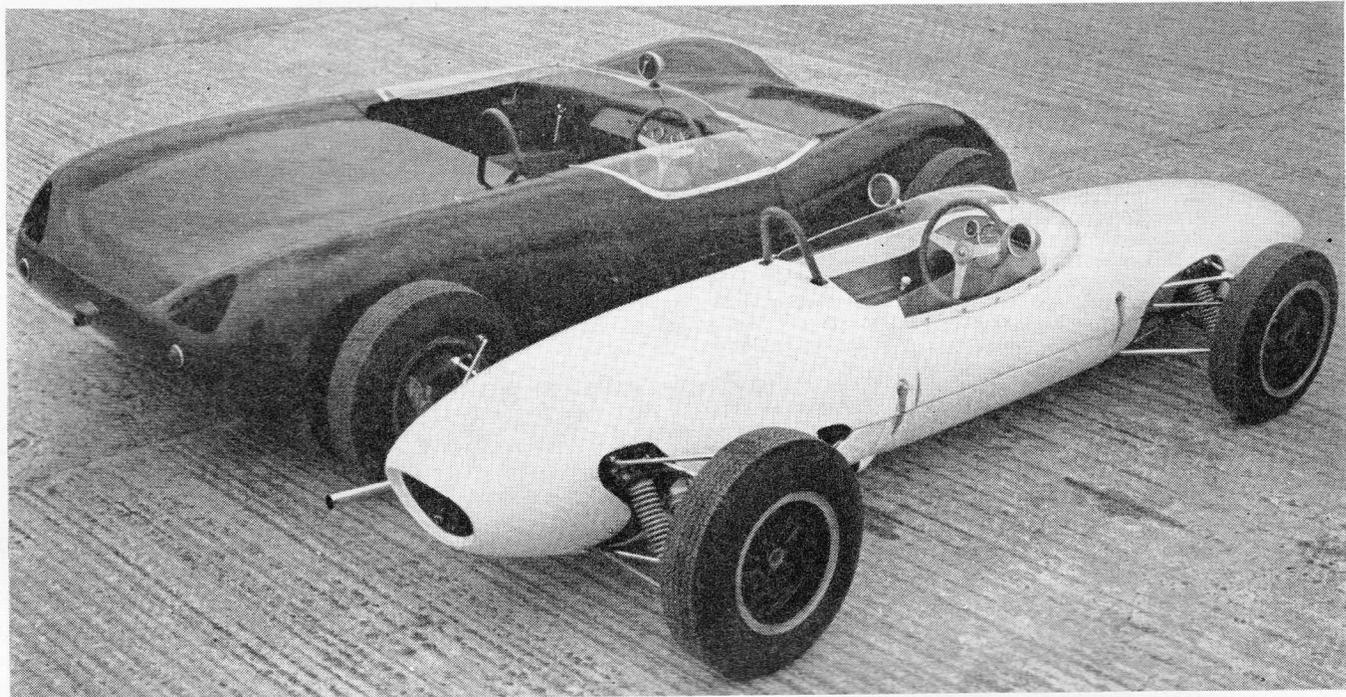
SEBRING SUNBEAMS

THE Rootes group has entered three Sunbeam Harringtons in the 12-hour race at Sebring, and Norman Garrad is coming over from England to manage the team. The six drivers will be Britain's Peter Harper and Paddy Hopkirk; California's Ken Miles and Lou Spencer; Michigan's Tom Payne; and Florida's Joe Sheppard.

JOHN BOLSTER TRIES

THE LOTUS

XXII FORMULA JUNIOR and the XXIII SPORTS CAR



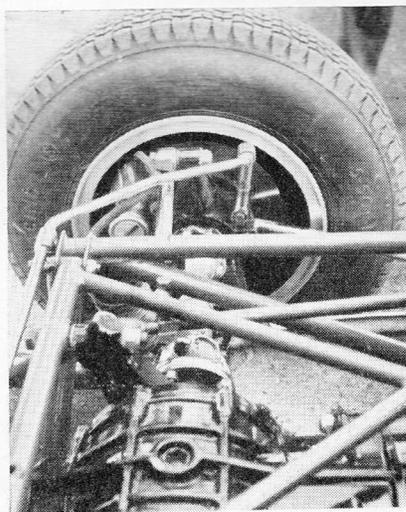
THE LOTUS TWENTY-TWO FORMULA JUNIOR

THE new Lotus Twenty-Two must be about the ultimate in slim single-seaters. As we have already announced in AUTOSPORT, this latest version of the triumphant Lotus Formula Junior car now has the Grand Prix rear suspension, in which the articulated half-shafts are relieved of all location chores. The Cosworth-Ford 1,100 c.c. engine is inclined at 30 deg. and now develops the fantastic output of over 100 b.h.p.

I was recently able to sample one of these cars at Goodwood. Absolutely staggering was the flexibility of the engine, which simply poured out smooth power at all speeds between 2,500 and 8,000 r.p.m. The engine had more of the "fierceness" of traditional racing machinery and the clutch was as gentle as that of a saloon, albeit gripping most satisfactorily after a quick change.

The driving position was quite new to me as although I have previously been recumbent in a car, it was perfectly stationary at the time. The Lotus was by no means stationary, in fact I got it up to 120 m.p.h. on my first lap, but I was much more comfortable in the "lying down" position than I had expected. Obviously, the higher one sits the more one can see of the circuit, but I know Goodwood sufficiently well to be quite happy in such a low seat.

The cornering power is phenomenally high, the handling characteristic being completely neutral. Obviously, it would take quite a bit of practice to be sure that one was driving right on the limit, and I make no pretence that I achieved



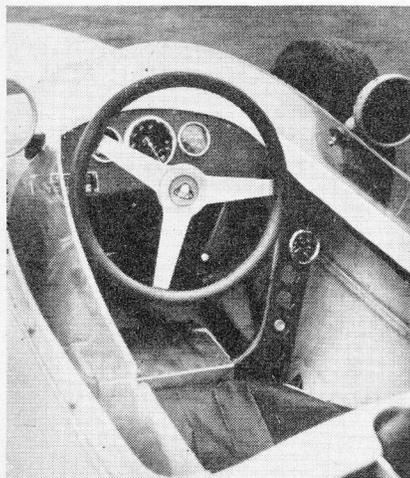
THE REAR end of the F.J. car showing the outboard-mounted disc brakes and anti-roll bar mounting points.

this in a short test. The better the car holds the road, the more difficult it is to exploit it fully, and the very best drivers will be able to give the Twenty-Two everything they've got.

The stability is first class, side winds having no noticeable effect on curves or on the straight. I found that there was plenty of room for me inside the little car, and I did not tend to bruise my elbows when busy in the office. The steering is light, quick, and sensitive, but there is no kick-back over the few bumps left on the resurfaced Goodwood.

SPECIFICATION

- Frame:** Multi-tubular space frame using round and square tubing and incorporating fabricated scuttle hoop.
- Front Suspension:** Independent by double wish-bones of unequal length with a separate anti-roll bar, with springing coil spring in conjunction with telescopic Armstrong shock absorbers.
- Rear Suspension:** Fully independent double wish-bone type but including parallel radius arms and top suspension link, as used on the Lotus Formula 1 cars.
- Brakes:** 9½ ins. Girling disc hydraulically operated front and rear mounted outboard.
- Steering:** Lightweight rack and pinion unit, with adjustable steering column and lightweight leather covered steering wheel.
- Power Unit:** Cosworth-Ford 1,100 c.c. o.h.v. four cylinder fitted with twin choke Weber carburetors, giving an excess of 100 b.h.p. Mounted in rear of chassis at 30 deg. to vertical.
- Transmission:** Single dry plate hydraulically operated clutch 7½ ins. diameter with either Renault or Volkswagen modified close ratio four-speed gearbox. Final drive spiral bevel crown wheel and pinion mounted between engine and gearbox. Available gear ratios are: Renault: Standard 4.86; Optional 5.24; 4.59. Volkswagen: Standard 5.04; Optional 5.34; 4.73; 4.43.
- Cooling System:** Cross flow radiator mounted in nose with integral oil cooler. Remote engine oil filter mounted in front of chassis. Oil and water flow through chassis tubes.
- Fuel System:** Light alloy fuel tank, approximately eight gallons capacity.
- Bodywork:** Removable panels with perspex aerodynamic windscreen. Twin lightweight rear view mirrors. Lightweight bucket seat.
- Electrical System:** Ignition by coil and distributor. Centrifugal advance and retard. Lightweight battery mounted in nose. Electric starter.
- Instruments:** 0-9,000 r.p.m. tachometer, oil pressure gauge, water temperature gauge.
- Wheels and tyres:** Lightweight cast magnesium wheels 13 ins. diameter front and rear. Fitted with 450 x 13 front and 550 x 13 rear Dunlop R.5 racing tyres.
- Dimensions:** Wheel base 90 ins., track, front 51½ ins., rear 50 ins., overall length 11 ft. 7 ins., overall width 57 ins., height 2 ft. 8 ins. to crash bar, ground clearance 3½ ins.
- Price, in component form:** Ex works with Cosworth-Ford power unit £1,550.



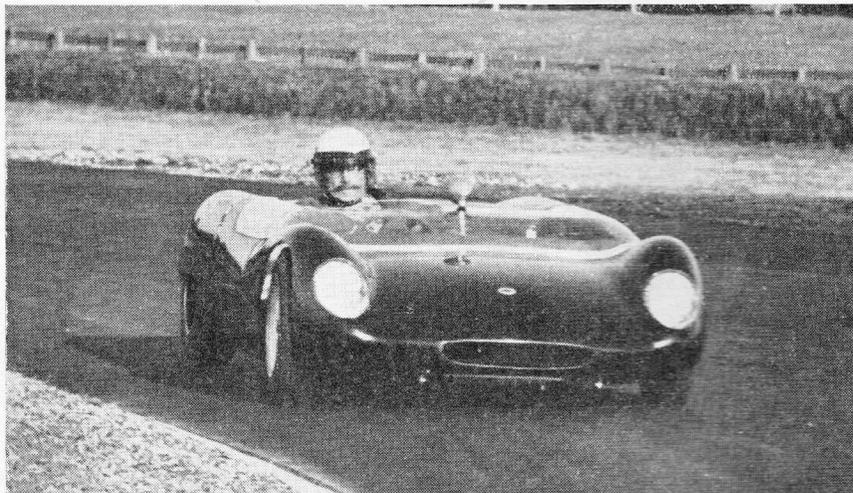
COMPACT cockpit of the 22 which retains reclining seating position but now has "left-hand" gear lever.

The car tested had the four-speed gearbox, which had sufficiently close ratios for the circuit and was easy to handle. One sits well down inside the machine and, although the weather was bitterly cold, I was well protected and quite warm. The disc brakes were light to use but very powerful, the ride was comfortable in the extreme, and indeed it is hard to find anything to criticize in this most effective piece of racing machinery. The price, in component form, is £1,550. (Export £1,625 complete.)

THE LOTUS TWENTY-THREE SPORTS CAR

SPECIFICATION

- Frame:** Multi-tubular space frame constructed of round, square and rectangular section tubing, incorporating fabricated load carrying sheet metal driver's bulkhead.
- Front Suspension:** Fully independent by unequal length double wishbones incorporating coil spring and telescopic Armstrong dampers.
- Rear Suspension:** Fully independent by double wishbone type, incorporating parallel radius rods and also a top link.
- Brakes:** 9½ ins. Girling disc hydraulically operated front and rear mounted outboard.
- Steering:** Lightweight rack and pinion unit with adjustable steering column and lightweight leather covered steering wheel.
- Power Unit:** 1,100 c.c. Cosworth-Ford o.h.v. four cylinder, fitted with two 40 DCOE Weber carburetters. Mounted in rear of chassis.
- Transmission:** Single dry plate hydraulically operated clutch 7½ ins. diameter with either Renault or Volkswagen modified close ratio four-speed gearbox. Final drive spiral bevel crown wheel and pinion mounted between engine and gearbox. Available gear ratios are: Renault: Standard 4.86; Optional 5.24; 4.59. Volkswagen: Standard 5.04; Optional 5.34; 4.73; 4.43.
- Cooling System:** Cross flow radiator mounted in nose with integral oil cooler. Oil and water flow through chassis tubes.
- Fuel System:** Light alloy fuel tank basically, approximately nine gallons, but other fuel tanks available as optional extras for long distance racing. Single SU high pressure electric fuel pump.
- Bodywork:** Resin bonded glassfibre panels, quickly detachable on front and rear hinges. Lightweight bucket seats.
- Electrical System:** Special lightweight battery. All other parts are Lucas equipment, incorporating dynamo, starter, automatic voltage control, fuses, headlights, side lights, tail lights, stop lights, windscreen wiper and horn.
- Instruments:** 0-9,000 r.p.m. tachometer, oil pressure gauge, water temperature gauge, ammeter.
- Wheels and Tyres:** Lightweight cast magnesium wheels 13 ins. diameter front and rear. Fitted with 450 x 13 front and 550 x 13 rear Dunlop R.5 racing tyres.
- Dimensions:** Wheel base 90 ins., front track 51½ ins., rear 50 ins., overall length 140 ins., overall width 59½ ins., overall height 27 ins., ground clearance 3½ ins. at normal ride.
- Price, in component form:** Ex works £1,650.



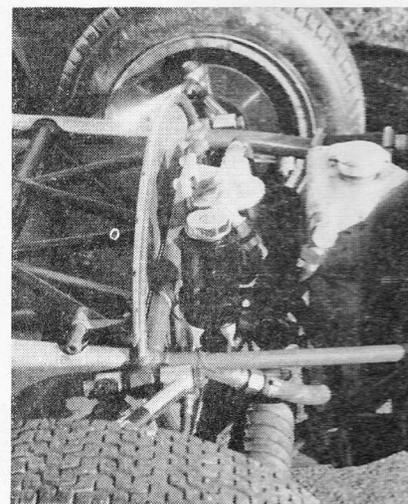
J.V.B. takes the sports car through Madgwick. The roadholding of this car is very similar to that of the 22 although it understeers a little more.

THE new Lotus rear-engined sports car is very closely related to the Formula Junior design. The independent suspension is identical, as are the 9½ ins. Girling disc brakes. A Cosworth-Ford engine of 1,100 c.c., with Weber carburetters, is again employed. Naturally, a much wider multi-tubular frame is used.

I was able to put this one through its paces, too. The performance is almost as great as that of the single-seater and the ride just as comfortable. The test car was considerably noisier than the Junior, but this was partly due to incomplete bodywork. However, I wore ear plugs and was quite happy.

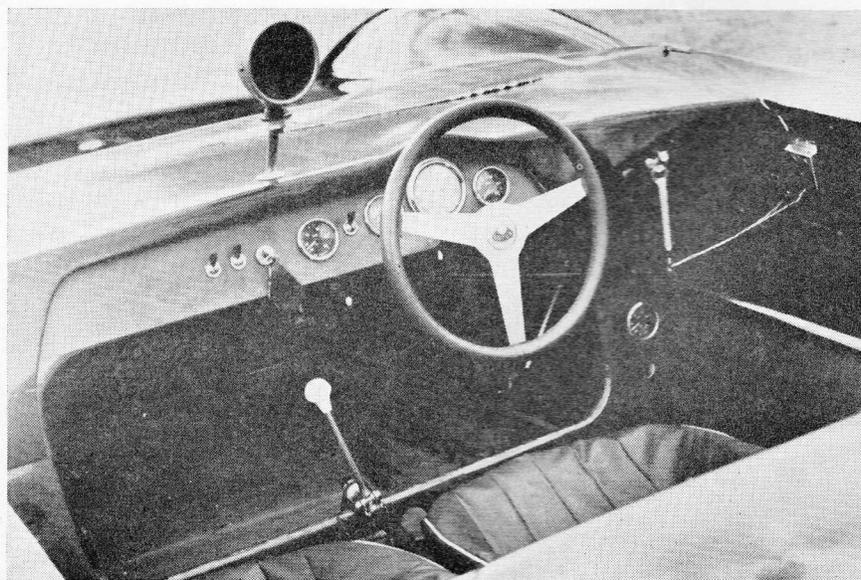
The sports car has inherited the extremely high cornering power of the racer. It understeers a little more, but in general it is very well balanced. On the short Lavant Straight, both cars had about the same maximum speed, but one would expect the all-enveloping sports car to go ahead on a long Continental straight. Against this, however, is the greater effect that gusts of wind have on a streamlined shell.

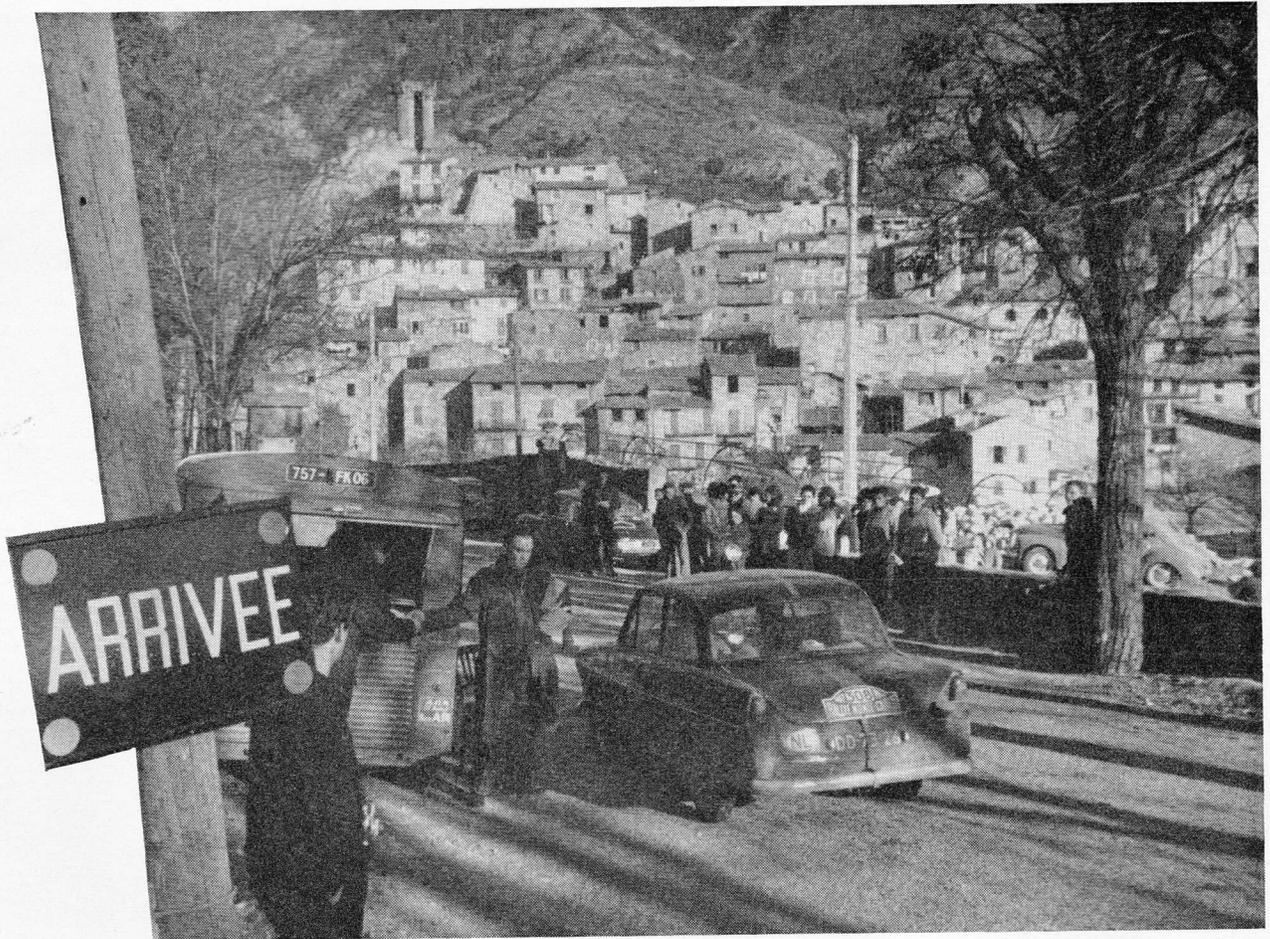
I formed the opinion that this 1,100 c.c. sports car will be just as formidable in its class as the F.J. car. It costs £1,650 in component form, or £1,725 complete and ready for export.



ABOVE: The oil tank for the 1,100 c.c. F.J. engine which is mounted right behind the radiator. Note the outboard-mounted Girling discs.

BELOW: Two ultra-reclining seats and an under-dash mounting of the spare wheel keep the body line low.





LUCERAM: The DAF of Peter Blansjaar/Fred Honhof arrives at the control, en route from its starting point at Oslo.

The "Monte"—

Looking Back

BY JOHN GOTT

PHOTOGRAPHY BY
GEORGE PHILLIPS AND H. R. CLAYTON

THE 31st Rallye Automobile Monte-Carlo cannot be rated as a great event, but it was more intelligently planned and far better organized than any recent "Monte". It was therefore hard lines on Louis Chiron and the A.C. de Monaco that a spell of unexpectedly mild weather produced an absence of snow which made the event so ridiculously easy that 247 of the 313 starters succeeded in qualifying as finishers of whom, no less than 163 retained "clean sheets" on the road section. As a result the 2,600-mile winter rally was decided on the times returned over five special stages and four laps of the G.P. circuit, all totalling rather under 80 miles, of which 20 miles, at the most, were covered in ice or snow.

The number of finishers was not actually a record, as in 1951 281 crews finished out of 337 starters.

Whilst it is certain that in a reasonable year for snow the well-planned route from Chambéry to Monte Carlo would probably have defeated all but the top 20 crews in the entry, the long, boring drives to the start of the common

section made many people wonder whether the time has not now come for the A.C. de Monaco to do away with the anachronism of multiple starting points.

* These were of great value when first

introduced, in that the more difficult starting points, such as Athens and Tallinn, rightly carried more marks for getting through "clean" than did the easier starting points, such as John o' Groats—which is a lot farther north than Glasgow! The later theory was that multiple starting points cut down the distance which crews had to travel to the start of the rally, but this is no longer accepted in fact. Nowadays many drivers select the starting point which they think offers the easiest journey to

ONE OF THE FEW PLACES where snow was encountered was the Col de la Schlucht, here being traversed by the Ford Anglia of Maurice Trintignant/Paul Cavrois.





the start of the common section, irrespective of whether there is a starting point in their own country. This year, for instance, 45 of the 113 British entrants elected not to start from Glasgow, 30 of the 80 French entrants opted for a starting point other than Paris, despite the fact that, "on paper", Paris was one of the better starting points, and only nine of the 23 German entrants chose Frankfurt.

As for several years the "meat" of the "Monte" has been in the common section from the Chartreuse area, it would be logical to extend this to include the

PRESSING ON during the descent to Piera Cava, the Citroën of Rene Trautmann/Claudine Vanson shows the scars of its journey from the Monte Carlo start.

Massif Central with a common start from, say, Paris. This would cut out many miles of pointless, boring motoring, reduce the annoyance to other road-users and make for more equality of opportunity, the lack of which has always been a bad feature in the "Monte". Other rally organizers, notably the R.A.C.-West, who run the Tulip Rally, have long ago done away with

multiple starting points and it is surely not right, in principle, that some starting points afford a better chance of success than do others. This year, for instance, of the eight possible starting points, Paris and Oslo were much the easiest routes if the weather was bad, for which reason well over half the starters elected to leave from one or the other. It is no coincidence that the first six crews in General Classification and nine of the 10 class winners started from either Oslo or Paris, five crews and the Coupe des Dames winners choosing the former and four the latter. The other class winner started from Glasgow.

How the crews from the various starting points fared can be seen from the table on this page.

The Factor of Comparison

Although the organizers of the Liège, the Alpine, and, latterly, the R.A.C. have demonstrated that it is possible to run a rally on a "scratch" basis and give all types of car an equal chance to finish high in general classification, the A.C. de Monaco, conservative to a fault, sticks stubbornly to a handicap system which can either unduly favour one type of car or allow another no chance at all.

It must be admitted that this year the factor was much more fairly computed, for the decisive victors, Eric Carlsson and his Group 11, 841 c.c. SAAB, were the victors either on scratch or on handicap, and the best-placed Panhard, which marque last year could hardly fail to win, was as low as 47th (16th in its class), in the hands of last year's winner, M. Martin.

	Entrants	Starters	Finishers	Penalized on road	Qualified Circuit test	Highest Finisher
OSLO (4 hrs. 6 mins. to 5 hrs. 40 mins.) ..	95	88	65	19	38	1st
PARIS (1 hr. 39 mins. to 3 hrs. 5 mins.) ..	88	79	67	13	35	3rd
GLASGOW (0 hr. 30 mins. to 1 hr. 38 mins.) ..	69	65	52	21	16	33rd
MONTE CARLO (3 hrs. 25 mins. to 4 hrs. 5 mins.) ..	41	34	31	5	21	9th
FRANKFURT (3 hrs. 7 mins. to 3 hrs. 24 mins.) ..	18	14	13	8	5	57th
ATHENS (0 hr. 1 min. to 0 hr. 19 mins.) ..	18	15	10	3	4	8th
WARSAW (5 hrs. 41 mins. to 5 hrs. 52 mins.)	12	12	5	5	—	194th
LISBON (0 hr. 20 mins. to 0 hr. 29 mins.) ..	10	6	4	—	1	72nd
TOTALS	351	313	247	74	120	—

Note.—The times in brackets show how the starters ran in the rally procession—Athens starters first, Warsaw starters last.

Granted, however, that the factor was a fairer one, its non-application to the final test on the G.P. circuit was hard to understand, unless the A.C. de Monaco are set on ensuring that a winter rally should be won or lost on a dry racing circuit.

In 1961 the factor for the circuit test was increased overnight and this year it was not applied at all; either method, of course, favoured a big car at the expense of a small one. As it happened, the brilliance of Carlsson on the road gave him an advantage before the circuit which Bohringer's bigger engine could not wipe out on the track. There would,

49th to eighth place, which made it essential that all the Rapiers should at least keep their positions if they were to retain their hold on the vital team prizes. In fact, not only did they do just that, but Peter Harper drove beautifully to outpace his team-mates, Graham Hill included, and go up three places. Even so, a six-point lead over the Mercedes was a bit too close for comfort when compared with the 45-point lead before the circuit.

The only class which actually changed hands as the result of the circuit test was the up to 1,000 c.c. G.T. one, in which Peter Riley's brilliantly forceful handling

of an M.G. Midget, in many people's opinion the most determined drive of the day, turned a seven-point deficit behind Ian Walker's F.J.-engined Anglia into a seven-point advantage. There was, however, some justice in this, for the M.G. was only in arrears owing to a headlamp bulb which fused between the Jardins Exotiques and the *parc ferme*, a distance of under a mile.

The table below not only shows how the results would have looked had the rally been run off scratch, but indicates how little there is between the top drivers, whatever their mount.

It also shows up very clearly how the



THROUGH THE NIGHT goes the works Sunbeam Rapier of Tiny Lewis and Ian Hall, seen outside Grenoble on the Chambéry-Monte Carlo section.

however, assuredly have been a terrific outcry had the margin between the SAAB and the Mercedes been small enough for eight miles on the circuit to reverse the order after 2,600 miles on the road, and the A.C. of Monaco should have guarded against this possibility by the logical step of treating the circuit test as another special stage and applying the factor. Many people, indeed, think that the circuit test is out of place anyhow, except as an optional test, with separate prizes, having no bearing upon the rally results.

In fact, the circuit did not produce any spectacular upset, although Norman Garrad looked a bit worried when Kühne brought the Mercedes up from

	Scratch time— Special stages	Scratch place arrival	Handicap place arrival	Scratch time— Circuit	Final place
Carlsson					
SAAB	1 hr. 56 mins. 30 secs.	1	1	9 mins. 01.7 secs.	1
Bohringer					
Mercedes 220SE	1 hr. 56 mins. 35 secs.	2	2	8 mins. 44.9 secs.	2
*Walter					
Porsche	1 hr. 57 mins. 42 secs.	3	210	—	209
Hopkirk					
Rapier	1 hr. 59 mins. 11 secs.	4	3	9 mins. 05.1 secs.	3
Seigle-Morris					
Healey 3000 ..	1 hr. 59 mins. 14 secs.	5	23	8 mins. 27.7 secs.	18
Neyret					
Citroen	2 hrs. 0 mins. 47 secs.	6	5	9 mins. 29.7 secs.	7
Procter					
Rapier	2 hrs. 1 min. 41 secs.	7	4	8 mins. 59.4 secs.	4
Morley					
M.G.A.	2 hrs. 2 mins. 22 secs.	8	33	9 mins. 05.7 secs.	28
†Trautmann					
Citroen	2 hrs. 2 mins. 48 secs.	9	12	9 mins. 23.3 secs.	14
Guichet					
Citroen	2 hrs. 2 mins. 50 secs.	10	9	9 mins. 24.3 secs.	13
Kühne					
Mercedes 220SE	2 hrs. 2 mins. 51 secs.	11	49	8 mins. 55.9 secs.	8
Andersson					
Volvo	2 hrs. 2 mins. 53 secs.	12	8	8 mins. 55.1 secs.	6

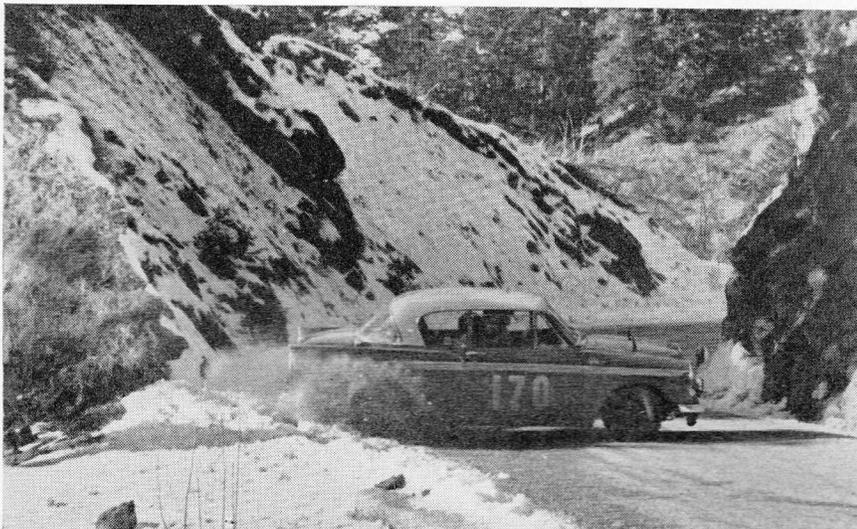
* Walter was 21 mins. late on the road.

† Trautmann lost 10 marks for technical inspection.



★

**The Bergerhoff/
Hollander Alfa
Romeo got away
with this slide at
La Bollene, on
the Col de Turini
descent . . .**



pathetically slow when the chips were down on the special stages and often ended up with the most battered cars in *parc ferme*.

Interestingly enough, with the honoured exception of Henry Taylor who was, however, rumoured to have had his engine attended to by Cosworth, G.P. drivers, in particular Graham Hill, Lucien Bianchi and Maurice Trintignant, finished below the experienced rally drivers in their teams. "Trint" indeed was a lot slower than Anne Hall, both of them being Anglia-mounted.

The answer is certainly not that their skill is less. It is, however, probable that they find "pacing" a rally more difficult than trying to pass or hold another driver in a race, driving cars which fall below standards of handling set by a single-seater. Moreover, G.P. drivers whose bread-and-butter depends upon being able to keep driving are unlikely to be willing to "stick out their necks" to the extent that some of the top Continental rally drivers do. Some, indeed,

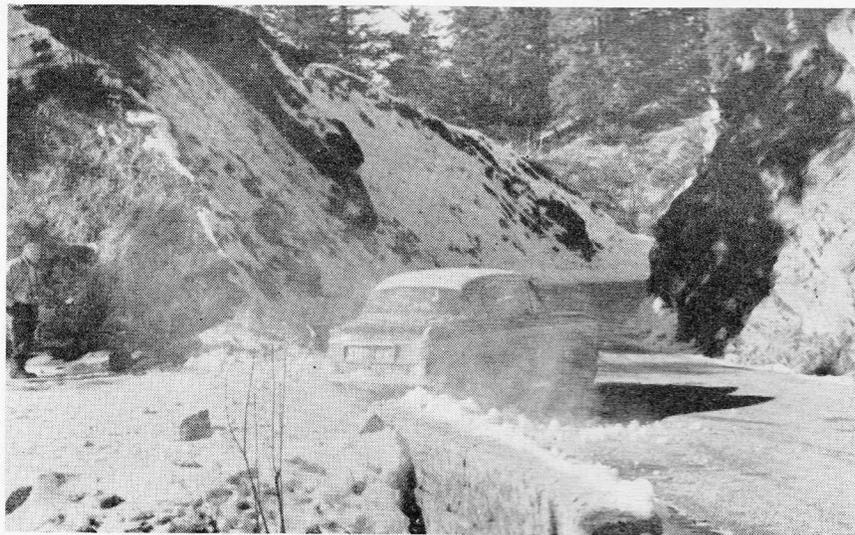
G.T. cars were handicapped out of the chance of a high place in general classification (which is where the money is!). This is surely unfair; as a principle, everyone should be entitled to a fair chance of the premier prize.

Driving Standards

As the entry was so large and of such varying degrees of skill, the "Monte" demonstrated more clearly than do some more specialized rallies how great is the gap between the top drivers and the majority of the entry who are probably more interested in a holiday on the coast and the acquisition of the social cachet of "having done the 'Monte', old boy" than in a high placing.

Nowhere was this more obvious than in the controls at the end of any "tight" section. The lesser drivers roared in with lights ablaze and horns blowing, often far too fast to halt opposite the time clock, whilst the experts toured quietly in with far less ostentation and usually double the time in hand. It was also noticeable that the drivers who were too quick coming into the controls were

. . . but Peter Procter . . .



. . . was not so lucky!

ON THE CIRCUIT the French-entered Alfa Romeo of Clarou/Delalande leads the Norwegian-entered Volvo of Arve Andersen/Moller Halvorsen.

superbly driven and superbly supported, to place all five "works" cars in the first 17 places in general classification, with Paddy Hopkirk/Jack Scott and Peter Procter/Graham Robson finishing third and fourth overall.

It must also be a source of pleasure to the Sunbeam team that whereas last year they only beat Andersson's Volvo by virtue of the undue weight attached to the circuit test, this year they beat him fair and square off scratch.

B.M.C., if not so well-placed in general classification, nevertheless obtained extremely satisfying results from the cars entered. This year Stuart Turner concentrated upon the G.T. category and was rewarded with first, second and third places therein, as well as three class wins with Austin-Healey 3000, M.G.A and M.G. Midget. This, incidentally, was the big Healey's 17th class win in international rallies since the 1959 Alpine, a record no other British car has surpassed. This time an E-type and a "works" Aston DB4 were added to its victims.

Fords, unfortunately, did not have such a happy rally, for they entered more "works" cars than any other manufacturer but had nothing to show for it except Anne Hall's gallant second place in the Coupe des Dames and the second place in class of the Ian Walker/Paul Steiner Anglia. In rallies where performance rather than reliability is the secret of success, the sturdy little Anglia is giving away too much weight in an extremely hot class. However, as a minor consolation, the Anglias of Ford-England finished well above those of Ford-France, and it is an open secret that Dagenham has big cars on the way which may well put Fords back where they were in rallies a few seasons ago. It is only to be hoped that this disappointing Monte has not swallowed up

(Continued on page 207)



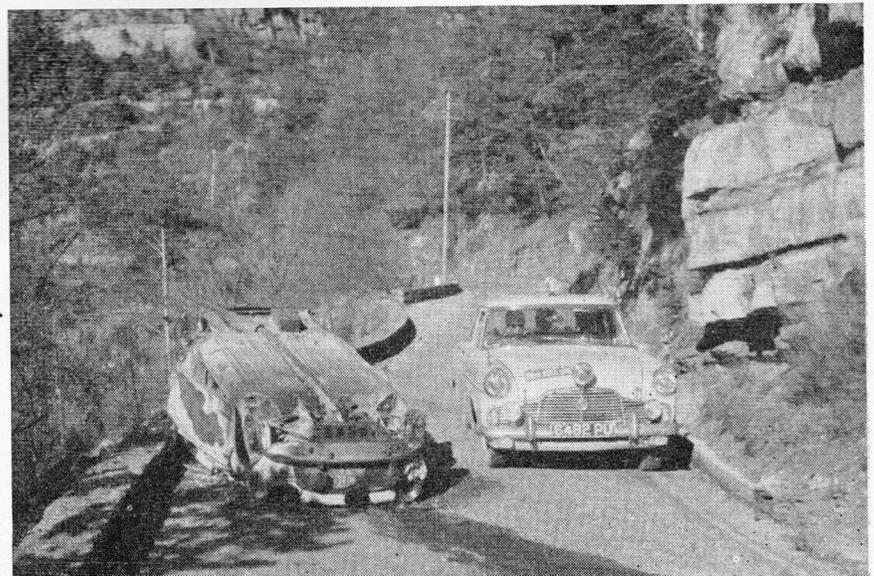
END OF THE ROAD (1): Sir Charles Kimber's Mini lies abandoned on the descent of the Col de Turini; passing is the Fousek/Vidner Skoda.

are tending to stick them out a bit too far these days.

The ladies' class was, as usual, a strong one. However, no one had much of a look-in as long as Pat Moss/Ann Wisdom and Anne Hall/Val Domleo were running, for these crews have shared the Coupe des Dames for the last three years and this time the B.M.C. girls made it their own property. If it had not been for the nipple pulling off her throttle cable, Pat Moss might have finished far higher in general classification than 26th, yet even in an easy year, Ewy Rosqvist, Greta Molander and Mado Blanchoud lost marks on the road.

The British Effort

The Monte's publicity attracted all the "works" teams from home and abroad and the results obtained by SAAB and Mercedes were outstanding. However, the British results were very much better than last year, with the three most important team prizes, the Coupe des Dames, four out of 10 class wins and fastest times in the circuit test going to British crews in British cars. Once again Norman Garrad's Rapiers put up a wonderful show and the cars were



END OF THE ROAD (2): The burnt-out wreck of the Mabbs/Aaltonen Mini, with the Laurence Handley/Dacre Harvey Ford squeezing through the gap.

SEASONAL SURVEY

BY MICHAEL KETTLEWELL

FORMULA

JUNIOR

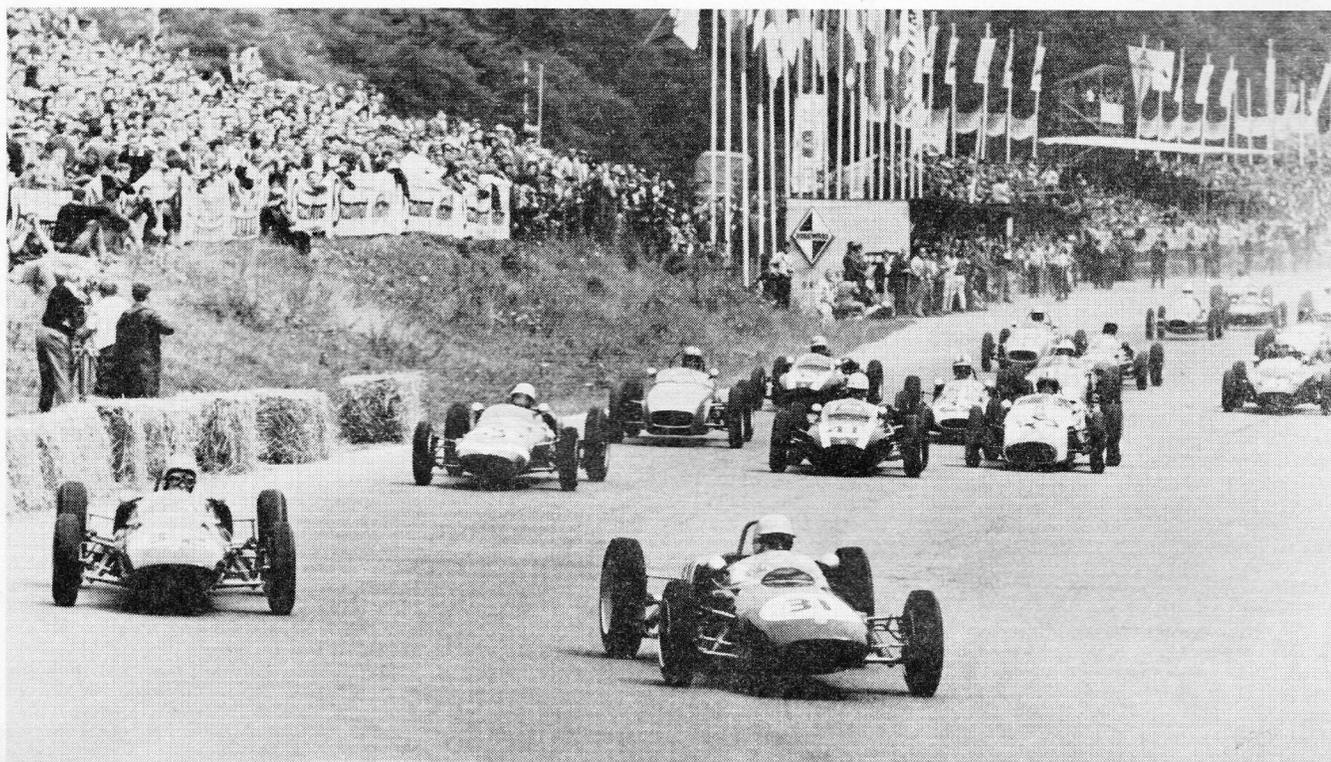
1961

PART TWO

YOU'RE NEVER ALONE at Solitude! Prominent at the start of the Junior race are: Trevor Taylor, Peter Arundell and Karl Foitek (Lotus 20s), Gerhard Mitter (Lotus-DKW), Tony Maggs (Cooper) and Rauno Aaltonen (Elva).

Rhodes drove a Kieft to victory against formidable opposition.

The little Juniors completely overshadowed the mighty Inter-Continental cars in the British Empire Trophy meeting at Silverstone on 8th July. Two separate races were run, the large entry being split into two. Trevor Taylor, in his 1,100 c.c. Lotus-Ford, led the first race throughout, but behind him Alan Rees and the American visitor Pat Pigott (Lotuses) scrapped furiously for second place, while Bill Moss (Gemini) and John Love (Cooper) disputed fourth position. On the second lap an unfortunate accident occurred when John Hine spun his Lola at Copse and became entangled with several following cars. Peter Ashdown was flung from his "borrowed" Superspeed Team Lotus, but was uninjured, while the American Robert Costey suffered a fractured collarbone when his Cooper became too closely involved. Jon Leighton, Ken Lyon and Neville Lederle (Lotuses) also involuntarily retired in the mêlée. Tony Marsh, the record-holder, drove a Midland Racing Partnership Cooper; however, he retired when he had worked his way into fourth position. Taylor won comfortably, Rees beat

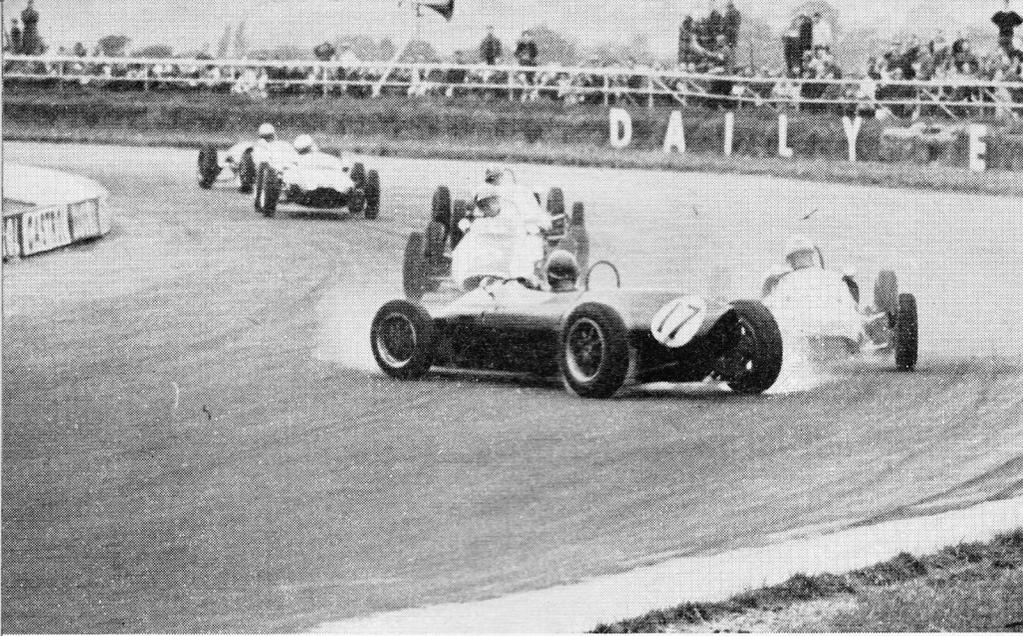


RHEIMS, like Monza, is an extremely fast circuit and on 2nd July the Junior "circus" arrived there for three races—two before and one after the French Grand Prix, the winner was the best on aggregate. Much to everyone's surprise Trevor Taylor's Lotus was equipped with an 1,100 c.c. Cosworth-Ford engine. Most 1,100 c.c. Ford engines were a bored-out 105E Anglia—which already has an ultra-short stroke—though several experiments were made with a lined-down version of the 109E Classic. Power was said to be in the region of 100 b.h.p. and it was certainly needed too, for Tony Maggs had a Rheims-type duel with Taylor in all

three heats. The latter won the first two and Maggs the last, Taylor winning on aggregate by just 0.8 secs. Siffert was third, Boyer fourth, Love fifth and Denis Hulme's Martin-Ford-engined Cooper sixth. Maggs's fastest lap was recorded at 112.41 m.p.h., while Trevor Taylor was achieving 142 m.p.h. along the straight.

Three most interesting club races took place that week-end. On Saturday, Mervyn McKinney's Gemini won at Kirkistown, in Ireland, while at Goodwood the rear-engined Lola had one of its rare victories—Dizzy Addicott in Hugh Dibley's Scuderia Light Blue car. At Mallory Park, on Sunday, John

Pigott for second place by the fraction of an R5 and Moss was fourth in spite of Love's best efforts. The second 1,100 c.c. Lotus, that of Peter Arundell, dominated the other race just as easily. Tony Maggs (Cooper) was second and the indecently rapid combination of Peter Procter and his superbly prepared Lotus 18 finished third. The battle for fourth place was tremendous. Mike Parkes (Gemini), Dennis Taylor (Lola), Mike Spence (Emeryson), John Rhodes (Cooper), Mike McKee and Bob Anderson (Lotuses) were all at it—the most hairy cornering tactics being employed! Spence lost third gear and dropped back while Rhodes was forced to give up near



ABOVE: The start of the "Silverstone Shunt". John Hine spins his Lola and Peter Ashdown's Lotus is about to hit it. LEFT: More excitement was caused in the same race when this large hound started lapping Silverstone—in the wrong direction!



BELOW: Peter Arundell, driving his 1,100 c.c. Lotus to victory at Brands Hatch on August Bank Holiday Monday.

with the greatest of ease until the Lola blew up, then shortly afterwards Anderson's Lotus repeated the same trick. This left Angus Hyslop, who had driven a consistent race, with the lead which he grasped tightly until the end, leading Denis Hulme's Cooper-Ford across the line. "Geki" (Lotus) was third behind the two Kiwis and the well-driven Stanguellini of Gianfranco Moroni finished fourth. The American Tony Settember's new Cooper was placed seventh despite having illegally stopped for fuel at a roadside service station! Team Lotus and the Tyrrell Coopers had ventured to Solitude, in Germany, and after John Love's Cooper retired, team-mate Tony Maggs scrapped with Trevor Taylor and Peter Arundell (Lotuses). Taylor beat Arundell by one-tenth of a second while Maggs was not far behind. After an early spin, Mike McKee, in the third works Lotus, snatched fourth place from Gerhard Mitter's Lotus-DKW and Dennis Taylor's Lola was sixth.

At Phoenix Park, in Ireland, on 22nd July, John Rhodes stalled his 1,100 c.c. M.R.P. Cooper-Austin on the grid of the 102-mile Junior race run concurrently with a race for 1,500 c.c. cars; neverthe-

less, he fought his way to the front and finally beat Peter Procter (Lotus 18) by 16 secs. The other M.R.P. Coopers of Jerry Cottrell and David Baker were third and fifth, separated by Reg Armstrong's Lotus 20. Those who were at Snetterton the following day saw Frank Gardner's 1,100 c.c. Holbay-powered Lotus lead until his steering broke. Dick Prior's Lola, equipped with an 1,100 c.c. Superspeed-Ford engine, finally emerged victorious as Mike Parkes (Gemini) had left his effort until too late. Brian Whitehouse (Lotus) was third and Peter Ashdown's 1,100 c.c. Superspeed Lotus fourth. Jack Pearce (Lotus 20) won a Mallory Park club meeting; however, in second place came a certain Gavin Youl, driving an M.R.D.-Ford. We were to hear more of this car and its driver. Curt Gonstead (Isis) won at Meadowdale, in America.

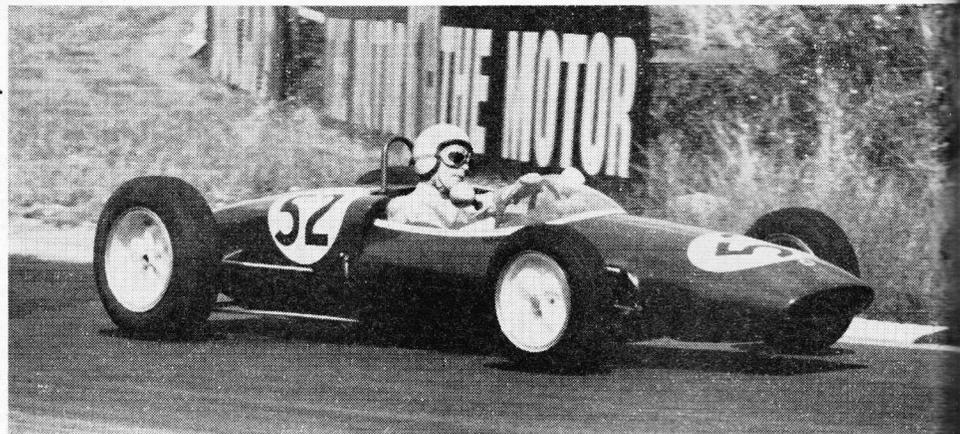
Ever since 1949, 500 c.c. cars had contested the 100-mile Commander Yorke Trophy race at Silverstone. This year, however, because of the demise of the "bangers", the B.R.S.C.C. decided to run the event for Juniors and, on 29th July, Mike Spence, driving an Emeryson-Ford, won an exciting close-fought race. As Paul Emery, the car's designer, built and raced 500s several years ago, it was fitting that his car should receive the trophy. Geoff Breakell (Lotus 20) and Phil Robinson (Alexis) were second and third. A consolation race, for those who did not qualify for the big race, was won by Richard Elvy in his immaculate Cooper-Austin.

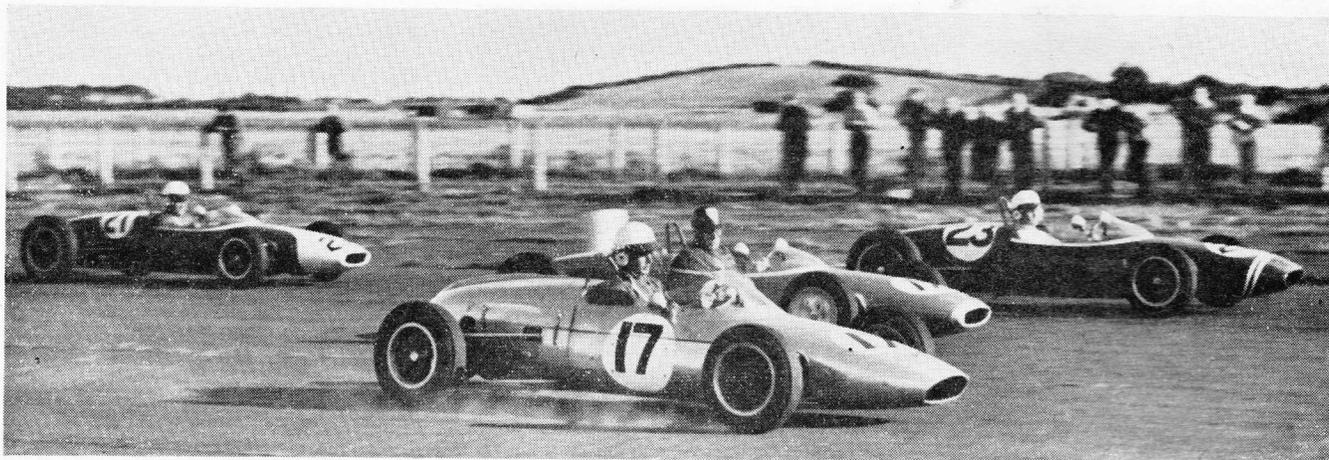
John Rhodes continued his Irish winning streak by finishing first at Dunboyne from, once again, Peter Procter. Malcolm Templeton and Rodney Bloor (Lotus 20s) were third and fourth. The Vanderbilt Cup race, run at Bridgehampton, in New York State, was won by the Canadian-residing American Peter Ryan in a Lotus 20. He beat Floyd Aaskov's similar car and Walt Hansgen, who drove Briggs Cunningham's Osca-Fiat-engined Cooper.

August Bank Holiday Monday Brands Hatch saw Tony Maggs (Tyrrell Cooper) take the lead, but Peter Arundell (Lotus) and Mike Parkes (Gemini) both passed him before half-distance. Parkes, after an indifferent start, drove beautifully and gave Arundell hell, but the latter, with the advantage of an 1,100 c.c. motor, was able to win by 0.4 sec. Maggs was third and Peter Ashdown fourth after an inspired drive in his 1,100 c.c. Holbay-engined Lola. John Love had spun his

the end. The Gemini, the Lola and the two Lotuses continued to entertain the crowd by fighting surely the fiercest battle ever witnessed in Northamptonshire! Any one of them could have won the contest, but it was Parkes, Taylor, McKee and Anderson—only 0.8 sec. separating them. Juan Manuel Fangio watched this race after shaking hands with the front row drivers on the grid. He seemed most impressed by Arthur Mallock's handling of the U.2-Ford, the performance of which made several conductors of more expensive machinery look a trifle stupid! Mallock's average speed of 95.31 m.p.h. would have placed the U.2 third in the May, 1960, race behind Clark and Surtees!

Henri Grandsire beat Joseph Siffert in the Circuit of Collemaggio race on Sunday; their Lotus 20s vanquished Gianfranco Moroni's Stanguellini. The Messina Grand Prix, two weeks later, attracted an excellent entry: the Fitzwilliam Lolas, the Ecurie Edger and Centro-Sud Lotuses, the Lotuses of Piper, Siffert, Hyslop and Anderson and Hulme's Cooper. Bandini secured the first heat from Siffert while Colin Davis, driving a Fitzwilliam Lola, equipped with an experimental 1,100 c.c. Holbay engine, won the second from Bob Anderson. The mortality rate in the final was particularly high. Davis led





ABOVE: Formula Junior certainly caught on in Ireland last year! Here, Mervyn McKinney (Gemini No. 17) and a bunch of Lotuses brake for the hairpin at Kirkistown.

Cooper on the first lap and rejoined the race at the tail of the field. He then proceeded to motor to such an effect that he finished fifth, ahead of Bill Moss (Gemini), Mike McKee (Lotus), Dennis Taylor (Lola) and others. At Mallory Park, Jack Pearce (Lotus 20) held off a determined John Rhodes (Cooper). Rhodes, nevertheless, won the Bob Gerard Challenge Trophy as he was the most successful Juniorist at Mallory last year. Peter Procter was victorious at Aintree—his now positively ancient Lotus 18 beating Alan Rees's potent Lotus 20 and the M.R.P. Coopers of Jerry Cottrell and Bill Bradley.

Ken Tyrrell took his Coopers to race in the Circuit of Nogaro meeting in France on 13th August. Maggs and Love won the heats, but the former suffered plug trouble in the final and was only fourth behind Love, José Rosinski (Cooper) and Paul Armagnac—the D.B. exponent—who drove Tyrrell's spare Cooper.

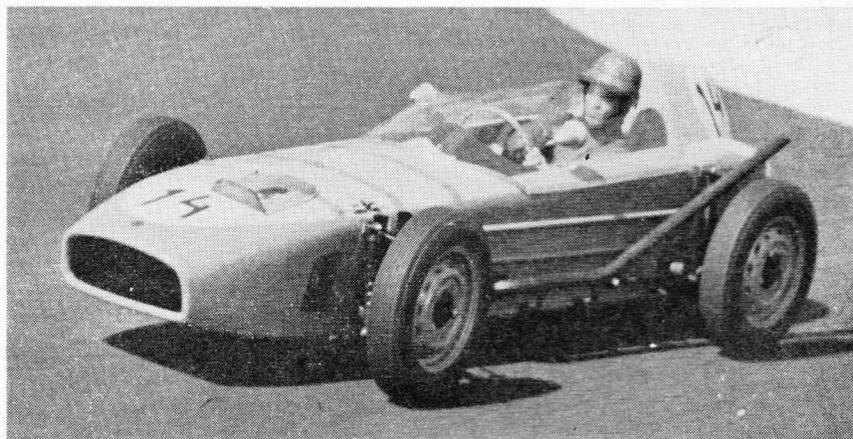
The B.A.R.C. held their Formula Junior Championship at Goodwood on the following Saturday as a curtain-raiser to the T.T. However, it was a "championship" in name only as Team Lotus and the Tyrrell Racing Organization, amongst others, were absent. In practice Gavin Youl's M.R.D.-Ford had lapped in 1 min. 32.6 secs., which was 0.8 sec. under the existing lap record. This made several people put down their beer mugs and take notice! The 1,100 c.c. Holbay-Ford-powered M.R.D.—which also caught alight during practice!—was an all-Australian effort designed and built in Britain by Ron Tauranac in association with—wait for it—Jack Brabham. Youl streaked ahead in the first heat, but over-enthusiasm caused him to skid and drop to fourth in which position he finished behind Frank Gardner (Lotus), John Rhodes (Cooper) and Bill Moss (Gemini). Alan Rees, now with an 1,100 c.c. Cosworth engine installed in his Lotus 20, won the second heat from Dick Prior and Dennis Taylor (Lolas). The final was regrettably marred by a nasty shunt. Jon Leighton spun his Lotus at Madgwick, the incident involving Dan Collins (Lotus), Keith Francis (Lotus), George Naylor (Elva) and Chris Andrews (Cooper)—the latter receiving injuries. Rees was in the lead pressed by Taylor and Youl, and the M.R.D. eventually took second place when the Lola went slightly off-colour. Angus Hyslop (Lotus), Moss and Mike Spence (Emeryson) were fourth, fifth and sixth.

Jack Pearce (Lotus 20) scored at

Snetterton the following day, beating Peter Warr (Lotus 20), Phil Robinson (Alexis) and John Whitmore whose Lotus 20 had a Don Moore-tuned 1,100 c.c. Austin engine. Frank Gardner's Lotus was put out of action following a kerfuffle at the first corner. After Chuck Dietrich's Elva had blown-up, Walt Hansgen's Cooper-Fiat won at Clermont, in America, from Floyd Aaskov's Lotus 20.

The start of the race at Karlskoga, that Sunday, was delayed while Colin Chapman argued with Swedish officials because Peter Arundell's Lotus was not in pole position. Arundell had arrived that morning and had practised with several Formula 1 drivers who had been racing at Goodwood the previous day, and his time was better than those who had practised on that day. Despite supposed arrangements with the organizers and a sit-down strike by Chapman himself, Arundell's Lotus eventually started from the back row! He made a beautiful start but on the second lap became involved with one of the SAABs and crashed. Tony Maggs and John Love gave Ken Tyrrell's Coopers another one-two victory and they were followed by

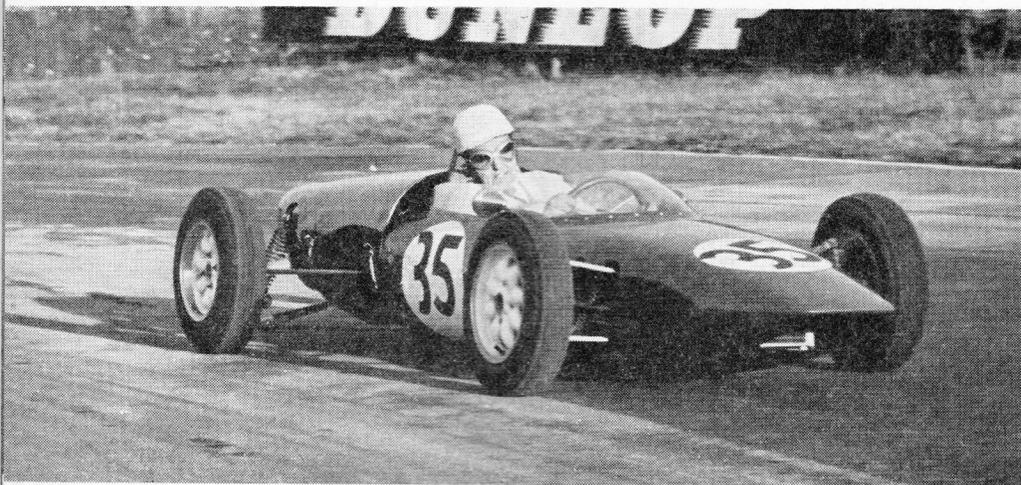
BELOW: Ford advertise the successes of their engines and B.M.C. prepare engines for Coopers, but SAAB are the only manufacturers currently racing Juniors propelled by their own power unit. Carl Magnus Skogh drives an example at the Roskilde Ring.



the Coopers of Curt Lincoln and Denis Hulme. Most of these drivers travelled to the tiny Roskilde Ring in Denmark the following week-end. This time Trevor Taylor drove the works Lotus; however, in the wet first heat he was unable to beat the chassis-less, understeering, f.w.d. SAAB of Carl Magnus Skogh which thrived in the conditions. Maggs won the second heat from the disc-braked Lotus 20 of the American Charlemagne Tower IV. The final was divided into two parts. In the first, Taylor spun his Lotus when a front brake locked, Paddy Gaston (Cooper) spun in avoidance and both lost a couple of laps while restarting. Love eventually won from Maggs and Angus Hyslop (Lotus). Trevor Taylor won the second heat with ease but, of course, did not figure in the overall results. The winners were, yet again, the "Tyrrell Twins"—Love and Maggs—0.5 sec. apart. Hyslop, Hulme, Tower and Yngve Rosqvist (Lotus) were next.

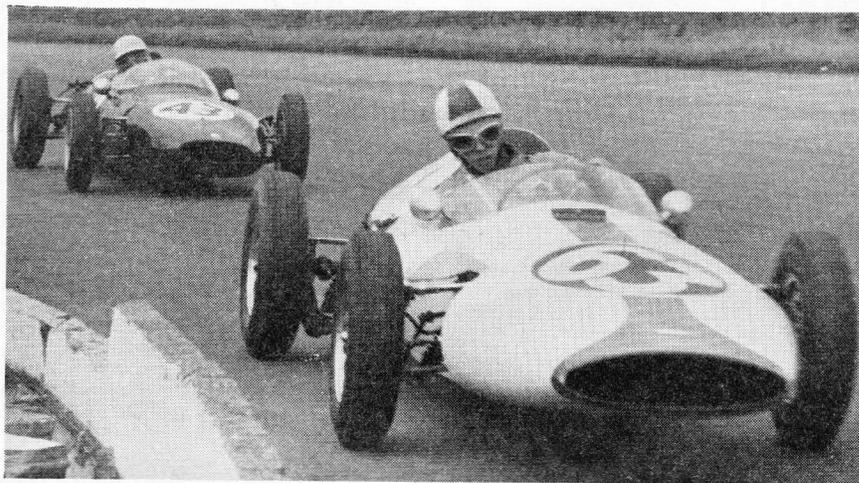
Probably the fastest Junior race ever held was the Pergusa Grand Prix, run on the Enna road circuit in Sicily on 27th August. Joseph Siffert's Lotus 20, now blessed with an 1,100 c.c. Cosworth motor, won at the incredible speed of 114.63 m.p.h., also recording the fastest lap of 116.43 m.p.h. Lorenzo Bandini, in a Scuderia Centro-Sud Lotus 20, was second, 40.7 secs. behind, "Geki" (Lotus) was third and the Fitzwilliam Team Lolas of Rob Slotemaker and Bill McCowen fourth and fifth.

Mike Parkes and Bill Moss scored a one-two for Gemini at a Brands Hatch club meeting that day, collecting valuable points towards the John Davy Championship. In practice Parkes had



ABOVE: Ian Raby's *Merlyn-Ford* which was so impressive at Boxing Day Brands Hatch.

BELOW: Mike Spence (Emeryson) and Bill Bradley (Cooper) at Silverstone.



lapped the tricky Kentish circuit in 55 secs., 81.16 m.p.h., and in the race he equalled the outright lap record of 56.4 secs., 79.15 m.p.h., with ease. At Kirkistown the previous day, John Rhodes had proved that the leprechauns were on his side when he won the fourth of his four Irish races at the wheel of a Midland Racing Partnership Cooper.

The next week-end was one of the busiest of the year. At Crystal Palace on Saturday, 2nd September, some very exciting racing took place. Dennis Taylor was really on form, and his Cosworth-engined Lola won the first heat quite easily, while Trevor Taylor won the second in his works Lotus. Dennis Taylor grabbed the lead in the final, but Trevor Taylor eventually passed him and won by 4 secs. Peter Ashdown was third, Frank Gardner fourth and Peter Arundell fifth—all in Lotus 20s. The Cadours Grand Prix, on Sunday, was won by Joseph Siffert (Lotus) from José Rosinski (Cooper) and Philippe Martel (Lotus). It was here, two years before, that Britain gained her first international Formula Junior victory—Bill de Selincourt in an Elva. Brian Whitehouse travelled a long distance to win the East German Grand Prix in George Henrotte's Lotus 20, from Kurt Ahrens, Jnr. (Lotus), and Robert Küderli (Gemini). John Rhodes scored at Mallory Park and, at Zandvoort, Holland's first Junior race was held—with disastrous results! Another multiple shunt occurred and, amongst others, the two works Geminis of Bill Moss and Rob Slotemaker were badly damaged. Tony Maggs (Tyrrell Cooper) won the race from Mike McKee and David Piper (Lotuses). In Mexico on 3rd September, Javier Velásquez, one of three brothers who drove gold-painted Lotus 18s, won a race at Ciudad Sahagún, despite the determined efforts of Pedro Rodriguez, whose Stanguellini was no match for the British car. Velásquez won again at Mexico City the following week-end—this time in a brand new Lotus 20. Pedro Rodriguez drove a Cooper this time, but a broken con. rod put a stop to his efforts. Hansgen's Cooper-Fiat beat Hap Sharp's Cooper-Ford and Bob Johnson's Gemini-Ford at Elkhart Lake, in America, that Saturday.

On 17th September, Walter Schatz (Lotus) beat fellow-Austrian Rolf Markl (Cooper) at the international Zeltweg meeting. A week later, the brilliant Swiss driver Joseph Siffert won the Junior race at the *Coupe de Paris* meeting at Monthéry. His Lotus vanquished

Henri Grandsire's similar car and José Rosinski's Cooper.

The Geminis of Mike Parkes and Bill Moss, both equipped with 1,100 c.c. Cosworth motors, tied for fastest practice lap at Oulton Park on 23rd September, though Moss non-started as his car was severely damaged later in practice when Jack Pearce spun his Lotus and crashed into him. Parkes took the initial lead but gradually fell back due to the loss of third gear and Tony Maggs and John Love swept ahead in the Tyrrell Coopers. However, the orange Alexis-Ford driven by Peter Procter, who had already won club races with it at Rufforth and Aintree, surprised everyone by taking second place away from Love, though he could do nothing about Maggs who drove a great race on the slippery track. Farther back, Steve Ouvaroff had got his Ausper-Ford fully wound up and finished fourth after an outstanding drive. The works Lotuses? Trevor Taylor retired, Peter Arundell finished fifth and Mike McKee was seventh. An interesting race! Over in America that day, Lotus 20s, driven by H. William Smith, Jnr., Harry Carter (the 1961 S.C.C.A. F.J. Champion) and Floyd Aaskov, defeated the strong Cooper opposition at Watkins Glen. At Mosport, in Canada, the Saturday after, Aaskov conquered Jean Headon (Lotus 18) and Chuck Dietrich (Elva).

At Snetterton, on 30th September, Team Lotus were again soundly beaten—this time by Gemini. Mike Parkes and Bill Moss made it a Chequered Flag one-two in the Vanwall Trophy race, though, of course, they had to fight for it! Maggs and Procter were third and fourth after a struggle, the Ausper fifth and the first Lotus, that of McKee, sixth. An excellent race, featuring some of the cleanest carving-up ever seen in a Junior event!

The Geminis went to Brands Hatch on Sunday and once again Moss and Parkes drew away from everyone but Dennis Taylor whose Lola challenged them and, on one occasion, even passed them. However, Mike Parkes tried harder and beat the Lola driver by 1.6 secs. Moss retired with a punctured radiator and Peter Procter climbed the bank in the Alexis, so Peter Ashdown was third in the Superspeed Lotus 20.

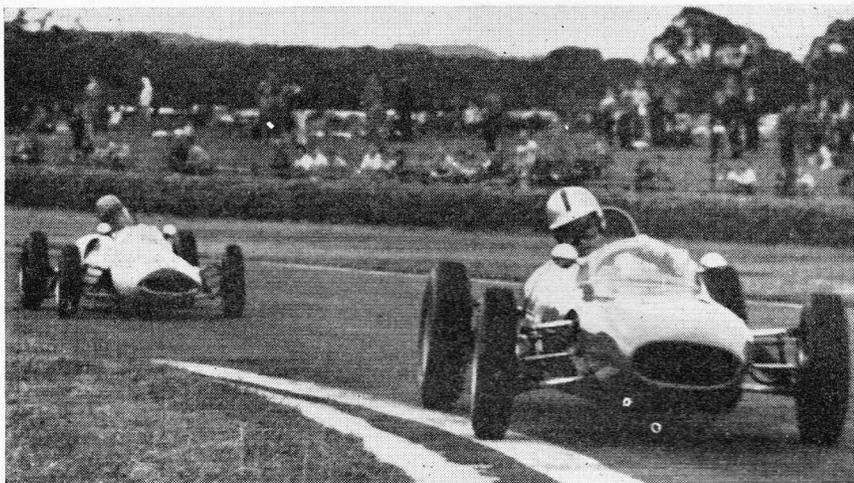
The season was unfortunately drawing to a close, which was a pity as the intermarque struggle was becoming fiercer at every meeting. Bill Moss kept the Chequered Flag flying by winning at the

Clubmen's Championship meeting at Silverstone on 7th October—this time in a customer's 1,100 c.c. Gemini. He was chased hard by Procter (Alexis), Gardner (Lotus) and Ouvaroff (Ausper), who finished in that order behind him. Moss also competed in the *Formule Libre* race and the little Gemini chased, overtook and drew away to win from Jim Digory's 2½-litre Inter-Continental Lotus-Climax! At the final meeting of the season, Snetterton the following day, Bill Moss would probably have won again if his red Gemini had not run out of brakes. This allowed Frank Gardner, one of the most improved drivers of the year, to win in the Holbay-engined Lotus 20. Peter Ashdown was only 0.8 sec. behind him and Procter was third.

The Tyrrell Coopers and Fitzwilliam Lolas were at Monthéry for the *Coupe du Salon* meeting. Ken Tyrrell had sold his spare Cooper to Robert Bouharde, the former D.B. *pilote*, and an 1,100 c.c. Austin engine to José Rosinski. The Scuderia Centro-Sud Lotus 20s were found to be underweight in practice and were placed at the rear of the grid. The first heat went to Love and the second to Maggs. On aggregate, the "Tyrrell Twins" dead-heated for first place—a fitting conclusion to their successful season! Siffert was third and Bouharde fourth. At Innsbruck the Superspeed-

Ford-engined Ecurie Vienne Coopers of Kurt Bardi-Barry and Rolf Markl were first and third, separated by Gerhard Mitter's DKW-engined Lotus 18. In America that day, Lotus 20s dominated the Formula Racing Association's meeting at Hanford—the finishing order was Pat Pigott, Jack McAfee and Floyd Askov.

The American Ed Leslie was most impressed with the Gemini Mk. 3A successes and ordered one. It arrived just three days before the international Riverside race on 14th October. Sure enough, he romped home an easy winner, beating the favourites Walt Hansgen (Cooper) and Pat Pigott (Lotus). At Laguna Seca, the following week-end, Leslie won the "warm-up" amateur race on Saturday, but in Sunday's big race trouble intervened and he had to give best to Pigott who won the race from Hansgen. Next stop Las Vegas, where a race run partially on city streets and around the parking lot was held on 28th October. Pete Lovely's Lotus 18 beat the American Dolphin-Ford, piloted by Kurt Newman and a Cooper driven by a gentleman titled Fred Work. The Dolphin is America's best car to date—the rear-engined B.M.C. Junior having disappointed.



On 12th November, Yuri Kosinkov won a Formula Junior race in Russia, driving a large car reminiscent of early Italian Juniors. It is interesting to note that Russia will be holding Junior races this year which are open to foreign participation.

The Bahamas Speed Week concluded the 1961 international fixtures and the Formula Junior race, which decided the Pan-American Championship, was won by Pete Lovely's Lotus 20. Pat Pigott, in a similar car, and Roger Penske's Cooper-Austin trailed him home. Mark Donohue was fourth in a 1962 Elva, ahead of Bob Nethercutt (Lotus 20) and Charlie Kolb (Sebring Gemini).

Boxing Day Brands Hatch was the final round of the John Davy Championship and Bill Moss, already the assured winner, raced his Lotus 18 once more—now with an 1,100 c.c. Cosworth engine. Moss, Frank Gardner, who also drove an 1,100 c.c. Lotus 18, and Peter Arundell (works Lotus 20) waged a terrific battle. The latter won and Moss and Gardner, who were involved in a last

RIGHT: Mike Parkes (Gemini) leads Dennis Taylor (Lola) at Brands Hatch.

lap "moment", finished second and third ahead of Richard Attwood (Cooper). The works Elva-DKW non-started and Ian Raby's Merlyn-Ford, equipped with an 1,100 c.c. Martin-Ford unit, was delayed at the start with a faulty clutch. After a meteoric drive into fourth position, using top gear only, he unluckily spun; nevertheless, the Merlyn seems to be a strong challenger for 1962 honours.

Well, that was just a brief summary of what happened last year. I have mentioned races in about 20 countries—but there were many more in the most remote corners of our world. There are hundreds of Juniors in existence: strictly amateur specials, one-offs capable of being produced on a limited scale, limited-production cars and the production-line jobs. Just about every motor racing-minded country can claim to have at least one backyard special, if not a production car. At last we have a truly international formula! And what a formula! It has virtually become the "Formula 2", and this means that we have the world's future Grand Prix drivers working their way up in Formula Junior.

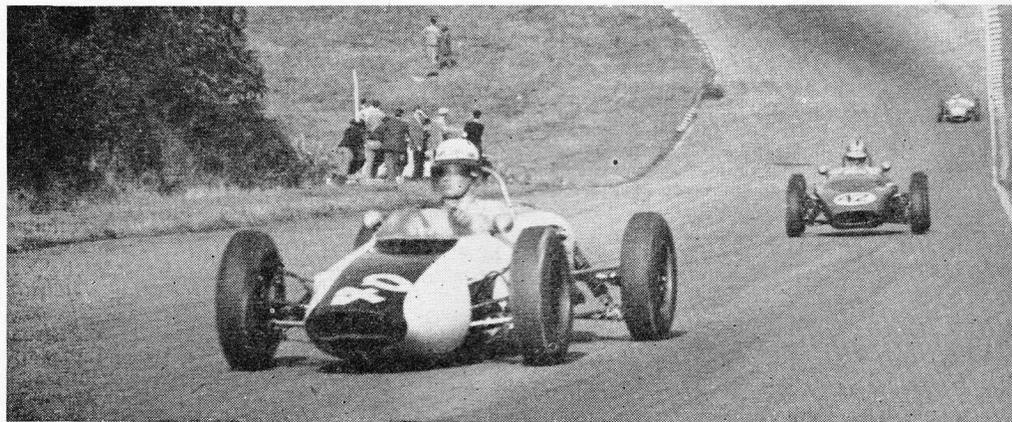
However, Formula Junior is not only an international formula with the sort of racing as described in this review. It

appeared in addition to the usual production cars. Daniel Richmond's Venom-Austin, which was practically unbeatable in hill-climbs, won its class at the Brighton Speed Trials against potent Lotus opposition. The Venom, raced by John Fenning in 1960, was a converted 500 c.c. Cooper fitted with a very hot Downton-Austin engine. Another converted Cooper 500, Geoff Gartside's Garford-Ford, performed rapidly in sprints while the Rayberg, raced early in the year by Peter Belton and built by Aberg Engineering, who also built the Venom, used Cooper 500 suspension and brakes. The Rayberg was practically unique in having a Downton-tuned Morris engine! John Tilden's C.M.B. had an Austin engine mounted transversely at the back. Norman Hillwood constructed a good-looking Fiat-engined car bearing his name, Cyril Scott MacArthur built a Mark 2 Saxon-DKW and the Scottish brothers David and Douglas Bertram ran a Ford-engined car aptly named the Senior. Jack Cordingley supercharged his front-engined Elva and competed in hill-climbs with great success while David Lockspeiser modified his similar car and christened it the E.T.A.-Austin. Jack Murrell's DRW-Ford, a car capable of being put into production, can be quite easily converted into a sports car, the rear-engined Condor, another limited-production car, seemed very promising in its races earlier this season and the Terriers of Brian Hart and Dave Rees often beat Lotus and Cooper opposition. Bernie Ecclestone appeared with a lower, narrower version of the 1961 rear-engined Elva, David Prophet conducted his Kieft with great verve, Mike Woodley piloted an immaculate Emeryson and Francis Pound had an Austin-engined Tojeiro. Such was the unrivalled variation which was seen last year in the club races. The outstanding club drivers of the year? Well, along with others, Chris Ashmore, John Fenning and Jack Pearce have injected life into many club races with their determination to win and reach the top.

During this last year, Formula Junior has matured. Unlike 1960, which was only the first full season of Junior racing in Britain, there is now not one manufacturer, an engine tuner or even a driver who can truthfully state that he was "the best". Some are better than others, of course, but the ultimate is far off, for on several occasions last year we saw the supposed "favourites" soundly beaten. This means that continual development is necessary—and this will keep the formula alive and prosperous.

ABOVE: Jack Brabham's M.R.D. being driven at Goodwood by Gavin Youl where this car astonished everyone. He leads Ken Lyon's Lotus 20.

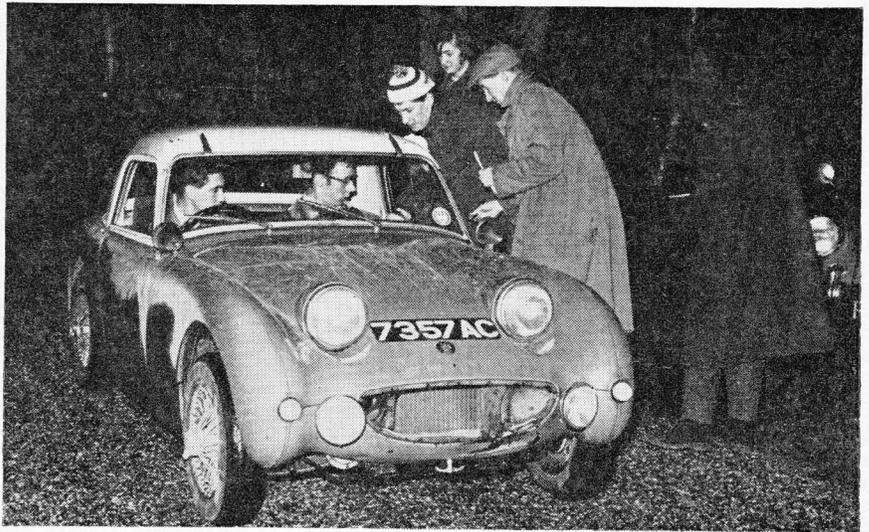
also acts as a country's national formula, giving club drivers a chance of driving single-seater racing cars. Looking back on last year's club events in this country, we find that many interesting cars



Club News

By MICHAEL DURNIN

THIS year the Scottish Rally is to be run on both International and restricted permits in an attempt to increase the number of entries and to permit less experienced entrants to compete. A hint that perhaps the R.S.A.C. want to make the Scottish more of a rally and less of a social event is included in the regs., which inform us that there are to be special stages over Forestry roads. Bearing in mind Jack Kemsley's exacting stages on the R.A.C., it may well be that the Scottish club intend to attract more serious rally drivers than usual. This 1,000-mile event will take place from 11th-15th June and regs. may be had from A. K. Stevenson, O.B.E., Secretary, R.S.A.C., Blythswood Square, Glasgow. For many years A. K. Stevenson has organized the Scottish Rally and he has been connected with the sport and the Scottish Club in particular for almost 60 years. He has decided to retire and this will be the last Scottish which this internationally known figure will organize. In view of this the club's committee hope that as many past (and new) competitors as possible will participate in the rally as a tribute to the great services which "A.K." has rendered to the Sport. . . . The South Downs Group of the 750 M.C. are to hold a closed trial at Bordon, Hants, on 18th February. Regs. are available from Miss E. H. Hay, "Beggars Roost", Winchester



JOINT WINNERS of the Tempest Rally were B. Culcheth/P. Noad (Sebring Sprite). Others to share first place were R. J. Reynolds/B. J. Robson (Riley 1.5) and R. Cooke/B. Leeks (Sunbeam Alpine).

Road, Alton, Hants. . . . The S.O.D.C. are to run the fifth Rallye Dubonnet on 24th-25th February over a course of about 300 miles. Invited clubs are Austin-Healey Club, Bedford A.E.C., Bedford M.C., B.A.R.C., Guildford M.C., London M.C., Mascot M.S.C., North London E.C.C. and Verulam A.C. and the start will be Leighton Buzzard. Regs. from H. J. Bayliss, c/o Delta Garages, Ltd., 31 Hockliffe Street, Leighton Buzzard, Beds, who should have all entries by 19th February. . . . Sir Alfred Owen will present the O.R.M.A. Trophy at the

Association's annual dance at the Paviour's Arms, Westminster, on 23rd February. Details from Mrs. Molly Wheeler, O.R.M.A., Kent House, Market Place, Oxford Circus, London, W.1. The Association's annual film show was recently shown to a full house at Kensington Town Hall. . . . On 17th February the Circle C.C. are to promote an 80-mile half-night rally. The start will be from Finan's Service Station, Croxley Green, and regs. are available from Mrs. Margaret Paul, 44 Elm Park Court, Pinner, Middx.

THREE CLEAN ON THE TEMPEST

THE first restricted rally promoted by the Sutton and Cheam M.C. further improved on the excellent reputation it achieved last season as a co-promoted event. An excellent entry of 92 crews combined with a first-class route and a very high standard of marshalling, all contributed to a most enjoyable event.

It proved a little too easy for the experts in view of the results, but certainly the majority of the field found it tough enough, and had the weather proved not quite so perfect the production of a clean sheet might have proved a problem.

From the two starts at Leatherhead and Reading the first section comprised two easy run-in routes converging on the first time control at Burnham Beeches. Section two involved six shortish subsections ranging from nine minutes to 26 minutes with straightforward map references. This took competitors south of Berkhamsted round the "Three Hundreds" on 159, and the fringes of the Chilterns provided one or two telling gradients to tighten the section. At the end of section 2, 15 crews remained unpenalized, although many of the novice crews had begun to lose points very heavily.

An unfortunate accident to a B.A.M.A. champion on this section delayed a whole contingent of cars at the back of the field, and these were now running over 30 mins. late, a factor which called for eventual adjustment of time penalties on this section by the organizers.

Section three, map references again,

took the field on an 83-min. jaunt over the hills north of Henley and Reading and crossed the river at Pangbourne, with dire threats of horrible consequences to those who made a noise whilst so doing, backed up by a decibel meter. It concluded at Beenham with a welcome respite at the supper stop, where the fact that 14 crews were still clean had the organizers wistfully enquiring about signs of fog developing! Here, the Reeves/Chorley TR3A, although clean so far, was heard to have a very sick-sounding engine and, in fact, had to retire shortly afterwards. The Dawson/Lockyear SAAB had resigned from the "clean" brigade by dropping one minute at TC 7, and the Roberts/Moverley Morris-Cooper had dropped a route check for their first penalty.

Section four crossed the river again at Tyle Mill and produced a frantic dash around some yellow roads to pick up eight route checks before TC 12 near Ufton Park, and on this section the Maslen/Vice A40 collected their only penalty of the rally by losing a route check, whilst the Kircaldie/Bryant Alpine did precisely the same.

Section 5 was a marked map affair on 168 which resulted in a fairly straightforward route down to Micheldever Forest and on to TC 17 at 168/394620. From this point to TC 18 at S/364634½ was a special section with 10-sec. chronometer timing which, under these good conditions, was managed without penalty by a high proportion of crews, and was

certainly not tight enough to embarrass the leaders. At the end of section five the clean sheets were as follows: Cooke/Leeks (Alpine), Reynolds/Robson (Riley 1.5), Culcheth/Noad (Sebring Sprite), Huson/Jones (Austin 7), Rippon/Bint (Anglia) and Cruttenden/Gray (DKW 600). Crews collecting their first time penalties on this section were Green/Jewell (15/60), Turner/Thorpe (Dauphine), Barnes/Brierley (Husky) and Clark/Cutcher (M.G.A.).

Now followed a 17-mile "Tulip" section, crossing the river near Hungerford and finishing at TC 19 near Winterbourne. On this section the Rippon/Bint Anglia dropped 2 mins.—their only penalty of the rally.

Section seven reverted to map references and consisted of eight tight subsections via Goring back into the Chilterns, the shortest of these being 6 mins. and the longest 13. This section was notable due to a halt sign check, a very rural junction of yellow roads (158/539743½). Fair game for the organizers, however, and the toll was heavy—including two of the clean-sheet men. TC 27 at the end of this section concluded the rally proper and crews ran into the Great Western Hotel at Reading to partake of an excellent breakfast and to study the provisional results board, which was being kept up to date with commendable speed.

Provisional Results

Joint Winners: R. Cooke/B. Leeks (Sunbeam Alpine), nil penalties; R. J. Reynolds/B. J. Robson (Riley 1.5), nil; B. Culcheth/P. Noad (Sebring Sprite), nil; 2. M. Rippon/A. Bint (Ford Anglia), 20; 3. J. F. Barnes/B. Brierley (Hillman Husky), 30.

HAGLEY & DISTRICT L.C.C.

CLEE HILL TRIAL

BY PATRICK McNALLY

THE Clee Hill Trophy was won by Rex

Chappell after a truly brilliant drive. Rex was unlucky enough to break his crown wheel and pinion in the morning and had to compete on several hills with it u/s until he managed to change the nosepiece in time for the afternoon sections. Not unnaturally Rex lost a few points when the axle went and had to make up for it by superb driving in the afternoon. Lol Hunt, who finished second to win the Bell Cup, finished only one point behind Rex, he too having an exciting time when his car overturned backwards on Hill 3, a long, rutted, steep climb. Lol escaped unhurt and continued the rest of his climbs undismayed.

Third man Ivor Portlock, who took the Michael Lawson Trophy, finished losing only 61 points, only three points behind the winner.

The Hagley & District Light Car Club had arranged 12 hills in two sections of six; competitors having two goes at each hill and the order of the cars being altered to make it unbiased for high or low numbers.

The hills were cleverly thought out and included sections of woodland as well as grass slopes and muddy ones. Don Woodall made a come-back to trials after his long abstinence, and will no doubt be shortly sorting them out.

Ron Kemp and Frank Lewis won the team award, Frank losing only 67 points and gaining a first class award.

The weather was perhaps a little too kind and some of the hills weren't as difficult as they might have been. But this was no excuse for Rex Chappell to climb the tie decider cleanly. Spectators at the top had to move out of Rex's path as he surmounted what was meant to be an impossible hill!

Results

The Clee Hill Trophy: Rex Chappell, 58 points lost. **The Bell Cup:** Lol Hunt, 59. **Michael Lawson Trophy:** Ivor Portlock, 61. **First Class Awards:** Bill Bodenham, Frank Lewis, George Simpson. **Second Class Awards:** Peter Highwood, Charles Pollard, Cuth Harrison, Percy Barden.



ABOVE: Rex Chappell wins again! Looking most determined, Rex and Renee urge their Cannon onwards.



BELOW: Another Cannon. He is George Simpson, who gained a First Class Award.



"Monte" Review—continued

too much of their competition budget to allow the new cars a good run.

Finally, the British contingent numbered representatives of the Army, Baillie/Davenport (Vauxhall), the police, Gahan/Collett (Anglia), and the church, Jones/Morgan (Austin Seven). Of these, the church militant did by far the best, finishing 77th in general classification and third in class, to 102nd and ninth by the Army and 180th and 54th by the police; this must be considered a very fine effort by the "rallying parsons", as they were quickly dubbed by the Press.

Nevertheless, it is pleasing to be able to report that despite the absence of snow there were far fewer grumbles to be heard around the bars this year. Most competitors realized that the 31st "Monte" would have been a really tough one given normal weather conditions and everyone felt that, for once, the best combination of car and crew had won; many, indeed, felt that if there had been a lot of snow, the SAAB's victory would have been even more decisive.

In G.P. racing, Stirling Moss, "Mr. Motor Racing", is the one to beat; in international rallying it is Eric Carlsson, "M. Rallyiste International".

NO DOUBT shooting a line to the marshal, John Sprinzel and Graham Robson at the start in the fifth PMO 200. It is to be hoped that they noted the sign!

minutes during the previous 20 sections were now able to make up several minutes and regain their scheduled times.

This easing of the pace was short-lived for the route then led on to map 149 in the direction of Brettenham where many roads exist which are not shown on the map. Several navigators got lost in this area. The going became twisty and slippery again and the Volvo of K. Barrow and R. C. Nicoll slid off the road after a bend and landed on its side in a deep ditch near Hitcham. The pace quickened over short, sharp sections on yellow roads in the direction of Edwardstone, where Ron Ambrose and John King brought their Allardette into a control from the wrong direction, an error which cost them 300 marks at a time when they were only three minutes adrift.

Hereabouts ended the first road book of the navigation section and a later, provisional, check of the penalties to this stage showed placings to be: E. J. Hatchett/R. H. Britt (Herald), 0 penalties; R. Bodle/R. Foster (Volvo), 10; I. H. Terry/R. K. Davies (Rapier), 20; B. E. Culcheth/P. Noad (Sebring Sprite), 20; B. Bengry/D. Skeffington (VW), 20; R. McBride/D. Barrow (Austin-Cooper), 30; A. T. Fisher/B. Melia (Austin-Cooper), 40; P. L. Morley/R. J. Newport (Herald), 40; R. A. Sanson/G. Griffiths (Herald), 50, and O. S. Whitehead/M. W. Bishop (VW), 50. The rally was certainly upsetting students of form, as many of the country's top crews were well down and several "outsiders" were well placed.

Early on the second road book the route swept back on to map 136 towards a control near Muckinger Wood and here G. R. Mudie/H. Higglett were unfortunate enough to take their A40 straight on at a bend not indicated on the map, breaking their front suspension. Then via Poystreet Green, Buxhall and Harleston on yellow roads and across the river Gipping at the very deep Stonebridge Ford which stopped many cars and lost, on aggregate, a great deal of precious time. Among those who lost time here were Brian Harper/Valerie Domleo (Sebring), Bill Bengry/David Skeffington (VW) and the Mini of Hugh Braithwaite and myself.

Then south-east to the edge of map 150 where Keith Holland/Mike Butler

THE "CATS' EYES" BREAKS NEW GROUND

Thames Estuary A.C. run their National Rally in East Anglia—A Fine Win for E. J. Hatchett/R. H. Britt (Herald)

LAST year the Cats' Eyes Rally came in for a considerable amount of criticism, mainly because competitors felt that the choice of route was unfortunate. It can be fairly said that the event was not up to the standard which one expects of a National. This year the organizers took their rally to East Anglia, the first National to have been run in that area, and proved that they can still run a first-class event. East Anglia has some decidedly interesting rally terrain but the overall flatness of the topography is a disadvantage. Despite this, clerk of the course David Thompson, his assistants Tony Tomassi and Norman Porter, and competitions secretary Ken Kaye plotted a most interesting route which, without resorting to trickery, resulted in a fine event won on the road.

From starting points at Basingstoke, Cannock, Colchester and Lamb's Garage, Woodford Green, the entry of over a hundred crews converged on Snetterton at the usual 30 m.p.h. average. On main roads this presented no difficulty and almost everyone arrived at the Norfolk circuit with plenty of time in hand for supper. One car not to arrive was Ken Piper's DKW. Ken had his brakes adjusted at the Woodford Green start and the mechanic put the jack under the Deek's exhaust pipe which caused the manifold to fracture and made the inside of the car into a very efficient gas chamber. It was a pity that everything except fried egg sandwiches disappeared from the menu before half the crews arrived.

Leaving Snetterton by way of a half-lap of the circuit from the pits to the filling station alongside Norfolk Straight the cars checked out and headed north and east via Banham and along a rather rough track to Molton St. Michael. On the map there were two equally obvious ways, one of them traversing two level crossings *en route*. Brian Harper/Valerie Domleo (Sebring Sprite) and several of the other crews at the front of the field opted for the way with the crossings. They were disappointed to find the second crossing on their route padlocked and hastened to retrace their footsteps, only to find that the first crossing had been padlocked during the few minutes which had elapsed since they came through. This made some rapid motoring necessary to reach the control on time. These locked crossing gates also added to the difficulties of those later numbers who tried to reach Banham by this road.

Fairly tight sections over good yellow roads led south to Gissing, then, tighter, due west across to some interesting white roads looping around the north of Lopham and south again down a quarter mile of very rough track to Blo Norton. Then came a fascinating white road from 136/997767 to 008760 which was twisty and which had a surface of firm mud, a surface which, for sheer slipperiness, rivalled the watery ice of the Welsh. Yellow roads heading south and linking controls near Great Ashfield and Woolpit Heath allowed fast times to be made and many of the crews who had dropped

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AUSTIN SEVEN or Austin Mini? Anyway the B.M.C. ADO 15 of P. Easter on the driving tests of the Cats' Eyes. As can be seen from the results, many ties were decided on the seafront.

(Anglia) and Lloyd Roberts/Barry Burn (Wolseley) together wrong-slotted into a farmyard. The farmer, who was up and about by this time, promptly boxed them into the yard by driving his Land-Rover across the entrance. He was rather unpleasant and insisted on sending for the police who, when they arrived 15 minutes later, very soon convinced the farmer that the rally cars were in his yard as the result of an honest mistake and not for any nefarious purpose. However, the damage had been done and 15 irretrievable minutes had gone.

The route now criss-crossed between 149 and 150, eventually heading south to a control in the vicinity of Chattisham, where J. F. Barnes and P. Brierley went off the road, their Hillman Husky coming to rest on the verge of a pond so closely that they were very lucky not to have plumbed its depths. Then a zig-zag south-west towards Withermarsh Green and north again to a group of very short sections over the white roads around Layham and Hadleigh, where an unidentified Riley went off and into the ditch on a particularly nasty right-hander at 149/019415.

Although the regs. had stated that cars should carry enough petrol for at least 200 miles there had been so much low-gear work since Snetterton that the countryside was becoming littered with cars which had run out. P. L. Morley and R. J. Newport had to stop to refuel from a spare tin on a short section and



lost three minutes, Chris Williams and Eric Davis had to retire their Mini with no petrol, while John Sprinzel and Graham Robson were less fortunate and ran through their reserves and their electrics simultaneously. It was interesting to note that John and Graham were in the new PMO 200. This is actually the fifth Sprite to bear this famous number. John had not had time to complete its conversion to full Sebring specification before the rally and had not even painted it. The resultant technicolour effect was: the bodywork from the scuttle backwards was a lurid yellow with the remains of a broad black flash; the Sebring hard top was in raw alloy; the bonnet was bright red and the disc wheels were silver! Quite horrific.

The pressure was still on as the field wended its way over twisty yellow roads west to Boxford then on some splendid white ones towards Coggeshall across

the river Blackwater (there was an extra time allowance here to avoid any hurry through the village). Then followed a series of three superb two-minute sections heading west in the direction of Broadwell which claimed at least one victim in the shape of an unidentified Rapier which slid off the road and got bogged down. Then the competitive stuff wound to its conclusion by way of an interesting white road from 149/

(Continued on page 212)

Provisional Results

- 1, E. J. Hatchett/R. H. Britt (Herald), 30 penalties;
- 2, I. H. Terry/R. K. Davis (Rapier), 40;
- 3, A. T. Fisher/B. Melia (Austin-Cooper), 50;
- 4, B. Bengry/D. Skeffington (VW), 60;
- 5, R. McBride/D. Barrow (Austin-Cooper), 80;
- 6, R. Bodle/R. Foster (Volvo), 80;
- 7, P. W. Ward/F. S. Herwin (VW), 100;
- 8, O. S. Whitehead/M. W. Bishop (VW), 130;
- 9, J. J. Stenniford/J. E. Trott (Austin 7), 150;
- 10, N. S. Morley/G. S. Langley (Sunbeam Alpine), 150;
- 11, J. La Trobe/J. Chitty (Rapier), 150;
- 12, A. T. Lobb/B. Lockyer (Vauxhall Velox), 190.

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CORRESPONDENCE

British v. Foreign

I FEEL at long last my perhaps unfortunate experience with various new and secondhand products should be known for the benefit of would-be new purchasers.

As a private enthusiastic motorist in 1957 I was a proud owner of a new Ford Prefect De Luxe. After a few days it developed a tremendous rattling. I called at the suppliers and, after a quick inspection, a white-coated gentleman appeared with a large hammer and clouted the wheel-arch inside the rear door and announced all was in order. When I was able to find words, I questioned, with a pale expression, "Is that the normal treatment?" and the white-coated gentleman exclaimed, "What can you expect for a cheap car?" A few days later the same car stopped at traffic lights, never to start again, and, with a red face, I pleaded for man-power. This time, it appeared, I was to be more fortunate as there were distributors nearby and, within seconds of opening the bonnet, the engineer remarked, "This is always happening: it is advisable to carry a suitable spanner." No doubt the knowledgeable will understand this comment.

This was unbearable, so I sold my cheap little car and purchased a winner—Austin-Healey 100—secondhand. However, during the first three months it consumed three gearboxes. This I could not stand nor afford and when selling it in exchange for a new Triumph TR3 the salesman gladly informed me this was the fate of purchasing secondhand cars. With mixed feelings I crawled away in my new mount, after being assured that, although the speedometer had not worked at all when delivered, it had been treated most carefully.

Three weeks later a friend was to join me on a trip to Goodwood, and until that time the reverse gear had not been used, and it obviously objected, as we never got any other gears at all. Sadly it was towed away, to be seen 10 days later with an exchange gearbox and words from the London Service Depot saying how perturbed they were. Five months had now gone by and it was suggested, during a routine check, that the manifold gasket should be replaced, but distributors had no supplies. However, I was back on the road seven days later, and five weeks after this the gearbox handle rubber surround turned up, to my amazement.

A few months later I felt it wise to experiment with a new Auto Union 1,000 De Luxe coupé. It was strange at first, but I grew to love it, and, my goodness, yes—two years and 44,000 miles later it left me with only a few replaced plugs. My foreign tastes were to be extended to a secondhand Porsche 1600 75, and, apart from clutch and brake linings experiments at my request, no additional expense was required. She has now left me after 19,000 miles and cash in my pocket to buy a new house and an Austin-Cooper, but after four weeks my Austin has gone for an exchange engine and brake pipes, but the works say I am causing a terrible inconvenience because they have none. Almost three weeks later—at last—the replacement engine arrived and this is really the end: the distributors' service works manager telephoned to say the works had sent the wrong engine.

It appears I have no option—what shall I do? Go foreign, of course!!!

EASTLEIGH.

BRUCE RANSON.

The Pegaso

IT was quite a shock to see my letter in print—it revealed, if nothing else, my inadequate syntax!

However, just one small point: that race I referred to at Davidstow in 1955 was won by Leslie Marr, and I am afraid that, because of my illegible writing, it was printed as Moss.

I daresay I will be corrected by other readers over this, so I would like to get my word in first!

WEMBLEY.

A. C. PRITCHARD.

Bristol Owners' Club

I AM writing to you as a regular reader in the hope that you can assist me in the formation of a "Bristol Owners' Club".

I have written to another well-known monthly motoring publication three times with no success and, as you will no doubt appreciate, it is practically impossible for me to form a new club without some assistance and publicity.

The Club will be for all owners of Bristol cars powered by Bristol engines and any other makes or specials that are Bristol-powered for which no present Club exists. (This clause therefore excludes the Chrysler-powered Bristol 407 and such cars as the A.C. for which an owners' club already exists.)

I would be very grateful therefore if you could find room to give me a mention at the earliest convenient opportunity asking all interested Bristol Owners to write to me at the address below when I will arrange a general meeting.

J. E. A. WEST.

29 DOVEDALE, STEVENAGE, HERTS.

SAAB Gearboxes

IN reply to the letter from Peter Lancaster Brown in your issue of 2nd February, we would point out that the three-speed gearbox, coupled with the Stage II tuned engine, sufficed for Eric Carlsson to win the 1960 R.A.C. Rally, and that the four-speed gearbox has only recently been available to the general public in any other country.

There are, however, certain technical difficulties with the linkage of the four-speed gearbox when adapted for right-hand drive cars, but as soon as these are overcome the gearbox will be made available, though only with the Stage II engine, in this country.

Even excluding the competition successes of SAABs driven by Eric Carlsson, a study of the impressive list of awards won by private owners over the last 12 months (many of them using three-speed gearboxes) should help Mr. Brown to come to a decision as to whether or not he has backed the wrong horse.

SAAB (GT. BRITAIN), LTD., LONDON, W.1.

A. R. MOORE.

Safety Belts

YOUR full account of the Monte Carlo Rally in last week's issue recounts in some detail the unfortunate accident of Geoffrey Mabbs and Rauno Aaltonen, and describes how the latter was unable to loosen his safety harness.

As the belts normally fitted in B.M.C. cars are, in fact, made by Britax (London), Ltd., and as most of the B.M.C. rally cars were so equipped, some readers may conclude that the Mabbs/Aaltonen car was also so fitted.

We have ascertained that this was not the case and that the harness fitted to this car incorporated a friction-type buckle, as opposed to the metal to metal buckle, which is one of the basic specifications of all the Britax (and B.M.C.) safety belts.

LONDON, W.C.2.

P. R. EASTON.

Aston Martin Excellence

THE recent article in which John Bolster featured for you the fabulous qualities of the Aston Martin DB4GT was incomplete—in a direction which he had perhaps not explored.

Just before Christmas I left my club in Dublin after dinner to find an exceptional fog outside.

My son and I decided to press on regardless, and we moved off at 9.15 p.m. We motored without stopping the engine, though frequently the car, until 11.20 p.m., when I recognized the location of a friend's house. It was 2½ miles from the club and we had come by the direct route.

The thermometer had reached, but maintained, 87 deg. C.; the poor dear engine could not be said by then to be silken smooth, but it was no rougher than many an "ordinary" car would be; next day after 10 minutes' desooting of plugs she was "as new".

To average 1¼ m.p.h. for two hours is, you may agree, a telling performance from a car designed with rather different aims.

DUBLIN.

SIR BASIL GOULDING, BART.

(More Correspondence on page 220)



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KEVIN DIFFLEY is one of those rare characters who has probably got more kicks out of his 29 years of life than most people. "Diffo" started out on his motor racing career, as did an awful lot of other drivers, with an 1,172 c.c. Ford Special. The Ford Special was called Barabas, the name coming from the infamous Biblical bandit. Diffley entered the Barabas at Wicklow in 1955, did one lap in practice, then blew it up, and eventually sold it to the Rennicks-Barr partnership. In 1956 Kevin set off on a long tour of the Continent and for the time being motor racing plans were shelved. He purchased the ex-Len Earl Vanguard Special in 1957 and this time he actually completed three racing laps at Wicklow. Several awards were picked

EIRE ENTHUSIASTS:

KEVIN DIFFLEY

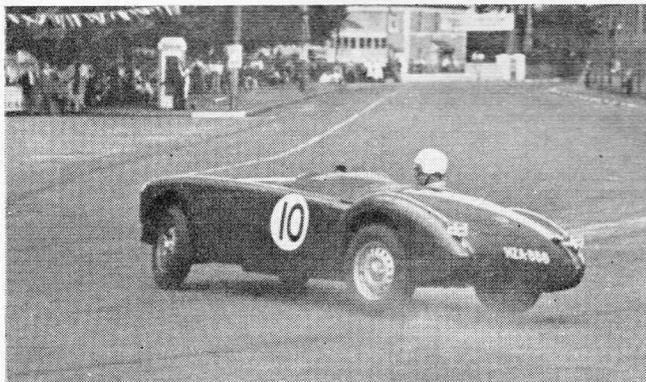
The Second of BRIAN FOLEY'S Irish Profiles

up on the hills in 1958, and he ran out of road at the Mount Venus chicane and pranged at Farmers' Cross in Cork. Diffley was number 13 at Dunboyne and he retired on the 13th lap, when lying second. The 2,088 c.c., understeering Vanguard was then sold to the Delicato Brothers in Waterford, and all three, Benny, Stan and Nicky, managed to prang this hairy motor car. Diffley was out in the ex-Earl Jirano in the 1959 season. This car was a rather attractive monoposto powered by an early type, 2,663 c.c. Jaguar SS engine. The "J" stood for Jaguar, the "IRA" for Irish Racing Automobiles as it had a Joe Kelly IRA chassis, and the "NO" part stood for Charlie Norton, the man who put all the bits and pieces together. Kevin retired the Jirano at Phoenix Park but managed to finish at Dunboyne. Diffley, who is a motor salesman for Messrs. Booth, Poole, the Eire M.G. assemblers, raced an M.G. Twin-Cam in 1960. His best performance was third

place in the Baird Memorial Handicap. He finished fourth in the Holmpatrick Trophy at Dunboyne and had a number of second places in the M.G. scratch races at Kirkistown. At Long Kesh, Kevin had a monumental spin when he suddenly hit a large patch of foam on a fast bend. The foam was used to quench the flames of an inverted Crossle-Ford. Kevin finished the season in third place in the Sexton Trophy competition. The Twin-Cam was exchanged for an M.G. 1600 last year and again Kevin picked up awards on the hills. He does not usually compete in trials, but he won the large sports car class in the Tostal Rally in June. He was again third in the Sexton. "Diffo" may now retire from motor racing to take up hunting, a sport in which he occasionally indulges. Certainly the sport would not be the same without Kevin Diffley, and who would organize all the hectic parties?

BELOW: (Left) Kevin Diffley taking his M.G. Twin-Cam through Dunboyne Village in the 1960 Holmpatrick Trophy race. Despite this unorthodox cornering, Diffley finished fourth. (Right) A slight offcourse excursion at Mount Venus hill-climb in 1958 with the brutal Vanguard Special.

THE National Sprint Association are holding a meeting at the Barley Mow Inn, Horseferry Road, London, S.W.1, at 7.30 p.m., on Wednesday, 14th February, to gather together interested drivers and organizers of the car sprint world. Secretary of the Association is L. N. Cole, 1 Ingram Road, Thornton Heath, Surrey.



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Cats' Eyes—continued

798167 to 785161, where a red SAAB ran out of petrol almost within shouting distance of the petrol station, which was on the A.12 near Witham.

From this oasis there was a very gentle run in to the finish at Southend Airport where breakfast was followed by tie-deciding driving tests on the front.

The opinion of most competitors was that the Cats' Eyes had not been a "great" rally but that it had been a good, solid event of real national class on which the organizers had made extremely good use of rather uninspiring terrain. There can be no doubt that the Cats' Eyes has re-established itself as one of the better southern rallies.

MICHAEL DURNIN.

AFTER many years of rallying Dauphines and Gordinis, Lloyd Roberts has taken delivery of a Riley 1.5, which is to be modified.

BILL BENGRY, who is shortly to take delivery of a new VW 1500, is to drive a Peugeot on the East African Safari with Jimmy Feeney, a Kenyan expert.

PROMINENT non-starters on the Cats' Eyes were David Seigle-Morris, who was suffering from 'flu; Geoff Mabbs, whose Cooper-Mini was written off on the Monte, and Tiny Lewis, who was said to be very busy building a "do-it-yourself" Elite.

A STRONG rumour was circulating over breakfast that Triumphs are to return to international rallying with a team of TR4s. The new management is greatly pleased by the fine performance which the TR4 of the Swiss pair Thuner and Gretener put up on the Monte.

Coming Attractions

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 p.m.

Herts County A. and Ae.C. February Ferment Rally. Starts Hemel Hempstead, 8.30 p.m.

24th-25th February. *Herefordshire M.C. Welsh Marches Rally. Starts Lyde Motor Works, Lyde, Hereford, 9 p.m.*

NORTH WALES CAR CLUB "SNOWDROP RALLY"

THE first club event of the New Year was off to a good start with an entry of 29 cars. The route was received in the morning and consisted of some 28 time controls in a distance of just under 100 miles on Map 108, this mixture promised a good tight event without resort to pruning. In spite of this there were two clean sheets, G. F. Flint (Simca) and C. Twigdon (Sprite II), and the tie was decided by the novel method of largest engine first, which seems to work out fairly in the Welsh mountains. A separate novice class was won by C. Gethin (VW) appearing in his first rally.

Results

Experts: 1, G. F. Flint (Simca), 0; 2, C. Twigdon (Sprite II), 0; 3, T. Griffiths (VW), 3; 4, Dr. Opies (M.G.A.), 5. **Novices:** 1, C. Gethin (VW), 14; 2, A. Foulkes (Rapier), 21; 3, L. Roberts (Hillman), 31.

IAN WALKER RACING, LTD.

IAN WALKER will run a team of cars this season—a Lotus 23, the ex-U.D.T.-Laystall Lotus Elite and perhaps a Marcos. Paul Hawkins is in charge of the preparations and the team's headquarters will be in North London. Ian Walker, Paul Hawkins, Richard Melville from Jamaica and others to be decided, will race the cars in most of the British trade-supported meetings and in a few meetings abroad, with an eye on the G.T. Championship.

CITROËN scored a double in the French "Neige et Glace" Rally last week-end, Neyret/Terramorsi taking first place in general classification and Trautmann/Chopin winning the G.T. category, ahead of the Balas/Chevron Sunbeam.

THE CHEQUERED FLAG

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AUSTIN-HEALEY 3000. 1959/60. Two/four-seaters. A selection of three hand picked cars, in white, green, or dual red and black. All with various extras. **from £695**

AUSTIN-HEALEY SPRITE Mk. 2. 1961. One owner, 4,000 miles only from new. Quite unblemished throughout in white with black upholstery. Fitted heater, washers, tonneau. **£615**

JAGUAR XK120 DROPHEAD COUPE. 1954. Finished in midnight blue with red hood, and equipped with radio, heater, etc. **£345**

M.G. TC/TD. A selection of three first class examples. A TC in dark green; and two TD's in grey or red. All are fitted with various extras and sensibly priced. **from £235**

TRIUMPH TR3A. 1958. Two-seater. Immaculate red with beige interior, with disc brakes, overdrive, heater, X tyres, washers, wing mirrors, etc. **£545**

SUNBEAM ALPINE Mk. 2. 1961. Two/four-seater. 7,000 miles only from new, superb in red with black trim, and fitted with disc brakes, twin spots, tonneau, etc. **£885**

AUSTIN-HEALEY 100/4. 1954/55. Two-seaters. Choice of three cars in red, or dark green. All with overdrive, wire wheels, heater, tonneau cover, etc. **From £365**

M.G.A. 1600. 1960. Two owners from new, unmarked in red with black cockpit, with discs, radio and heater, wheel trims, etc. **£665**

M.G.A. 1958. Two-seater. One owner only from new, beautifully maintained in Old English white with black interior. Fitted with radio, rack, spotlight, etc. **£565.** Also one other fixed head coupe in red and silver at **£565**

MORGAN PLUS 4. Sept. 1961. One owner, 1,000 miles only. Absolutely as new throughout in maroon with black trim. Fitted TR3A engine, disc brakes, tonneau, etc. **£835.** Also a 1958 4/4 Competition two-seater in maroon, with Aquaplane engine, twin carbs, rack, heater, tonneau, etc. **at £395**

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LOTUS SEVEN. 1960/61. Choice of two superb cars. Ford 105E engine, full weather equipment, etc. One owner only from new, very low mileage. **From £435**

T.V.R. Mk. 2. 1960. Immaculate light blue, fitted with stage 2 Climax engine, Alfin drums, adjustable shock-absorbers, wire wheels, heater, washers, close ratio gears, etc. **£695**

AUSTIN-HEALEY 3000. 1960. Two/four-seater. Finished in ice blue and ivory, with dark blue interior, with discs, overdrive, washers, tonneau, etc. **£795**

A.C. 2-litre SALOON. 1960. Four-door. Recently recellulosed in green with beige interior. Engine just overhauled, heater, etc. **£295**

AUSTIN-HEALEY 100/4. 1956. Two-seater. Finished in red with black side panels, and fitted wire wheels, overdrive, twin spotlamps, tonneau, wing mirrors. **£395**

M.G.A. Mk. 2 1600. 1961. Two-seater. One owner, 8,000 miles only from new. Quite unmarked in white with red cockpit. Fitted rack, heater, X tyres, etc. **£875**

M.G.A. 1957. Two-seater. In red with matching upholstery, LHD, with wire wheels, radio and heater, tonneau cover, etc. One owner only from new, and in immaculate order throughout. **£435**

JOWETT JUPITER. 1952. Two/three-seater. Unquestionably one of the finest we have ever seen, without blemish in green, and equipped with heater, new X tyres, spotlight, wing mirrors, MoT certificate, etc. **£325**

MORGAN 4/4. 1957. Two-seater. Finished in maroon with black cockpit. Ford 100E engine, flashers, wing mirrors, etc. **£325**

M.G. TF. 1954. Two-seater. In metallic silver green with tan interior trim, and fitted wire wheels, heater, luggage rack, spotlight, washers, etc. **£395**

H.R.G. 1500. 1948. Two-seater. Full history available on this superbly maintained example, finished in French grey, with spotlight, tonneau, etc. **£275**

BERKELEY B80. 1959. Two/four-seater. A particularly neat example in green with black upholstery, and fitted with X tyres, flashers, etc. **£265**

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£1,299 ACE-BRISTOL, 1960, White/black.—Rudds, Worthing 7773/4.

£850 ACECA-A.C. disc braked coupé, 1959 series.—Rudds, Worthing 7773/4.

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ALFA ROMEO two-seater Spyder Veloce, 9,000 miles. Weber carburetors, heater, radio, Konis. Alfa red. Cost £2,500, January 1961. As new, several cars kept. £1,750.—Hamilton, Hornbeams, Priory Drive, Stanmore. GRI 373.

RIGHT HAND drive Veloce coupé, 1959, £1,495. Has Speciale engine, high ratio axle and radio.—Rudds, Worthing 7773/4.

1960 ALFA ROMEO Giulietta Speciale in red. Actual show car. Body by Bertine. Five-speed synchromesh gearbox. Radio, heater, etc. Must be seen to be appreciated. A car for the discerning owner. Price £2,250.—Bolton of Leeds, Ltd., 120 Albion Street, Leeds, 1. Tel.: Leeds 36036.

1957 ALFA ROMEO Giulietta Sprint coupé. Bargain. £725. No offers.—Footscray 5102.

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ALVIS Speed Twenty, 1934, Vanden Plas tourer. Triple carbs., i.f.s., £70 or exchange.—Ryall, 3 Selwood Villas, Hawkhurst, Kent. Hawkhurst 2200, after 7 p.m.

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(Continued on page 215)

AUSTIN-HEALEY

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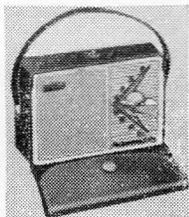
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Correspondence—continued

The Pegaso

It is obvious that Mr. Pritchard did not read my article on the Pegaso carefully enough—or, if he did read it fairly carefully, that he grossly misinterpreted some very straightforward statements.

The basis of his attack is that I "distorted" my article to give the impression that the Pegaso was a highly successful sports-racing car in top category international competitions. Now, if Mr. Pritchard will take the trouble to reread my article, he will see that in the fourth paragraph I define the Pegaso as "one of the world's most exciting fast touring cars, and it can be quickly altered to a potent racer". Nothing more! And if this were not plain enough, later in the article I quote Señor Wilfredo Ricart, Jr., production chief of the sports car division of E.N.A.S.A., as saying, "First of all, the Pegaso isn't an out-and-out sports-racing car. The original concept of the vehicle was as a fast touring car that could be adapted for racing with a minimum of effort".

Now to Mr. Pritchard's pointless criticisms of the photograph captions. This is plainly another example of somehow reading meanings that aren't there into straightforward statements. Under the first photograph I wrote "the 3.5-litre Type 102 which gained much competition success in 1954" and not "the 3.5-litre Type 102 which gained much success in important international races in 1954". However, while the car may not have won any important international events in 1954, the fact remains that it won and was placed in a number of good category competitions in several European countries, competing against many makes of foreign cars, in that year.

Again, Mr. Pritchard attacks the caption under the second picture of a Pegaso in action on the Barcelona circuit. This is really going too far in a search for remotely possible vulnerable points! That picture was one of the available good pictures I had to illustrate my article—and, logically enough, I wrote that simple caption to give body to what was shown in the picture. But, again, I did not state "Before retiring from racing Pegaso set an astounding lap record of 50.8 m.p.h. for the 2½-mile internationally renowned Barcelona circuit".

I don't intend to waste more time going into Mr. Pritchard's criticism of my description of the records secured by Pegaso and the subsequent breaking of them by Jaguar, nor the conclusions he draws from the results of one race in 1954. Although, this is not because I'm trying to "distort" the Pegaso's merits as a sports-racing car! I must repeat that not once in my article did I dress it up as such, but only as what it was, namely, "one of the world's most exciting fast touring cars", which could be altered quickly into a potent racer. Can anyone dispute that it was not a very exciting fast touring car or a potent racer?

Like any competent journalist would do, I obtained the details regarding the Pegaso 103's engine capacity and mechanical structure right from the Pegaso factory here in Madrid, and I checked my article over with highly responsible persons there before submitting it to AUTOSPORT.

Finally, the question of driver Palacio's positions during the 1954 Pan-American race. I obtained these results from Sr. Ricart, Jr., and Joaquin Palacio during one of the many interviews I had with them. These placings were checked thoroughly with them, as I considered them to be two responsible gentlemen, both before and after my article was written. I must admit that I did not check on these positions from another source—but, considering the individuals with whom I was dealing, I did not imagine that I needed to check.

NEIL DOUGALL.

ALCANTARA, MADRID, SPAIN.

Under the Chequered Flag

"Fact or Fiction?" This is the question I asked myself after reading Mr. Beuttler's article "Under the Chequered Flag" in your issue of 19th January. I refer particularly to the paragraph describing the "prang" at Knickerbrook.

Let's have the facts straight. The driver who, Mr. Beuttler says "shall remain nameless" was, of course, Jack Pearce, and I am sure that neither he, nor any of his staff, will argue with the fact that the Chequered Flag mechanics were confronted with a bent motor car through no fault of their own. But, Mr. Beuttler states that Bill Moss was circulating in company with Frank Gardner and the nameless gentleman (Jack Pearce). This, in fact, is not so. Bill Moss had been going round with Jack Pearce on his tail for seven laps and both were closing up to lap Frank Gardner, who was about three seconds in front of them as they passed the pits. Pearce overtook Moss on the approach to Esso and went into the corner on Gardner's tail, overtaking him coming out of Esso (with, I might add, a 997 c.c. engine in his Lotus). The cause of the pile up was the fact that Pearce left his braking too late for Knickerbrook (for which he makes no excuses and does not even desire to remain nameless) and not as described in the article.

We, too, saw 10 days of flat-out effort preparing the car for the Gold Cup meeting, resulting in a tangled mess, and have subsequently had the unenviable task of rebuilding the car, so we appreciate the feelings of the Chequered Flag mechanics.

R. C. COWLAM.

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



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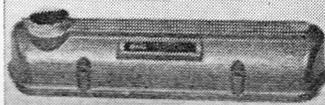
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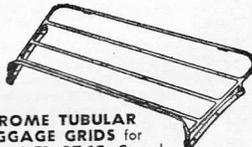
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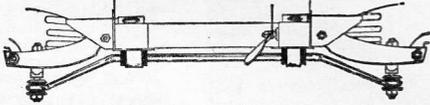
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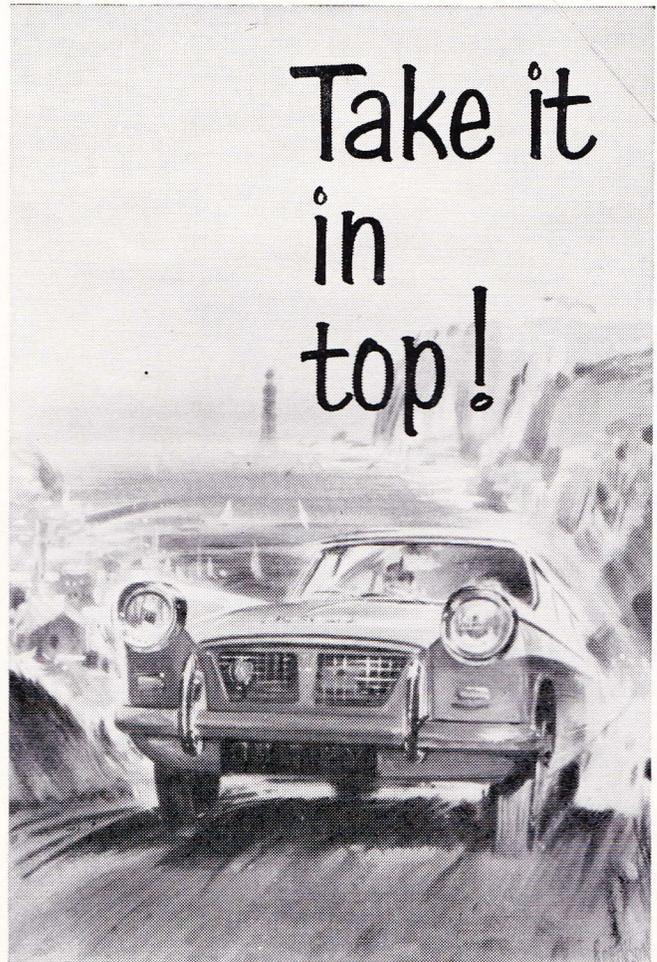
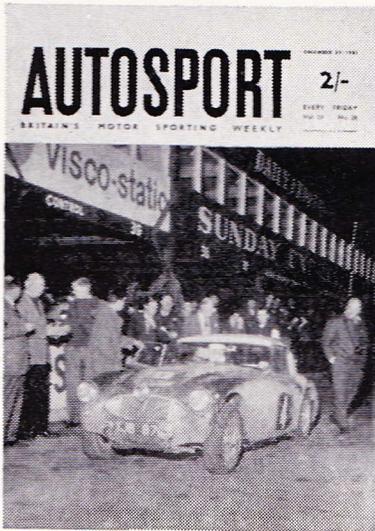
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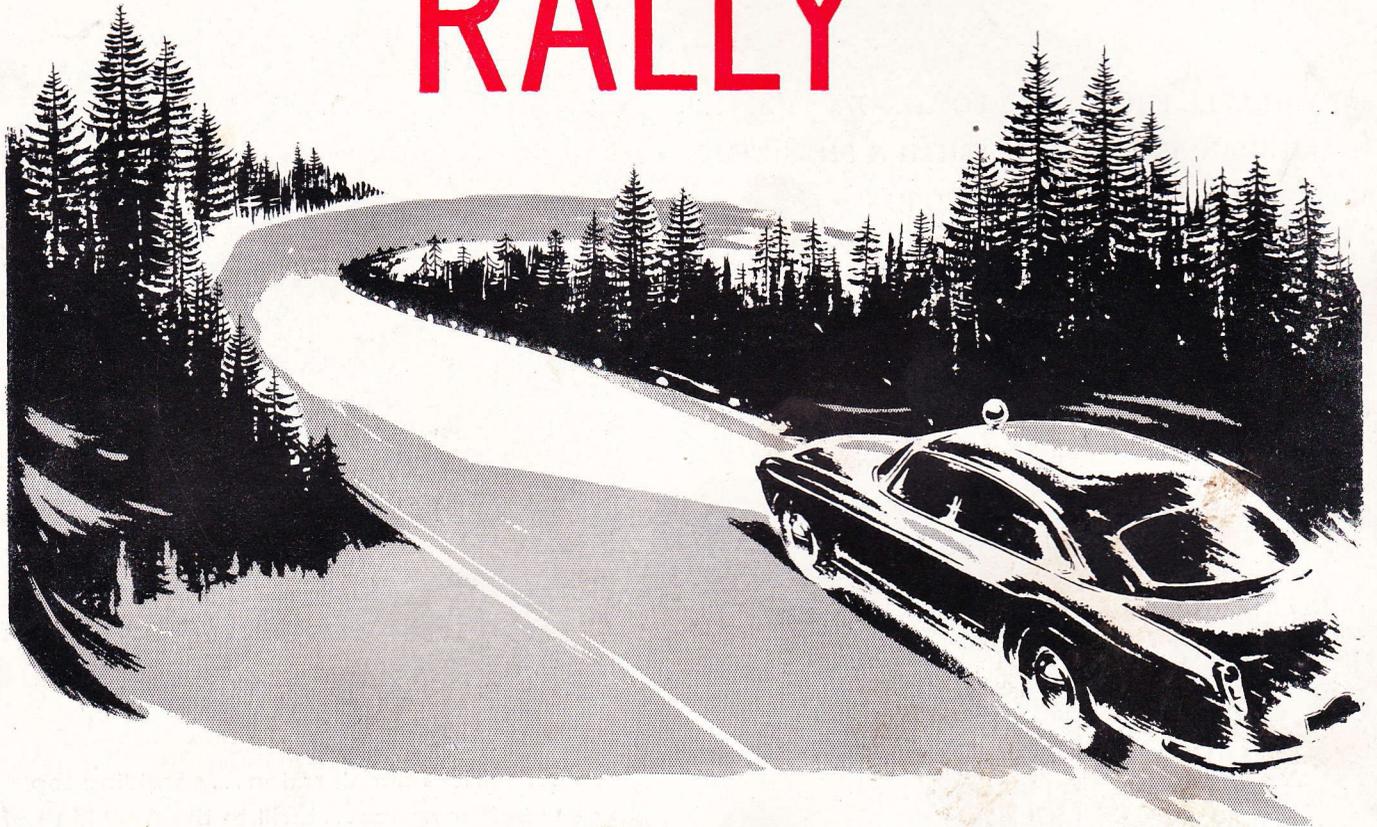
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