

CLUB RACING SURVEY

50¢

FEBRUARY 16, 1962

# AUTOSPORT

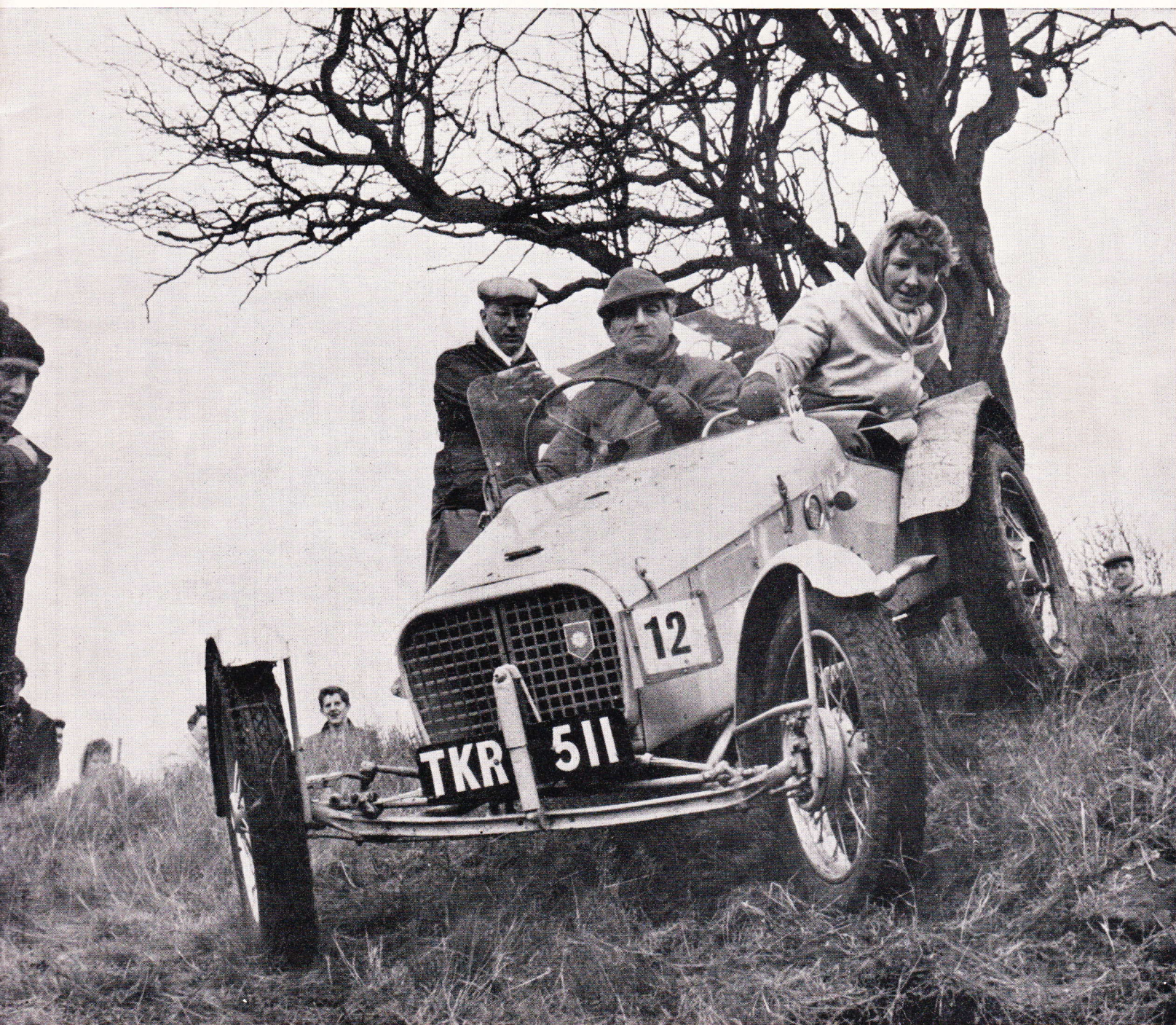
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EVERY FRIDAY

Vol. 24 No. 7

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

JOHN BOLSTER TESTS THE FIAT 1100S

HOLIDAY FEATURE : CLUB RACING SURVEY





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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 24 No. 7

February 16, 1962

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## EDITORIAL

### IRRESPONSIBILITY

ALTHOUGH AUTOSPORT expresses no political opinions, one way or the other, it is impossible not to be shocked by the attitude of Jaguar employees, in declaring strike action when the factory is going all-out to meet a delivery dead-line in U.S.A. for their new models. This irresponsible action not only endangers the future of Jaguar Cars, Ltd., but directly affects the economy of this country, as many millions of dollars are at stake. Surely organized labour has a better means of settling disputes, particularly over two fellow-employees, than to adopt methods which immediately paralyse an entire factory? Sir William Lyons has always been noted for his fair treatment of Jaguar workpeople. Is it reasonable to repay this with a complete withdrawal of the labour force? All in all, the whole thing is shameful, and one is forced to believe that behind it all lies some subversive activity—determined at all costs to prevent this country from adding to its income from success in overseas markets.

### MUD-FLAPS

THE desirability of all vehicles being equipped with mud-flaps over the rear wheels is never so evident as on our new motorways. Screenwashers and wipers may be effective counter-measures, but the danger arises during the few seconds when the windscreen becomes opaque, either when overtaking, or being overtaken. It is said that it would be difficult to make mud-flaps compulsory (as they are in Sweden), but it occurs to AUTOSPORT that an easy way out would be to insist on them on all vehicles using "M" routes. This would be tantamount to making them compulsory, for at one time or another the vast majority of road-users take to a motorway. Again, these fittings also offer a measure of protection, by minimizing the throwing-up of stones—the main cause of the shattered windscreens one sees so often these days.

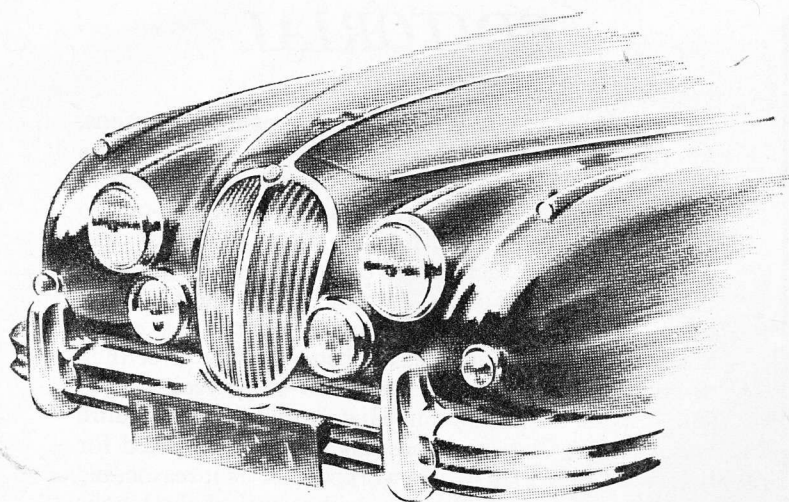
### RETURN TO THE FRAY

MOST important news of the past few days to readers of AUTOSPORT will have been the announcement by Standard-Triumph of their full-scale return to competition. For the past couple of seasons the concern's only participation in motoring sport has been with the twin-cam sports cars at Le Mans, but the recent announcement heralds (if we may be forgiven the pun) a full entry in the most important international rallies as well. This, of course, underlines the tremendous value of competition to the British motor industry, and there is no doubt that this old name in British motoring will continue to be well to the fore in quality, with the stern world of rallies and racing as a proving ground. AUTOSPORT applauds the decision and welcomes this return to the fray.

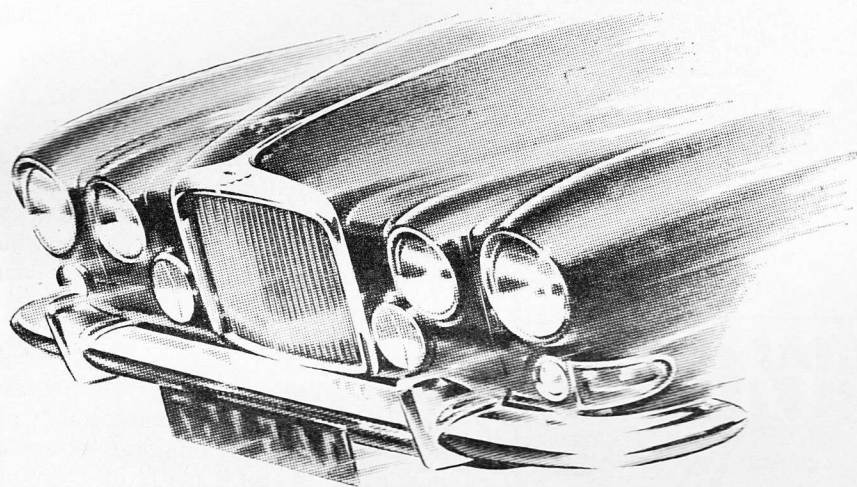
### OUR COVER PICTURE

**KITCHING TROPHY TRIAL:** This excellent Francis Penn picture shows Cuth Harrison competing in the North Midland Car Club's Kitching Trophy Trial. Watching with great interest to see where the difficulties lie is Ivor Portlock who finished third behind Lol Hurt and Rex Chappell.





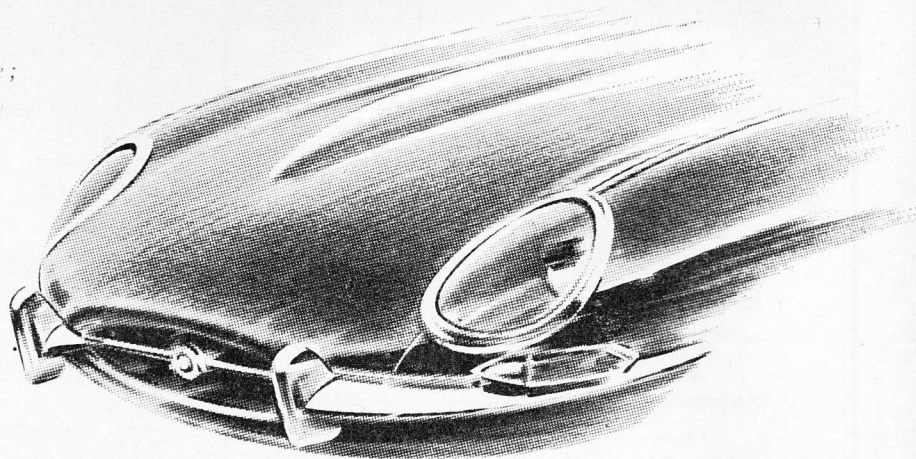
*grace...*



*space...*

*pace*

Three basic models constitute the Jaguar range ;  
the Mark 2, the Mark 10 and the "E" Type.  
Each is endowed with its own individuality, each is  
outstanding in its performance and, together,  
they satisfy every requirement of those motorists  
who, however diverse their needs, have a common  
aspiration—to enjoy a special kind of motoring  
which no other car in the world can offer.



# JAGUAR



## PIT and PADDOCK



### THE DOG-HOUSE OWNERS' CLUB

OFFICIALLY known as the Women's Motor Racing Associates Club, the Dog-House Owners' Club came into being on 7th February. Under the chairmanship of Sheila van Damm, a large-scale meeting was held in the Headfort Place Hotel, during which the aims and objects of the club were formulated.

The purchase of a bus, to be converted into a mobile H.Q. and tea-dispenser, was approved, and it was proposed that a caravan would be used at various race meetings in this country. At least two worthy charitable causes will be supported and a benevolent fund established which could be used, in emergency, to finance a trip abroad for any unfortunate wife whose husband was involved in an accident during a race meeting.

A badge has been approved, specially designed for the club by Russell Brockbank, depicting a dog in a kennel, wearing crash hat and goggles, with a chequered flag motif.

For the meeting, Martini-Rossi supplied refreshments free of charge, whilst John Morgan provided members with the use of the main lounge in the hotel.

The committee comprises Mrs. Jack Brabham, Mrs. Graham Hill, Mrs. Ian Burgess, Mrs. Colin Chapman, Mrs. John Cooper, Mrs. Gregor Grant and Mrs. John Webb. Acting secretary is Miss Peggy Sandberg. Solicitor and legal adviser to the club is Mr. Peter Grose-Hodge.

STIRLING MOSS has been awarded the Hawthorn Memorial Trophy for 1961. This trophy is awarded annually to the highest placed British or Commonwealth driver in the World Championship.

### THE MASERATI TIPO 64

MASERATI's new rear-engined 3-litre V12 sports-racer will be seen first at Sebring in March. This car is a logical development of the Tipo 63 with one or two major changes, the most notable being the rear suspension, which is a variation on the de Dion theme. Basically the de Dion tube is in three parts, the central piece being located at the differential. Each outer section is joined to the centre piece by an articulated bracket. The movement between the outer and central sections is regulated on either side by a coil spring working in traction.

The whole system, which is made up of small diameter tubes, is connected to the frame by means of torsion bars and high-mounted shock absorbers. The main advantage of this type of de Dion over the normal one is that the Maserati system enables the camber of the wheels to be altered when necessary.

With regard to the engine, the V12 unit is derived from that originally developed for the 2½-litre Formula 1. The main difference discernible in the new engine is the position of the magnetos, which are now mounted in the Vee of the cylinder head instead of in front of it. The car has a five-speed gearbox, Amadori lightweight wheels and Girling disc brakes.

The new rear suspension has necessitated a new exhaust system. Whereas on the 12-cylinder Tipo 63 the pipes protruded above the engine cover, they have now been re-routed under the rear suspension and are megaphoned.

### A NEW ALFA TO CHALLENGE THE PORSCHEs?

A NEW Alfa Romeo G.T. car has been on test at Monza recently. Seen in both open and closed form, the car has a low, sleek body by Zagato and a Manx tail. It is powered by a 1,600 c.c. engine similar to the 1,300 c.c. Giulietta unit, being a four-cylinder, 2 o.h.c. engine. Twin double choke carburettors are used. An interesting point is that drum brakes are used all round, those at the rear being mounted inboard.

During tests the car was driven by Consalvo Sanesi, who lapped the outer circuit at Monza in 2 mins. exactly. Although the appearance of this new car does not, unfortunately, seem to indicate a return to racing by Alfa Romeo, it is likely that the car will be seen on the circuits in private and works sponsored hands this season.

### GURNEY WINS AT DAYTONA

DRIVING Frank Arciero's Lotus Monte Carlo, Dan Gurney won the three-hour race for sports and G.T. cars at Daytona last week-end. Phil Hill led initially but lost the lead when he handed the rear-engined Ferrari over to Ricardo Rodriguez. This pair finished second. Third was Jim Hall in the Trautmann-Barnes-designed Chapparral. Fourth was Stirling Moss in a Ferrari Berlinetta, who also won the G.T. class and gave Ferrari a lead in the 1962 G.T. Constructors' Championship. Gurney's winning speed was 104.101 m.p.h.

It is believed that Honda will be based on Holland for 1963, when their new rear-engined, desmodromic-valve V8 Formula 1 car will be raced in Europe. The Japanese motor-cycle team has worked successfully from that country.

### KEN TAYLOR

WE regret to report the death of Ken Taylor, of Thomson and Taylor (Brooklands), Ltd., and former president of the British Racing Mechanics Social Club. Ken was well known to several generations of racing drivers, and his firm, "T. and T.", were responsible for the preparation and tuning of many famous racing cars. He was also directly responsible for the evolution of the never-to-be-forgotten K3 M.G. Magnette. This successful machine was developed by "T. and T." from the Magna, and raced with great success in the 1930s, including the Mille Miglia. The Brooklands Riley was another "T. and T." car.

Thomson and Taylor were, of course, responsible for the construction of many famous cars, and their products held the World's Land Speed Record on numerous occasions. These included Parry Thomas's "Babs", Campbell's "Bluebird" and John Cobb's Railton, as well as almost countless Brooklands cars.

In these projects, Ken Taylor was always in charge of production and preparation, while the design side was handled first by Thomas and then by Reid Railton.

During recent years, Ken was mainly concerned with the importation of Alfa Romeo, which manufacturer is represented in Great Britain by Thomson and Taylor.

### FIRST HARD TOP BUGATTI?

#### Three-position Bodywork on Classic "3.3"

RECENTLY a French magazine published a photograph of a Bugatti which had been converted to a "hard top" in 1949, and it was claimed that this was the first conversion to be carried out on an open Bugatti.

However, this had already been accomplished in England as far back as 1945-46, when George Yates designed and had constructed by an Egham concern, a "Perspex" top for the famous ex-Giles Type 57SC Bugatti, GU 4. This structure was quickly removable, and the car was also equipped with V-screen and stowed soft top.

For competitions, a single aero-screen was fitted and Yates competed with success at various hill-climbs, notably Prescott.

The "greenhouse" provided excellent visibility, but there were several ventilation problems, the 57SC not being provided with any form of interior-cooling device. Subsequently similar tops were constructed for other people, including a Jaguar SS100 later acquired by Les Leston.

GREGOR GRANT.

JACK BRABHAM (Cooper) won the Lakeside G.P. near Brisbane last week-end. Bib Stillwell was second and Angus Hyslop third. On the 20th lap Flockhart, McLaren and Bandini were involved in a shunt when their cars touched. No one was hurt but Flockhart went off the road. McLaren and Bandini later retired with mechanical trouble.

CONGRATULATIONS! Colin Hextall was recently married to Joanna Calfe.

B.R.M. V8 engines have been ordered by Jack Lewis and Tony Marsh. Both will be installed in the ex-works B.R.M.s.

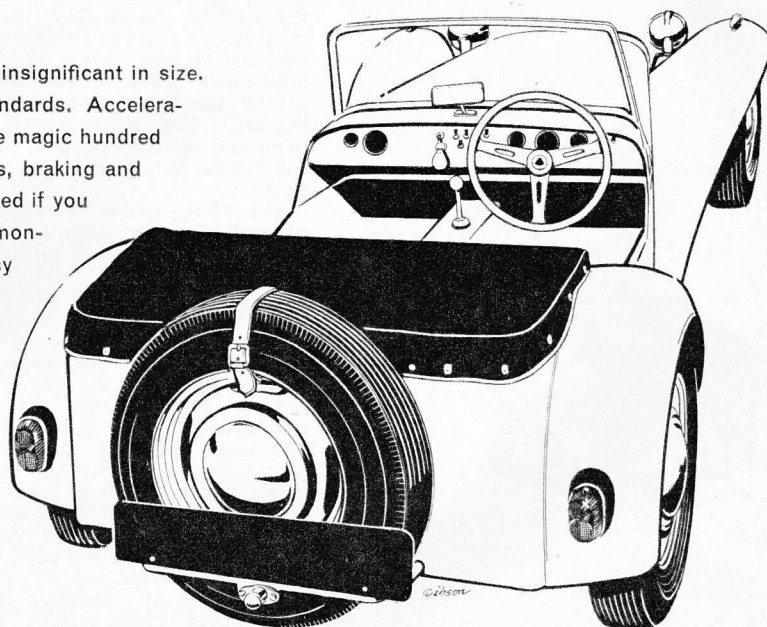


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# SPORTS NEWS

## THE F.I.A. GRADED DRIVERS LIST

### Great Britain

Stirling Moss, Jack Brabham, Cliff Allison, Tony Brooks\*, Jim Clark, Jack Fairman, Ron Flockhart, Graham Hill, Innes Ireland, John Surtees, Roy Salvadori, Jack Lewis, Bruce McLaren, Henry Taylor\*.

### U.S.A.

Phil Hill, Dan Gurney, Masten Gregory, Richie Ginther, Rodger Ward, Bob Holbert, Eddie Johnson, Jim Rathmann, Don Branson, Paul Goldsmith.

### Italy

Giancarlo Baghetti, Giorgio Scarlati.

### Germany

Edgar Barth, Hans Herrmann.

### France

Maurice Trintignant.

### Argentina

Juan Manuel Fangio\*, Carlos Menditeguy.

### Sweden

Joakim Bonnier.

### Mexico

Pedro and Ricardo Rodriguez.

### Belgium

Lucien Bianchi, Olivier Gendebien\*, Willy Mairesse.

\*Retirement announced.



*THE RACING CAR SHOW* stewards' dinner which was recently held at the Park Lane Hotel saw Graham Hill and Les Leston as guests. Here organizer Ian Smith presents Graham Hill with the I.T.V. Trophy he won on Bert Lamkins's miniature circuit.

SCUDERIA SERENISSIMA have ordered two Mark IV Gemini Formula Junior cars.

basis and qualifying rounds will be held at B.A.R.C. club meetings at Goodwood, Oulton Park and Aintree, while a final deciding round will take place at the T.T. Goodwood meeting on 18th August. Second and third place men will receive £100 and £50 respectively. Entries must be received by 1st March and—to give the mere men a chance—lady drivers are barred!

## THE END OF ECURIE ECOSSE?

At the Ecurie Ecosse Association dinner on 3rd February, David Murray, in his speech, stated that as the 1962 sports car regulations, races, etc., were so vague, he did not know what Ecurie Ecosse would run this year. He said that he was most loath to run a stable of small-capacity sports cars, and it is well-known that David Murray dislikes Formula racing. He went on to say: "For the past 10 years the burden of the major financing of the team has fallen on my shoulders. I am deeply conscious of, and most appreciative of, the tremendous assistance the Ecurie Ecosse Association has been to me, but I am simply forced to stop financing this most expensive venture. I know that there is a group of Scots who are willing to get together and to step into the breach, and although nothing has been finalized at the moment, I am hopeful of the outcome. I am optimistic enough to believe that Ecurie Ecosse will, at least, be represented at Le Mans and that, quite frankly, is all I can tell you tonight."

THE Sunbeams for Sebring will be three normal Alpines, the British drivers concerned being Peter Harper and Peter Procter. A previously entered Harrington Alpine will be driven by Filippo Theodolito.

FOUR of Michael Turner's Christmas card designs are now available as single-sheet picture cards suitable for framing. They are: Stirling Moss (Lotus), Juan Manuel Fangio (Maserati 250F), Richard Seaman (Mercedes-Benz) and Jack Brabham (Cooper). Measuring 5½ ins. by 7 ins., the cards retail at 5s. post free per set of four or 1s. 3d. each plus 6d. postage for any quantity. They can be obtained from the Knightsbridge Group of Publications, Ltd., 143-149 Great Portland Street, W.1, or from Motor Books and Accessories, 33 St. Martin's Court, W.C.2.



PAUL GETTY at Goodwood recently where he tried out an F.J. Lotus and where Peter Warr gave him a few tips before he set off. Paul Getty is, of course, behind Veedol, who are taking a strong interest in motor racing now.

## NEW BERLINETTA FOR MOSS

It is understood that U.D.T.-Laystall has acquired the ex-Rob Walker 1961 Berlinetta as a temporary expedient, until the 1962 car is delivered from Ferrari. This is expected to be in April, in time for the Le Mans trials, and Moss hopes to drive it at Goodwood on Easter Monday.

Chinetti anticipates delivery of a 1962 car for Sebring, and it is possible that Moss may be one of the drivers. Innes Ireland may also drive.

It is intended that Moss and Ireland will share the U.D.T.-Laystall car at Le Mans, Nürburgring and the Targa Florio.

## VEEDOL COMPETITION

LAST year, Veedol oils were introduced to Britain and this year Veedol (U.K.), Ltd., are entering into British motor racing. They are sponsoring a competition open to members of the British Automobile Racing Club and the winner will receive a Formula Junior Lotus and expenses to cover his 1963 racing with the car! Veedol want to encourage amateur club drivers and therefore the competition is open only to B.A.R.C. members who did not hold an unendorsed F.I.A. competition licence for racing prior to 1st January, 1961, driving production sports cars. The competition will be decided on a points



ON 6th January, Seamus Griffin (Griffin-Ford) won the Dublin University Club's Grafton Cup Trial for the third year in succession. Griffin's total was 175.8 marks for the six tests. First class awards were won by Cecil Vard (Austin Seven), 181.8; Leslie Vard (Austin Seven), 185.7; Alex Malcolm (Buckler), 188.2; Reggie Redmond (M.M.3), 192.6; and Brian Kehoe (Volkswagen), 193.3. The second class awards went to: Larry Mooney (Volkswagen), 196.4; Jack Fildes (M.G. Midget), 196.8; Frank Vard (Austin Seven), 199.0; Dave Leonard (Sprite), 199.5; and Des Cullen (NSU Prinz 30), 200.2. John Emerson won

NSU Prinz 30. Brendan Kenna also drove his Prinz 30 very well to get into the first 10 overall but was ousted by Bradley for the class placing. Doug Glover (D.G. Special) and Noel Smith (NSU Prinz 30) both retired with broken gear levers! Stephen Griffin retired his G.T.S. with water pump troubles.

#### Results

**Traders' Cup:** D. Cullen (NSU Prinz 30), 300.6 marks, 1,000 c.c. Saloons: 1, L. Vard (Austin Seven), 313.6; 2, T. Power (Austin Seven), 315.6; 3, D. Bradley (NSU Prinz 30), 336.8. **Over 1,000 c.c. Saloons:** 1, J. O'Mahoney (VW), 336.2; 2, W. B. Kehoe (VW), 339.8; 3, Dr. O'Sullivan (VW), 340.6. **Open Cars:** 1, G. McNamara (Sprite), 322.8; 2, S. Griffin (Griffin-Ford), 331.0; 3, D. Glover, Jr. (Sprite), 344.8.

D. Bradley (Austin-Healey Sprite), 932.0; 3, K. Sherry/S. de Barra (VW), 1,099.9. **Open Cars:** 1, L. Goor/R. Redmond (Austin-Healey Sprite), 1,190; 2, J. Fildes (M.G. Midget), 1,669.9. **Lincoln and Nolan Bowl (for best navigator):** Dudley Reynolds (with C. Vard). **Undergraduates:** Prize: Brian Eardley (Austin Seven), 1,548.0.

#### Northern Competition

EIRE drivers can expect much hotter Ulster competition in this year's speed events, particularly in the Formula Junior field. Malcolm Templeton, Paddy Hopkirk, Charles Eyre-Maunsell, Gerry Kinnane and Tommy Reid are expected to be out in the latest Lotus 22s from Cheshunt. The last named will be sponsored by Co. Tyrone-born building contractor Mike Mooney, who raced motor-cycles up to a few years ago. Mick sponsored Denis Graham last season in an F.J. Lotus 18. Reid drove

## BRIAN FOLEY'S Report From Eire

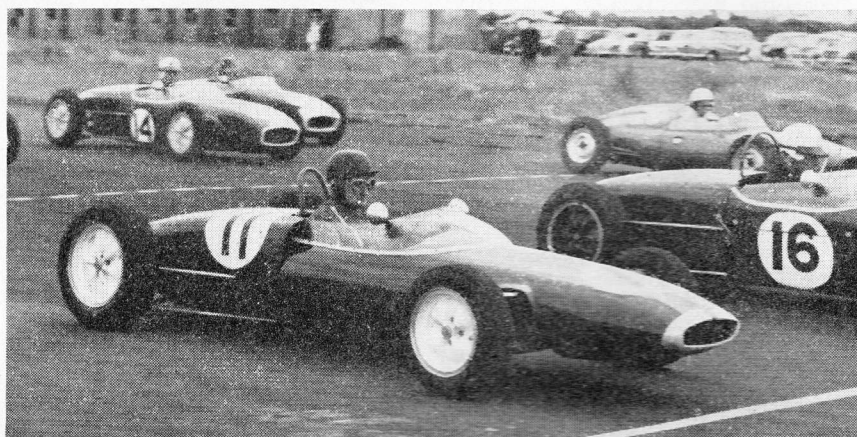
the Novice Award with 203.3 marks in his Mini-Minor.

THE Boyne Valley Club held a very good Novice Trial on 7th January. Eighteen long tests were held in the huge quarry near Slane in Co. Meath. Frank Vard won the Novice Cup with his Austin Seven. As 16 experts turned up an expert's class was included and was won by Des Cullen (NSU), from Leslie Vard (Austin Seven), and Gerry McNamara (Sprite).

THE Cork Club's Hewison Qualifying event was held on 7th January. The Premier was won by Seamus Griffin (Griffin-Ford), with Larry Mooney and Paul O'Flynn in second and third places in Volkswagens.

IRISH MOTOR RACING CLUB went to great pains to make their Night and Day Rally a great success. As only five definite entries were received, Racing Club were reluctantly forced to cancel this event and so the week-end of 14th-15th January was a blank one with nothing at all on. The Circuit of Ireland will be held over Easter and the Night and Day Rally could have been an ideal navigational exercise for intending circuit competitors. It is becoming increasingly apparent that the writing is on the wall for the classical type of long distance navigation rally. As drivers swing more and more (on the handbrakes!) towards the less energetic driving tests only events, it looks as though clubs will be forced into abandoning navigation trials altogether.

THE Kilkenny M.C.'s Traders' Cup Trial was held on Sunday, 21st January. As this trial was allotted Hewison Qualifying status, country spectators saw many "strange" faces in the entry of 33 drivers. Des Cullen won his first Hewison Premier in the current series. His total number of marks in his NSU Prinz 30 was 300.6. Leslie Vard and Terry Power in Austin Sevens finished second and third respectively. Terry Power is certainly now a force to be reckoned with and with a little more experience this youthful Waterford driver should go places in the trials game. Seamus Griffin was only fifth overall, an unusual position for him. Along with Johnny Moore (Austin Seven) he was given a failure on the second test, which cost him the Premier Award. Des Bradley created a surprise by finishing third in the 1,000 c.c. Saloons Class after a steady and unspectacular drive in his



**FORMULA JUNIOR CHAMPION:** The first winner of the newly inaugurated Formula Junior Championship at Kirkistown in 1961 was Malcolm Templeton. Malcolm is pictured here in his Lotus 20 with Charles Eyre-Maunsell (Lotus 18—No. 16) who was second in the Championship, only two points behind Templeton. Malcolm drove a Lotus 18 in the early part of the season.

THE final January event was the Dublin University Club's Winter Rally on 27th January, another Hewison affair. A good entry of 24 started in this 140 miles navigation rally, which covered parts of Counties Dublin, Kildare and Wicklow. The navigation was particularly tricky around the Curragh area, where one check could only be reached by driving some four miles across the grassy plains! Cecil Vard could not do the Monte this year due to business commitments at home. He took Dudley Reynolds with him in his Austin Seven and the pair were undisputed winners of the Winter Rally with a loss of 480.2 marks. The Cullen Brothers, Des and Jim, lost 641.3 marks in second place in their NSU Prinz 30. Jim Cooney and Des Bradley (Austin-Healey Sprite) were third with a loss of 932.0 marks, and last year's winners, Kevin Sherry and Seamus de Barra were only fourth with a loss of 1,099.9 marks in a Volkswagen. For some peculiar reason, Cooney was placed second in the Closed Cars Class with his hard top Sprite. Louis Goor in his open version won the Open Cars Class but second in this class went to Jack Fildes in his hard top M.G. Midget.

#### Results

**Premier Award:** C. Vard/D. Reynolds (Austin Seven), 480.2 marks. **Closed Cars:** 1, D. Cullen/J. Cullen (NSU Prinz 30), 641.3; 2, J. Cooney/

particularly well last year in his motor-cycle powered G.R.M., and at Phoenix Park, Dunboyne and Kirkistown in Gerry Kinnane's Lotus 18. One of the most dashing Ulstermen last season was Mervyn McKinney with his Mark 3A Gemini. He will be out in a new Cooper Junior and the Gemini will be driven by John Pollock. Pollock won the 500 Motor Racing Club of Ireland's 1,000 c.c. Production Sports Car Championship last year with his very rapid Turner-B.M.C. McKinney, Reid and Pollock appear to have the necessary temperament to go places in the F.J. class.

Down South, Junior machinery will not be nearly as plentiful, Peter Kramm, who now resides in Newry, and Edmund Gill are retaining their Lotus 18s. Luke Duffy may have a five-speed box for his 1961 Cooper, Malcolm MacNaughton is selling his Lotus 20 and will have a Cooper-Mini Seven. Reg Armstrong is also reported to be selling his Lotus 20, to be replaced by a Lotus 22. Bill Bradshaw sold his Lotus 15 which he raced at Nassau. He may now retire from motor racing. Robin Rennicks and his faithful gang of helpers are making valiant efforts to build up a "one-off" Junior with bits of Lotus and Leprechaun, etc. Will they name it the Lotus-Leprechaun? Undoubtedly the most potent piece of racing machinery in Ireland is John Pringle's 2½-litre Cooper-Climax. John holds the Kirkistown lap record with this car as well as the records for eight hill-climbs. He is keeping this car and should again be unbeatable in Kirkistown *Formule Libre* racing as well as on the hills. Dan McAlister is also retaining his 1½-litre Cooper-Climax and it will be interesting to see if McAlister can still keep ahead of the faster batch of new Junior cars.





ABOVE: Arthur Hay takes his "veteran" Lotus up one of the morning sections.

BELOW: Graham White won Class E. This car is his Cotton rebuilt with Cannon bits!

### SEVEN-FIFTY M.C.

## WALSINGHAM TRIAL

### RESULTS

Best Performance: C. Taylor (Cannon Ball 1172).

Walsingham Cup: M. R. Paris (750 Trials Special).

Committee Cup: H. Rose (Cannon 1172).

Class A: J. Shelly (Austin 7 Tourer).

Class B: C. Goldsmith (Austin 7 Special).

Class C: J. Burrell (750 Trials Special).

Class D: I. R. Murchison (Ford 1172 Saloon).

Class E: G. White (Cannon 1172).

PHOTOGRAPHY BY MICHAEL WARE



ABOVE: R. C. Wren urges his Austin 7 Trials Special up the first section.

BELOW: J. Burrell was the popular winner of the 750 Trials Specials Class.



"THINGS that go bump in the night!" —or just Viv Orchard bringing Mike Ware's Trials Saloon out of the crater.



J. SHELLY in his Ruby Tourer, which did the morning sections on completely flat tyres! He won the Austin 7 Standard Class.





JOHN BOLSTER TRIES

# THE FIAT 1100 SPECIAL

RECENTLY, I have had the pleasure of covering a quite considerable mileage in a Fiat 1100 Special. The weather was generally such that it was considered inadvisable to apply our full test routine, for gusty winds and slippery roads make for inaccurate measurement. In the case of a family car such as this, however, the usual graph and data panel are by no means essential in forming an opinion.

The Fiat 1100 is, perhaps, basically one of the oldest models in production, for it was born in 1937 and descended from the even earlier *Ballila*. The current 1100 has the latest development of the famous power unit, but the very modern body shell has been inherited via the 1200, a recent model that has given place to the 1300/1500 series. Thus, although the car bears no external resemblance to previous *Millecento* models, it handles and performs in a manner that will appeal at once to the faithful Fiat addict.

The Fiat engine is very familiar to us all, for it has powered so many "specials", from sports cars to single-seaters. It is a very sturdy pushrod unit,

with a light alloy cylinder head that is endowed with plenty of valve opening area and adequate porting. Double valve springs and a twin-choke carburetter are standard. The gearbox has synchromesh on all except first speed and the lever is on the steering column, which is still the most popular location in Italy.

Steel integral construction is used for the body and chassis. The suspension is conventional, with independent coil springs in front and a hypoid rear axle on semi-elliptic springs, with telescopic dampers all round. Anti-roll bars are fitted front and rear and the steering is by worm and roller, an unusual geometry permitting the central section of the track rod to pass behind the forward-mounted engine.

The body is a substantially constructed four-seater saloon with very adequate room in the back. There are four large doors, and as the roof is reasonably high and one steps down on to the floor, entry and exit are easy. The separate backs of the bench-type front seat are adjustable for angle and also fold down to form a bed—a much appreciated feature.

The 1100 Special is by no means a small car. It weighs 18½ cwt., has 5.20 x 14 ins. tyres, and the exceptionally large brake drums have transverse fins. The construction throughout appears to be exceptionally rugged and the doors shut in a most satisfactory manner.

On driving off, one immediately remembers previous Fiat models. The seats are fairly high, the all-round visibility is good, and the adjustable seat backs allow changes of attitude on a long journey. The gear change is light and easy—if all steering column levers worked as well as this one they would be far more popular. The clutch disengages in the first inch or so of pedal movement, which is unusual these days, and it grips very firmly for fast changes or restarting on extreme gradients.

The engine is not exceptionally quiet, but it revs very freely and seems to enjoy being driven hard. Though the peak of the power curve is not reached below 5,200 r.p.m., there is more "punch" than would be expected in the lower ranges and the unit is particularly flexible for a "four". This engine has



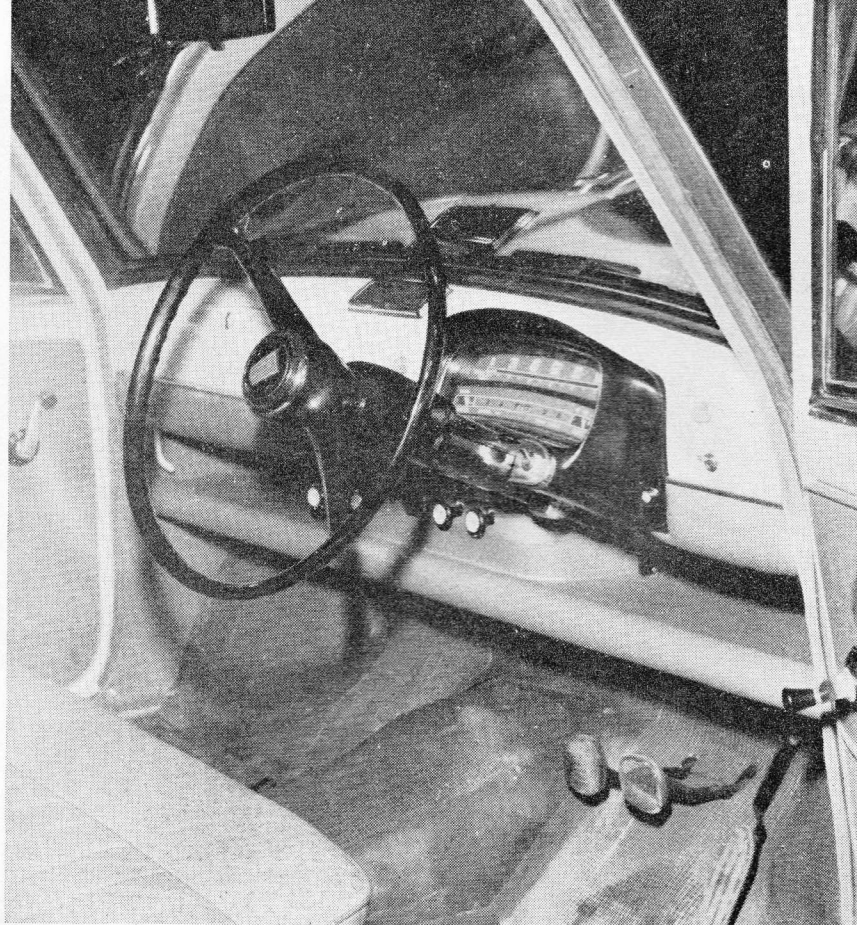


for long been celebrated for its hard-wearing qualities and reliability, which gives the driver a sense of well-being as the miles are covered.

As is commonly the case with Italian cars, there is a slightly greater gap between the top and third speeds than with some British gearboxes. However, the easy revving qualities of the engine allow 60 m.p.h. to be attained in third, which is useful when overtaking is in progress. In top, the car accelerates well up to 70 m.p.h. which is a speed that it is happy to maintain. Above this, one cannot expect a very rapid pick-up when 1,089 c.c. is propelling a substantial saloon, but a full 80 m.p.h. may be attained, or even exceeded on occasion.

The brakes are always extremely powerful and do not fade during hard driving. They are smooth when cold, tend to judder or even grab a little when fairly warm, then become entirely consistent again when really hot. They will probably bed in when a greater mileage has been covered. The hand brake lever is awkwardly placed, a legacy of the conversion from left-side steering.

The cornering power is quite high and the rear axle only betrays its presence when bumpy curves are taken fairly savagely. The two torsional anti-roll bars prevent the car from leaning excessively during fast cornering, and the pronounced understeer of some previous Fiat models is not present in this instance. The ride is typically "Continental", the well-damped suspension feeling firm initially but being capable



**INTERIOR COMFORTS:** The seats are fairly high, all-round visibility is good. The gear-change is light and easy, the clutch light and all controls work well and "comfortably", as well as being within easy reach. The lower picture shows the reclining front seats, the net space for storing maps and other touring items, and the sturdy grab-handles behind the seats and over the front doors.



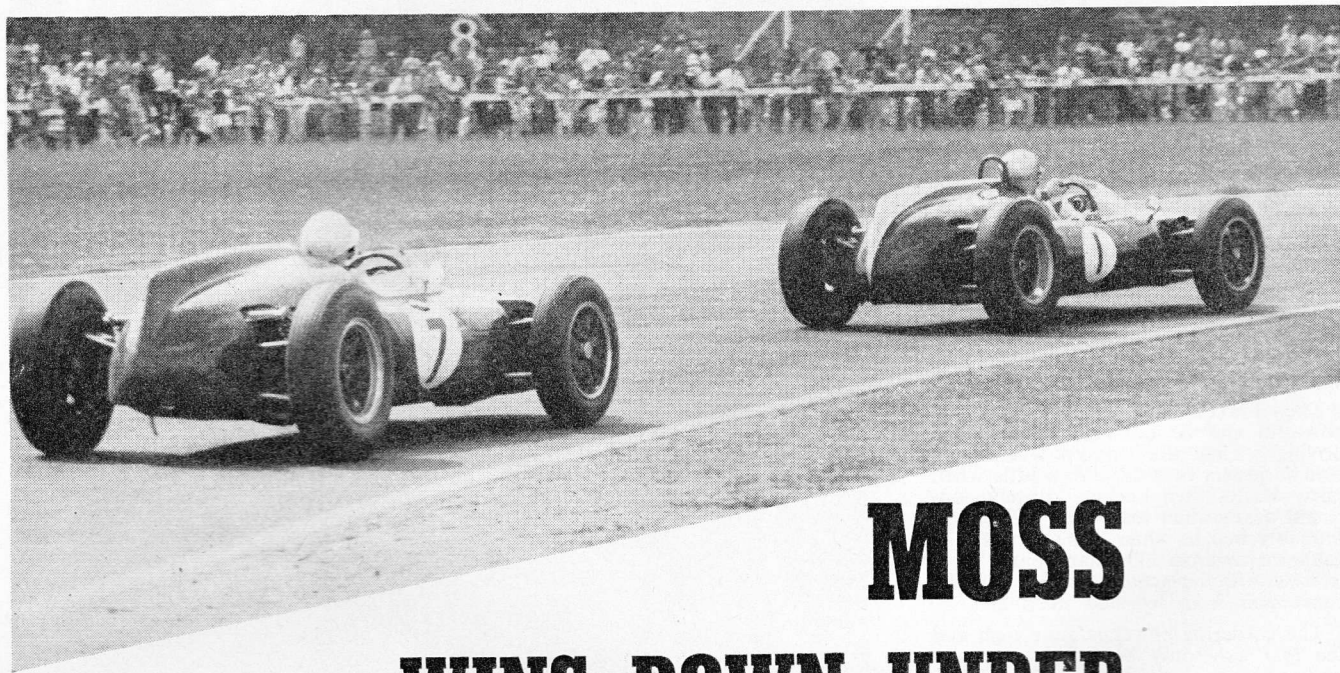
of swallowing the bigger bumps. The general impression from the high driving seat is that this is a narrow car which can be taken through traffic in an enterprising manner.

There are many pleasant features. The way the controls work and the smooth operation of the door locks are things that are difficult to express in a test report but which add to the general satisfaction of using the car. A good feature is that the indicator lights for the headlamp main beam and the flashing indicators are both instantly adjustable for brilliance. The lamps of the test car were focused too low but appeared to be very powerful.

The willing engine encourages hard driving, during which the fuel consumption drops to 27 m.p.g., though this is normally a 30 m.p.g. machine. The performance is more than adequate, but it is the practical features and the excellence of construction and finish which particularly appeal.

The 1100 Special was supplied to me at a moment's notice when the Fiat 2300 that I was expecting failed to arrive in time. I am still looking forward to the bigger model with excitement, but I thoroughly enjoyed spending my Christmas holiday in company with the smaller Fiat. A model that has been developed and refined over the years may have many virtues which a brand new type lacks. Certainly, the Fiat 1100 Special proves this dictum, and though it is not cheap at £898 it is a most attractive yet practical car. A less expensive version, the 1100 Export, is also available.





# MOSS

## WINS DOWN UNDER

**DRIVING ROB WALKER'S INTER-CONTINENTAL COOPER,  
STIRLING MOSS WINS THE WARWICK FARM "INTERNATIONAL 100"**

Report by **LEONARD J. SHAW**

Photography by **NOEL CONLON**  
and **NIGEL SNOWDON**

THE most ambitious race meeting ever staged in Australia took place on 4th February when seven top international drivers and nine local aces set their sights on the Warwick Farm "International 100".

Driving the 2.7-litre Cooper recently sold to the Swedish Ecurie Vitesse, Jack Brabham shared equal favouritism with Stirling Moss, fresh from his Lotus victory at the Ardmore (N.Z.) meeting. Due to the lack of Formula 1 machinery in the Southern Hemisphere the race was contested under the old *Formule Libre* system and entered cars ranged from Arnold Glass's "on loan" B.R.M. to Austin Miller's record-breaking Cooper Corvette.

The strong overseas contingent included a full team entry from the Bowmaker Yeoman Racing Team who named as their pilots ex-motorcycle star John Surtees, Roy Salvadori and local grazier/sportsman Lex Davison. Ron Flockhart was a starter in his Lotus-Climax, and well up in favouritism was Bruce McLaren, now top man in the Cooper team following Jack Brabham's recent venture into the sport under his own banner.

Lorenzo Bandini was making his first Australian appearance at the wheel of an apparently rather tired Centro-Sud entered Cooper-Maserati and the best bet for an Australian place-getter (other than Brabham, of course) was Bib Stillwell with the latest model Cooper Intercontinental. The local Scuderia Veloce had two cars entered but a scratching from McKay left only one, this to be driven by John Youl.

Although several new circuits are

currently in varying stages of design and construction, Warwick Farm is probably the only Australian track which can make honest claims to being up to international standards. With 14 turns to the 2½-mile lap, it has in the past proven to be a hard grind for both car and driver, hence it was expected that reliability would play a large part in the final results. The road circuit itself is located inside a race track, much the same as at Aintree, and cars cross the cinder horse track at two spots by means of rectangular grids, asphalt coated.

The Friday preceding the big race was devoted to practice for the international entrants and Moss showed his prowess with an unofficial lap time of 1 min. 36.4 secs. This time, almost four seconds better than his existing record, proved that he had lost none of his skill since his last appearance in January 1961. Most of the crews used this period as a gearing and tyre experiment stage and drivers made the most of their opportunity to learn and renew acquaintance with the circuit.

Serious practice was conducted over two periods of Saturday and again Moss proved to be the fastest driver. Practising first with the Lotus and then the Cooper he finally settled on the latter for the event and retired to the pits. Fastest of the competition was Brabham but McLaren also showed he was a force not to be forgotten with some very smart times in the striped Cooper. An unfortunate incident occurred during the second practice session when Salvadori's front brakes locked when he was travelling at something in excess of 120 m.p.h. Unable to hold the car on the track, Salvadori slewed into several flag officials, badly injuring two of them. He himself suffered bad facial cuts and fractured cheekbones—his car was a virtual write-off.

As expected by the organizers, Sunday

proved to be a real crowd-drawer and cars were already lining up for admittance hours before the gates were open. By race time (2.30) over 80,000 people (the largest crowd to ever watch a sporting event in N.S.W.) were packed in, on and around the track. The count-down commenced and with a last-minute scramble by photographers and pit crews the class field were away on their 100-mile journey.

B. McLaren (Cooper-Climax) 1 m. 39.1 s.	J. Brabham (Cooper-Climax) 1 m. 38.1 s.	S. Moss (Cooper-Climax) 1 m. 37.5 s.
R. Salvadori* (Cooper-Climax) 1 m. 41.1 s.	J. Surtees (Cooper-Climax) 1 m. 40.6 s.	
J. Youl (Cooper-Climax) 1 m. 42.4 s.	L. Bandini (Cooper-Maserati) 1 m. 42.0 s.	B. Stillwell (Cooper-Climax) 1 m. 41.1 s.
R. Flockhart (Lotus-Climax) 1 m. 42.7 s.	A. Davison (Cooper-Climax) 1 m. 42.5 s.	
L. Geoghegan* (Lotus 20 F.J.) 1 m. 49.3 s.	G. Youl* (M.R.D.-Ford F.J.) 1 m. 46.1 s.	A. Hyslop (Cooper-Climax) 1 m. 43.4 s.
		A. Glass (B.R.M.)

\*Did not start.

McLaren held a brief but joyous lead during the early part of lap one but as they came into sight past the pits it was Brabham, leading narrowly from Moss with McLaren only fractions in arrears. On the second lap only 4/10ths of a second separated the two leaders while McLaren was 6/10ths back in third. Following them came Surtees, then a well-placed Bib Stillwell ahead from John Youl and Lorenzo Bandini. Scotsman Ron Flockhart headed the next bunch which consisted of Angus Hyslop (N.Z. Cooper), Arnold Glass (B.R.M.) and Lex Davison (Yeoman Cooper).

Lap seven, and McLaren momentarily locked brakes as he slowed for Causeway Corner, spun and although giving a fine demonstration in spin recovery, dropped back several seconds on the two leaders. Surtees was driving a tidy race in fourth position but on lap 10 the car succumbed



**STIRLING MOSS** on his way to victory once again! After a duel with Jack Brabham, which terminated when the latter's gearbox expired, Moss won the Warwick Farm "International 100" in Rob Walker's Cooper.

to gearbox failure and pulled into the pits. Everyone expected Lex Davison, well back in the field, to be signalled and his car given to Surtees; however this did not eventuate and the Englishman was a retirement. This move placed Stillwell into third position but Youl was closing slight ground on him with every lap.

Bandini was showing none of the speed expected from him and was well out of serious calculation. Flockhart was scoring little better and although his Lotus appeared to be making all the correct noises he simply did not have the pace to match it with the leaders.

The three leaders, Brabham, Moss and McLaren, were all pedalling on the limit with their 2.7, 240 b.h.p. Coopers lapping steadily below the previous track record. Try as he might Moss could not push past the ex-World Champion and even his arm-waving failed to budge Brabham from the inside running. With the pace steadily increasing the leaders clipped through the corners at 100 m.p.h. plus, Brabham reverting to his old dirt-track style on several occasions as Moss's Cooper ran him to the thin edge of the wedge. Still McLaren hung on and although now several seconds to the rear his spirited pursuit was such as to give him a new lap record of 1 min. 37.5 secs. Stillwell was showing fine style to lead Flockhart, Youl and Bandini, with the next batch consisting of Hyslop, who was continually hanging his tail wide on corners, Glass in the B.R.M. and Lex Davison who had already made several stops to correct handling faults.

With only 3/10ths of a second separating them Brabham and Moss continued their duel until lap 18 when Brabham was in trouble with his gearbox. He fumbled a downchange for just a second and Moss was through into the lead. Still pushing to the maximum Brabham made a valiant effort to stay in the picture, but on lap 22 a disappointed roar from the crowd showed that the box had finally failed and Brabham commenced a long walk back to the pits. Now well in front Moss steadied on his 15-second advantage over McLaren, who now took over second running.

Youl, who had been enjoying a private dice with Italian Bandini for a majority of the race, pulled to the pits on lap 32 with clutch trouble and the Centro-Sud Cooper settled into fourth placing. Third position was still retained by Stillwell who was motoring the Intercontinental car with both skill and verve. Another retirement came when, after several slowing laps, Glass came into the pits with a broken water line on the B.R.M. Angus Hyslop, who had continued to hang his tail wide on corners, finally reaped the benefit of his indiscretion and slid off the track in a graceful 120 m.p.h. arc. Photographers quickly evacuated the scene and the car came to a rest with stalled engine but no damage.

So Moss crossed the line the easiest of winners. What had promised to be a close race faltered on lap seven with McLaren's spin and collapsed on lap 22 upon Brabham's retirement. However,



the event still held interest right to the finish line with a number of private battles taking place back in the field. Bruce McLaren, after a game drive and new lap record, trailed Moss over the grid and local driver Stillwell, although stopping yards short of the line, managed to push his car into third position.

The huge crowd, although naturally disappointed at Brabham's ill luck, gave Moss a large ovation and after the customary few, well-chosen words, Moss was away by helicopter en route to the airport where some 30 minutes later he departed for Florida and more competition.

#### Results

(To first six places)

**International 100:** S. Moss (Cooper-Climax), 74 m. 36.6 s.; B. McLaren (Cooper-Climax), 74 m. 56.8 s.; B. S. Stillwell (Cooper-Climax), 74 m. 39.2 s. (43 laps); L. Bandini (Cooper-Maserati), 75 m. 25.8 s. (43 laps); R. Flockhart (Lotus-Climax), 76 m. 4.5 s. (43 laps); A. Hyslop (Cooper-Climax), 74 m. 50.1 s. (42 laps).  
**Fastest Lap and New Course Record:** B. McLaren (Cooper-Climax), 1 m. 37.5 s., 82.99 m.p.h.

#### WARWICK FARM GOSSIP

**STIRLING MOSS**, in reply at the presentation, said that next to London, Sydney was the best place in the world. . . . David Haynes had trouble in dragging Stirling away from the pre-race cocktail party—it had never happened before! . . . Les and Jan Cosh gave a delightful dinner party in their penthouse flat for the visiting drivers—Les was one of the Kangaroo stable Aston Martin drivers who competed in Europe. . . . Ron Flockhart's wife, Gillian, was no stranger in Sydney, having been out here during her tours of duty as a B.O.A.C. hostess. . . . Roy Salvadori was very popular, and was completely overwhelmed by well-wishers who visited him in hospital. . . . Bruce McLaren's first visit to Warwick Farm and Australia has made everyone want him back again next year. . . . Angus Hyslop unofficially won the "Revolvers Trophy" with a king-size spin commencing at Paddock bend. Nevertheless he drove a good race and we hope to see him back again soon. . . . Lorenzo Bandini was not too happy with the tight Warwick Farm circuit, but very pleased to see so many Italians out here to encourage him. . . . Sydney's most critical columnist, Frank Browne, made the organizers blush with his glowing report on Monday. . . . Both Moss and

McLaren covered 37 of their 45 laps in times well below the course record set up last year. . . . Angus Hyslop is remaining in New Zealand this year to attend to his farming activities. . . . Stirling Moss took flying lessons in Sydney during his spare time—Moss praised the instructor and the instructor praised Moss! . . . Gavin Youl will return to England next month to drive a "Brabham" for Jack.

#### COUNTY CAR CLUB

**THE** annual dinner-dance of the County Car Club was held on 9th February at the Mackworth Hotel, Derby, where Joe Waldron put on a splendid dinner in the recently opened new restaurant. G. E. Gather, president of the club, proposed the loyal toast. *Le Sport* was given by the Editor of AUTOSPORT, who recalled that Mr. Gather was one of the first persons to own and compete with an M.G.—one of the late Cecil Kimber's prototypes. The reply was undertaken by C.C.C. chairman John Ross.

"Friends, Romans, etc.," gave John Green the opportunity for some ribaldry, and remarks concerning many of those present, including Reg Parnell, Andrew Wilson-Gunn, Bobbie Leapingwell, John Dalton and the next speaker, who was Dick Jeffrey, competitions manager of Dunlops.

The season's awards were presented by Mrs. Gregor Grant, the President's Trophy going to P. Keeling, for best overall performance during 1961.

Dancing was to Eric Giles and his Orchestra, whilst Freddie Playdon organized a highly successful tombola.

#### ANGLIA SUCCESS IN CANADA

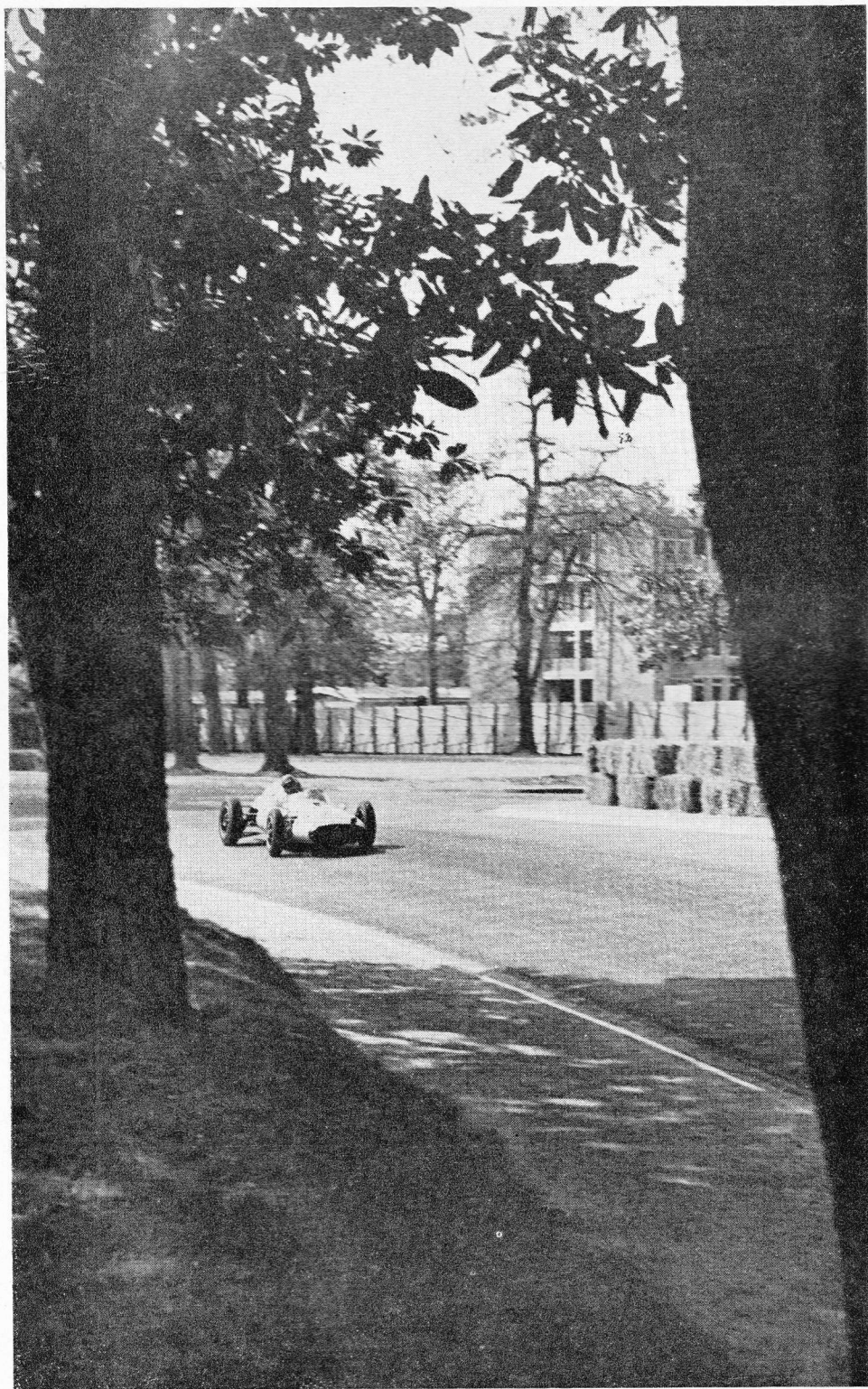
**DRIVING** a Ford Anglia, Toronto drivers K. MacLennan/A. Densley won the 1,200 miles Canadian Winter Rally outright. Of the 176 starters, 100 clocked in at the finish. The manufacturers' team award was won by SAAB, seven points ahead of the Anglias.

**THE** new Mark Six rear-engined Elva sports-racing car won the first time out in America recently. Curt Gonstead won an 1,100 c.c. race at a S.C.C.A. National Daytona Beach meeting and Elvas were also victorious in the Formula Junior and Production sports car events.



# Let's Go!

BY MICHAEL KETTLEWELL



Why not enjoy a motor racing holiday abroad? Here, an Emerson-Maserati is seen on the winding Pau circuit in France.

AUTOSPORT offers you a few suggestions for the Annual Fortnight . . .

Now that the days become longer, we are awakening to the welcome fact that holidays will presently be upon us. The remnants of the winter's snow and the chilling winds contrast vividly with the scorching sun and warm breezes that are depicted and described so beautifully in our travel brochures which we have scattered over the floor. The topical war-cry is, of course: "Where shall we go this year?"

For those of us who are sick and tired of the unpredictable British weather, the "pay pause" and other equally aggravating nuisances, the answer, quite naturally, is to venture from these shores and go abroad.

Many avid readers of AUTOSPORT, doubtlessly impressed with the exciting reports of Continental motor races contained within its pages, will want to incorporate a visit to a Grand Prix whilst on holiday—and who can blame them?

Holland is a delightful country to visit. The Dutch Grand Prix, the opening round of the World Championship, is due to be held on 20th May at Zandvoort. This circuit is conveniently situated near Haarlem, and between Haarlem and Leyden, farther south, lie Holland's famous bulb fields which bloom from March into May. Haarlem is not far from Amsterdam, the capital, which is notable for its old, quiet buildings and canals as well as its busy promenades and shopping centres. Rotterdam and The Hague are well worth visiting too, and, if you are interested, the *Netherlands Tourist Office*, 38 Hyde Park Gate S.W.7, can supply you with further information.

The *Belgian National Tourist Office*, 167 Regent Street, W.1, are able to advise you about holidays in Belgium. A country favoured by the British for many a year, Belgium is noted for its good food and reasonably priced accommodation. The wonderful sandy beaches stretch all the way along the coast line and the canals of Bruges and the busy city of Brussels are the great tourist attractions. The enthusiast will want to see the Belgian Grand Prix at Spa on 17th June: the circuit is situated about 80 miles S.E. of Brussels.

The really dedicated type's holiday of a lifetime would involve witnessing the Le Mans 24-hour race, the Rheims Grand Prix and the French Grand Prix at Rouen, which are being held on successive week-ends from 23rd-24th June until 8th July. All three circuits are quite easily reached from Paris which, of course, makes the ideal centre. France, Britain's closest neighbour, offers immense opportunities to the holiday-maker and the *French Government Tourist Office*, 66 Haymarket, S.W.1, would be only too pleased to help you. From the carnival atmosphere of Le Mans, through the champagne delights of Rheims, to the ancient town of Rouen—this would surely be a holiday to



remember—even forgetting the motor racing! France is a huge country full of exciting contrasts: there are the sleepy villages on the rugged coastline of North Brittany, and then there is, of course, the French Riviera, blessed by the warm waters of the Mediterranean and notable for its beaches, casinos and night life. A car-sleeper train from Paris to Avignon saves having to drive over the Alps and, of course, Paris is notable itself for its landmarks, shows, night clubs and other places of interest and excitement. Incidentally, if you are going to the *Cote d'Azur* in June, why not see the Monaco Grand Prix on 3rd June? There are no customs formalities on entering Monaco from France and surely no enthusiast on holiday in the South of France at this time could afford to miss this classic round-the-houses *grande épreuve*. The beaches, gardens and the ever-luring Casino of Monte Carlo are world-renowned, too—you needn't find life dull after the race!

On 5th August, the German Grand Prix is due to be held at the Nürburgring, and what better place to take a holiday than in the midst of the pine-covered Eifel mountains. The great forests, the castles, the lakes, the folk dancing (and the beer drinking) are a part of the tradition in the country districts. A trip on the Rhine is a "must" and the stretch from Coblenz to Mainz is a great tourist attraction. All enquiries please to the *German National Tourist Information Bureau*, 61 Conduit Street, W.1.

Italy, separated from the rest of Europe by the Alps, is a favourite country for tourists. In summer, the Alpine region is cool, while farther south the Italian Riviera enjoys the hot Mediterranean climate. The beaches are famous and all the main towns are within easy reach of each other. For those who do not want to waste time getting there, the French Railways Car Sleeper Express from Boulogne to Lyon, which takes only 11½ hours, is a useful asset. For full details of this and several other French Railways Car Sleepers, contact *French Railways, Ltd.*, 10 Haymarket, S.W.1. Rome, of course, is the centre of the Roman Catholic world and is one of the most beautiful and interesting cities in the world. Across the Straits of Messina lies Sicily, scene of the Targa Florio on 6th May, which enjoys



*A Ford Zodiac in Holland.*

a Mediterranean climate and offers beautiful natural scenery. The *Italian State Tourist Office*, 201 Regent Street, W.1, can fully convince you. If you are holidaying in Northern Italy, do not forget the Italian Grand Prix at Monza on 2nd September.

Spain is not only famous for bull-fighting, guitars and oranges—it has the wonderful beaches of the Costa Brava. The first established centre of the *Aquatic Adventure Abroad Club* is at Palamos on the Costa Brava. Members are offered holidays with opportunities for water-skiing, sailing and skin diving, which are available without extra charge to those staying at their centres. Expert tuition is available for those needing it. Write to the *A.A.A. Club, c/o Suntours, Ltd., Princes House, Princes Arcade, 39 Jermyn Street, W.1*. The Spanish Grand Prix is in the calendar this year, at Barcelona on 16th September. The *Spanish National Tourist Office*, 70 Jermyn Street, S.W.1.

Portugal is famous for its festivals, fairs, beaches, etc., and is noted for good accommodation and excellent food. Portugal has recently extended and im-

proved its roads and special inns have been built with the motorists in mind. For full information about travelling in this delightful country, contact the *Portuguese State Information and Tourist Office*, 20 Lower Regent Street, S.W.1.

The *Greek National Tourist Office*, 197 Regent Street, W.1, will tell you all about the enchantments of Greece, one of the "newer" and more unusual holiday resorts. You will see history before your very eyes as well as the beautiful craggy coastline and the many islands. To get there quickly, take a car sleeper from Paris to Milan, another from Milan to Brindisi, where you can get a boat, especially built for carrying cars, to Greece.

Scandinavia is noted for its beautiful scenic qualities. Denmark, the smallest of the Scandinavian countries, has delightful lakes and woods as well as picturesque castles. The Roskilde Ring, just outside Copenhagen, is the scene of an international meeting on 25th-26th August. Norway's fjords, glaciers and waterfalls are great attractions and this country is ideal for a fishing holiday. Sweden, like Denmark, is noted for its excellent food. The *National Travel Association of Denmark*, 71-72 Piccadilly, W.1, the *Norway Travel Association*, 52-53 Conduit Street, W.1 and the *Swedish National Travel Association*, 52-53 Conduit Street, W.1, can supply you with further information.

The mountainous country of Austria offers much to attract tourists. The friendly peasants maintain their traditional ways of life in the province of Vorarlberg in which modern industries and ancient handicrafts are carried on side by side. The historic town of Innsbruck is the centre of the Tyrol, famous for its snow-clad mountains and deep lakes which are surrounded by thick forests. The *Austrian State Tourist Department*, 219 Regent Street, W.1 can give you more details.



*A Fiat 1500 Cabriolet in the Italian Alps.*



Switzerland, of course, is the centre of winter sports; nevertheless, this country remains popular with tourists throughout the summer too. Lausanne, Montreux, Lucerne and Interlaken, to name but four, are some of the most popular centres. For further details contact the *Swiss National Tourist Office*, 458 Strand, W.C.2.

One can go on and on about the never-ending list of countries to visit. There is the northern coast of Africa, the many delightful Mediterranean islands, the Channel Islands, Czechoslovakia, Rumania, Yugoslavia, Luxembourg and even Russia for the adventurous and inquisitive amongst us.

"All right," you are saying, "it's all very well for him to say 'Go Abroad'—but how does one do it?" It is very easy.

Your British driving licence is accepted in all West European countries except Spain, where an international driving permit is required. This can be obtained from the R.A.C. or the A.A. on production of your driving licence (you do not have to be a member). Incidentally, provisional driving licences are not accepted on the Continent.

You must carry your registration book—or a photostat copy—and an international motor insurance card endorsed for the countries you intend to visit. This can be obtained from your insurance company, usually at no additional cost. A regulation G.B. plate must be affixed to the rear of your vehicle and you must obtain a temporary exportation certificate. This can be got from any H.M. Stationery Office, the A.A. or the R.A.C. A passport, and perhaps a visa, are, of course, necessary.

Apart from the documents and things, you must think about crossing the channel. It is quicker by air and *Silver City Airways*, the *Channel Air Bridge* and *Channel Airways* can help you. For those who prefer to go by sea, the new Townsend luxury car ferry, which will be in service from April, is operated by *Townsend Bros. Ferries* from Dover to Calais, and British and French Railways car ferries are also available. If you are going to Holland, Belgium, Scandinavia, Germany, Switzerland or Austria, the *Harwich-Hook of Holland* route, operated by British Railways and the Zeeland Steamship, is a blessing.

Of course, as Government forms are involved, many people will give up their ideas of a Continental holiday straight away so the *Automobile Association* and the *Royal Automobile Club* will do

Near Chamonix in the French Alps, with the Aig. du Dru in the background  
—part of the Mont Blanc Massif.

## VICTORIA MOTORACKS FOR HOLIDAYS AT HOME OR ABROAD



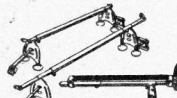
Traveller



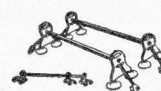
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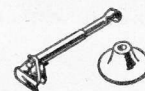
Superlite



Dinghy



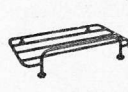
Ladder



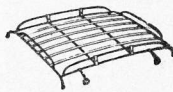
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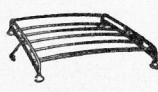
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Do not forget that your travel allowance in any one year is £250 and this includes hotel accommodation. A useful precaution when travelling abroad is to take out a medical and personal accident insurance.

For heaven's sake, before you go away, make sure that your car is in good order and it is a good idea to take an overseas kit of spares with you which are obtainable from the dealer for your make of car. You can get your money back if you do not use it. In any case, a couple of spare fan belts are "musts".

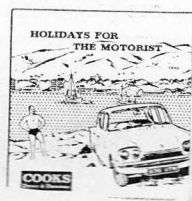
Nevertheless, many of us will stay in Britain for our holidays this year. London is always a great attraction and a fairly inexpensive vacation can be spent there. Buckingham Palace, the Tower of London, Westminster Abbey and St. Paul's are included in the many daily bus excursions. There is the London Zoo, Madame Tussaud's, Soho; there are the river trips, and trips to Brighton, Southend and Windsor can easily be made from London.

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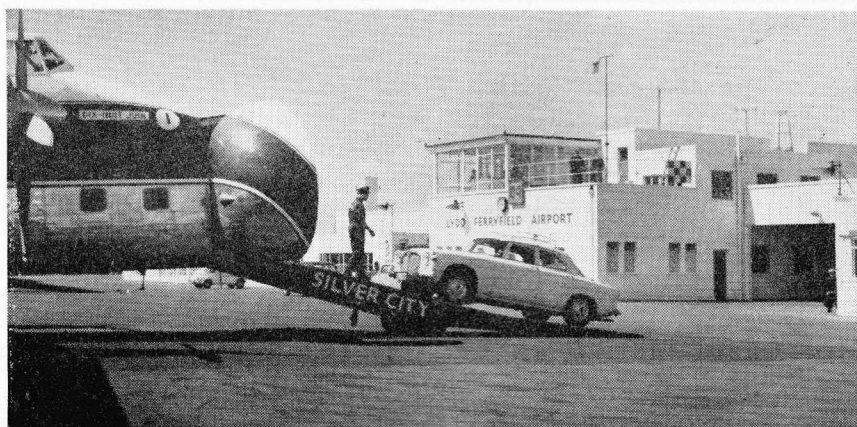
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ABOVE: The Dover Car Ferry Terminal. The Lord Warden on the left and the Maid of Kent on the right-hand side. These two vessels will be well known to readers who have travelled abroad by sea.

★

RIGHT: A Swiss-registered Rover is on-loaded at Lydd into the Superfreighter Dix-huit Juin of Compagnie Air Transport—the French airline which operates with Silver City Airways on air ferry routes between Britain and France.



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The Lake District offers endless opportunities: swimming, water skiing, fishing, motor-boating, yachting, climbing and especially walks amidst the unrivalled and unspoilt scenery. Ambleside, Bowness, Kendal and Keswick are ideal "centres" when touring the lakes, though excellent accommodation can be obtained in the friendly atmosphere of small pubs and farms and you can often rent a small cottage at a very modest price. I can thoroughly recommend this—nothing is more fun than relishing the delicious local food, cooked by yourself, in the middle of nowhere—the only contacts with "civilization" being a portable radio and reading AUTOSPORT in the light of an oil lamp.

Scotland and Wales can also offer magnificent scenery and the latter has many seaside resorts. Towards the end of the year the shooting seasons begin and both Scotland and Eire offer immense opportunities—my Scottish spy informs me that the wild haggis should be in plentiful supply this year due to the ideal mating conditions experienced in January!

Quiet holidays "away from it all" can be spent in the delightful villages of



Webbair's senior flight secretary, Jo Heaslip, discusses plans with Jack Brabham. The B.A.R.C.-Webbair flights are very popular.

Kent and Sussex, less quiet ones in Devon and Cornwall and, if this is your idea of a holiday, many holiday camps exist, especially along the south coast. But these can only be recommended to those who do not know what they really want to do.

Wherever you go, enjoy yourselves! After all, those couple of weeks are very precious and should be planned with extreme care. If you have any money left over, why not visit a Continental Grand Prix by aeroplane? Quite often one can leave late on a Friday night and can be back at work on a Monday morning, so this need not interfere with your job.

A schedule of the year's B.A.R.C.-Webbair flights is reproduced below. More detailed information, as well as a most informative brochure, can be obtained from B.A.R.C.-Webbair, 143-9 Great Portland Street, W.1. Also, the Grand Prix Box Office, 29 Windsor Street, Uxbridge, Middlesex, in addition to being booking agents for special motor racing flights and car ferries, can supply you with spectator tickets for continental races. This is of especial interest for those on a motoring holiday.

#### SCHEDULE OF B.A.R.C.-WEBBAIR FLIGHTS FOR 1962

FLIGHT NUMBER	FROM	TO	DEPARTURE DATE	DEPARTURE TIME	RETURN DATE	U.K. ARRIVAL TIME	RETURN FARE	AIRCRAFT
W.127	Gatwick	Syracuse G.P.	8 March	0700	12 March	2000	£185+	Bristol 170
W.128	Gatwick	Syracuse G.P.	8 March	0900	12 March	2000	55 gns.	Elizabethan
W.126	Gatwick	Brussels G.P.	30 March	0900	2 April	1400	26 gns.†	Douglas DC-3
W.102	Gatwick	Pau G.P.	19 April	1200	24 April	1600	39 gns.	Douglas DC-3
W.109	Gatwick	Dutch G.P.	17 May	1200	21 May	1400	26 gns.	Elizabethan
W.103	Gatwick	Monaco G.P.	30 May	1500	4 June	1500	41 gns.	Douglas DC-7C
W.105	Gatwick	Monaco G.P.	30 May	1500	4 June	1700	41 gns.	Elizabethan
W.106	Gatwick	Monaco G.P.	31 May	2200	4 June	2300	39 gns.	Elizabethan
W.107	Gatwick	Monaco G.P.	1 June	1000	4 June	1400	37 gns.	Elizabethan
W.116	Gatwick	Belgian G.P.	14 June	1200	18 June	1400	26 gns.	Douglas DC-3
W.111	Gatwick	Le Mans, via Tours	22 June	0800	25 June	2130	28 gns.	Elizabethan
W.112	Gatwick	Le Mans, via Tours	23 June	0830	24 June	2200	18 gns.*	Bristol 170
W.113	Gatwick	Le Mans, via Tours	23 June	0900	24 June	2100	18 gns.*	Douglas DC-3
W.130	Gatwick	Rheims G.P.	27 June	1000	2 July	1400	27 gns.	Douglas DC-3
W.118	Gatwick	French G.P.	5 July	1800	9 July	1400	27 gns.	Douglas DC-3
W.122	Gatwick	German G.P.	2 August	1500	5 August	2345	30 gns.	Douglas DC-3
W.124	Gatwick	Italian G.P.	30 August	1200	3 September	1600	43 gns.	Elizabethan
W.125	Gatwick	Spanish G.P.	13 September	0900	17 September	2200	43 gns.	Elizabethan

\* Hotel not included.

† 1st Class Hotel Atlanta.

‡ cars only.

#### DAY FLIGHTS

FLIGHT NUMBER	FROM	TO	DATE	DEPARTURE TIME	U.K. ARRIVAL TIME	RETURN FARE	AIRCRAFT
W.110	Gatwick	Dutch G.P.	20 May	0800	2200	£17 10 0	Elizabethan
W.117	Gatwick	Belgian G.P.	17 June	0830	2200	£20 11 0	Douglas DC-3
W.128	Gatwick	Rheims G.P.	1 July	0900	2100	£18 0 0	Douglas DC-3
W.119	Gatwick	French G.P.	8 July	0830	2200	£16 0 0	Douglas DC-3
W.123	Gatwick	German G.P.	5 August	0830	2300	£23 8 0	Douglas DC-3

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# Club News

By MICHAEL DURNIN

TONY FISHER, who won the Bolton and the Welsh, is clerk of the course of the M.A.C.'s Birmingham Post national rally, scheduled for 6th-7th April. The organizers reckon their rally as being the "BEST", and say that they have devised "a sporting and accurate route with true mileages and time schedules". There are to be 48 awards, with prize money to the tune of £220 and an entry fee of only £3 10s. with (a splendid innovation) 10s. returnable at the finish to all competitors who complete the course without damage to their cars. The event will start from Birmingham's Civic Centre and will cover some 250 miles in the Midland counties and Wales to a finish in mid-Wales. Secretary of the rally Gerard B. Flewitt, 4 Vicarage Road, Edgbaston, Birmingham 15, will supply regs. and should have all entries by 19th March, 1962. . . . Unfortunately the Surrey S.C.C. have had to cancel their Brands Hatch sprint, normally one of the earliest speed events of the season. At a recent extraordinary general meeting it was suggested that the club should be wound up but it is to carry on after all. It is to be hoped that this small but lively club manages to overcome its difficulties under the new committee which has been elected. Co-secretaries are Barney Rogers and Hugh Braithwaite, Cinders Farm, Chailey, Sussex. . . . At the end of its 27th year the Cemian M.C. (the club of the College of Estate Management) celebrated with its usual annual dinner and dance at the Hotel Rembrandt, Kensington. Particulars of the club are available from E. Van Dooren, 28 Ealing Road, Wembley, Middx. . . . The Burnham-on-Sea M.C. are to run their seventh annual Wessex Rally on 24th-25th March. This 200-miler (starting from Huntworth Gate Garage, Taunton Road, Bridgwater, and finishing at Bristol Airport) is to open to member clubs of the South-Western Association. The club say that it will be a straightforward no-nonsense rally over metalled roads in Somerset and Devonshire. Secretary of the event is Mrs. Marjory Buncombe, 2 Grove Road, Burnham-on-Sea, Somerset, who should have all entries by 19th March. . . . Rallying readers will be delighted to know that a certain club (no names, no blushes) describe their rally as a "good, no-nonsense event designed by regular competitors for competitors". It contained map traces, route checks on hydrants and a regularity section timed to the nearest 1/10 second. . . . If anyone turned up to see the Stroud and D.M.C. "Cotswold Clouds" trial (which had collected an entry of 64) last Sunday they will no doubt be even more disgruntled to hear that the R.A.C. cancelled the event's permit at 1 p.m. on the Saturday. . . . The Clover Leaf Rally, major event of the West Essex C.C., will take place on 3rd-4th March and is open to T.E.A.C., Chelmsford M.C., Romford E.C.C., Four Ways C.C., M.G.C.C. (S.E.), Ford S.M.C., Gaynes M.C. and Harlow and D.M.C. and to contestants in the Eastern Area Championship. The route will cover about 250 miles, starting from Braintree, Essex,



*PRESIDENT'S TROPHY winner Peter Keeling receives his award from Mrs. Gregor Grant at the County C.C.'s dinner which was held last weekend at the Mackworth Hotel, Derby. Also in the picture are award winners Mrs. Trevor Jones and J. M. Ross, who is the Club's chairman.*

and finishing at Stansted Airport. Entries by 24th February to C. H. Doney, 160 Hermon Hill, South Woodford, E.18. . . . The U.H. and U.L.M.C. (Yoo-hoo to you-all) are to run their Rosette Rally on 10th-11th March over 220 miles from a start at Beedens Garage, London Road, Northampton. They have invited B.T.R.D.A., Cemian M.C., Craven M.C., Combined U.M.C., Hants and Berks M.C., Harrow C.C., Haslemere M.C., London M.C., M.G.C.C. (S.E.) and entrants in the L.C.A.M.C. Championship. Regs. from K. W. Giles, 13 Colne Valley, Upminster, Essex, to whom all entries should be sent.

## S.S.C.C. MOONBEAM RALLY Foolish and Dangerous Routing

THE Scottish Sporting Car Club held their Moonbeam Rally on Friday, 9th February, starting from Mearns Kirk at 7.30 p.m. The rally was a 60-mile affair without driving tests, and following the example of their last evening event, the first seven sections were given at the start, which gave the navigators a chance to plot out the route in advance. No map references were used in these seven sections and the whole route was plotted by route instructions.

The first section was a bit hazardous as the route took the competitors round in a loop to check into an intermediate control twice. This meant that cars on their first loop were getting mixed up with cars on their second loop, but somehow the section was accomplished without serious incident. This was a five-minute section, and among those to incur time penalties were Bill Porter (Morris-Cooper) with one-minute lateness, S. Morrison (Herald) with three minutes and H. Sarsby (Austin 7) with 14 minutes.

The second section was a seven-minute one and the route instructions caused quite a bit of trouble to the navigators. A lot of competitors lost time in this section, including Mike Quinlan (Vauxhall) with eight minutes, Boyd Tunnock (Mini-Cooper) with 14 minutes and F. Winder (Austin) with four minutes. Among the people who missed code words were Andrew Bonar (Hillman), Jim Martin (Riley) and D. Trann (Singer).

The next section was an 11-minute one

and this was followed by two longer sections of 23 and 28 minutes. The shortest section was section seven in which the competitors were allowed 40 seconds, and given a penalty of one mark per second of lateness. This special stage was held on a private road and the cars had to be driven along a winding track, following a series of luminous arrows, to finish inside a garage of plastic buckets. The sports cars had the advantage in this section and the only person to do it on time was Duncan Paterson in his M.G.A. Jim McInnes, in his M.G.A., also put up a very good time.

The route cards for section eight were handed out after this, and for the first time the navigators were confronted with map references. The time checks were numerous in this section and the time was accumulative, which meant that they had to get off their marks. Only four competitors were clear of time penalties on this last section and they were Jim McInnes (M.G.A.), Ian McIntyre (Mini-Cooper), Ken Livingstone (Morris) and David Black (Renault).

Of the 40 starters 36 made the finish at The Inn, Uplawmoor.

R. McA.

## Results

**Overall Winner:** D. C. Black (Renault), 9.  
**Class Winners:** C. F. Kerr (Renault), 126; D. F. Webster (Classic), 104; W. M. Johnstone (Austin A105), 625; A. F. Angus (Sprite), 352; J. W. McInnes (M.G.A.), 72. **Novice Award:** K. Livingstone (Morris), 200.

## Coming Attractions

**17th February.** Riley M.C. 21st Anniversary Winter Rally. Starts Brands Hatch 2 p.m.

**17th-18th February.** R.M.C.S.M.S.C. Rallye Militaire. Starts R.M.C.S., Shrivenham, Wilts, 8 p.m.

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

**18th February.** Eastern Counties M.C. Production Car Trial. Starts Fairhead and Sawyer's Garage, Wood-ridge.

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

B.A.R.C. (Surrey Centre) Pilgrim Rally. Starts Guildford, Bournemouth and Kidderminster from 5.30 p.m.

Burnham-on-Sea M.C. Wessex Rally. Starts Huntworth Gate Garage, Taunton Road, Bridgwater.



*START, and navigator John King leaps into Ron Ambrose's Allardette. They went on to finish 12th.*

THERE is almost always some aspect of a rally which stays in the competitor's mind long after the event is over and the details are forgotten. One might remember a particularly unpleasant marshal, speed in making results known, a slickly operated control or any one of dozens of points of organization which make an immediate and lasting impact. There are those who felt that the route of the Sussex C.C.'s Valentine flitted too often with centres of habitation; some crews thought that parts of the route were too rough, but it is pleasant to be able to record that the most memorable features of the Valentine were the high standards of efficiency and courtesy displayed by everyone connected with the event. The organization and marshalling were brisk, assured and effective—a model of unostentatious competence.

## THE SUSSEX VALENTINE

**N. R. Pocock/W. D. Lee (Mini-Cooper) Win Sussex C.C. Restricted**

From the start at Bordon the rally plunged straight into a two-minute section at the end of which Hugh Braithwaite and I made the first of a succession of most imperial clangers by rushing off into the night without collecting the reference of the next control. Fortunately we caught and followed the Sprite of J. W. Parsons and M. Marchant which led us in on time to the control in Woolmer Forest. Then north on another short section via Headley and Arford where a crowd had gathered outside a pub (which had officially closed its doors 40 minutes before the start) and loudly urged the competitors on to greater efforts. Then to 169/853417, where the first special stage had been laid on. This was to have led through a ford and along a rough track (but had to be called off due to the failure of the radio timing device) to 866417.

South through Rushmoor to Stock Farm and then east, over an ideal rally road to Ridgway Farm, the route then twisted north to the second special stage site, which had been churned to deeply rutted mud by army manoeuvres earlier in the day and had to be abandoned. Secretary of the rally, Leo Cruttenden, acting as pilot car driver to the field, got firmly bogged down here and his DKW had to be manhandled clear before the start. New arrangements were speedily made before No. 1, the Austin-Cooper of B. R. Greaves/T. Weaver, arrived and the cars were directed via Elstead to T.C.9 on the B3001 and then on to the route again to T.C.10, just off the A3 at 928411 for the start of the third special stage which ran through to 922406.

This stage was over a stretch of tarmac followed by a stretch of hard-packed sand, liberally potholed and rutted. This carried a bogey time of 80 seconds and involved increased penalties of 10 marks for every 10 seconds of lateness and all the 85 competing vehicles (including 18 B.A.M.A. crews in a variety of Land-Rovers and Champs) lost time. Some of the best times recorded were: K. Ballamy/M. Gorton

(SAAB), 82 secs.; N. R. Pocock/W. D. Lee (Mini-Cooper) and M. Knights/M. Clarke (Fiat Abarth 600), 106 secs.; Greaves/Weaver (Austin-Cooper) and D. Thorne/I. Cameron (Anglia), 108 secs.

From this third-time-lucky stage the plot led south via Grayswood over quite good mixed roads to T.C.12 on Black Down and then over a nice, uphill two-minute blind in the direction of Haslemere. Through Fernhurst and down to a white road junction at 181/866248 where the map reference navigation gave way to the first line diagram, which might have been clearer and which caused much confusion at the entrance to the grounds of a girls' school near Tote Hill. Here our Mini had a puncture and then slipped off its jack but was swiftly rescued from its precarious balancing act by P. F. Geale and R. Simms, who kindly stopped their TR and held the little car up until the spare wheel could be fitted.

The plot swung south to Bapton, west to East Harting and then veered north near Charlton on to some very rough tracks leading to T.C. 18 at 735163. Then north again through Buriton where a noise marshal presided over one of the many "quiet zones", into a broad sweeping "S" north-east to Wheatsheaf Common and north-west through Greatham back to a halt at Bordon.

The second half, which proved to be more enjoyable than the first, started on a longer section heading north and avoiding Kingley and Binstead, through Holybourne and on to Golden Pot, where there was a very nasty accident when an army vehicle rolled on to the bank and then back on to the road again over the driver, who had been thrown out by the first impact. He is thought to have been seriously hurt but no further news is available. The army competitors were in a separate class at the rear of the field.

An interesting series of four two-minute sections and a three-minute one led over good roads from Shaldon Green to Lasham Hill and then south over another series of quickies (T.C.29-T.C.35)



between Medstead and Colmore Common which led into the Wheathan Hill area where the first contact was made with a rally run by the Crawley M.C., a "pirate" organization which had not informed the police of their intention to run a rally in the area. One of their controls was so badly sited that the police were forced to move it to a more reasonable position.

A few more short sections and then a straightforward directional route card wound the event to the finish via Charlton, East Dean and Tangmere to breakfast at the Rex in Bognor Regis. Results for the 33 finishers were speedily available, due mainly to the excellent time cards which simplified and expedited marking. These printed cards are similar to the *Express* and *Star* type and show every possible time of arrival at a control with the pertinent hour and minute marked. The marshal has only to mark the actual time of arrival shown on the sealed watch and any discrepancy can be seen at a glance. The navigator keeps the cards until they are collected at major controls, when the marking team can add up any penalties in a matter of seconds, after which it becomes a simple matter of comparison to establish results.

Although the event could perhaps be faulted on the grounds that it was routed through too many centres of habitation (which, on maps 169 and 181, could have been avoided) and used some roughish roads, most crews seem to have enjoyed a good night's sport and this, of course, is the yardstick of success.

MICHAEL DURNIN.

### Provisional Results

1, N. R. Pocock/W. D. Lee (Mini-Cooper), 36 penalties; 2, B. J. Head/O. M. Fowler (Sprite), 50; 3, B. R. Greaves/T. Weaver (Austin-Cooper), 98; 4, K. H. Turner/J. Thorpe (Dauphine), 105; 5, B. C. Russell/Miss A. Scott (Austin-Healey 3000), 114 and 6; D. Thorne/I. Cameron (Anglia), 118.

As Tony Maggs is fully committed to the Cooper Formula 1 team, José Rosinski has taken his place in Ken Tyrrell's Cooper Junior team. Rosinski, a promising Frenchman, raced his own Cooper Junior last year with reasonable success and, in fact, bought an 1,100 Austin engine off Tyrrell for the car!



# Kitching Trophy Trial

**N.M.E.C. Excellent Event Win by Rex Chappell**

ONE of the biggest crowds yet seen at a trial attended the North Midland Motor Club Kitching Trophy Trial, held at Winster last Sunday.

Rex Chappell made it two in a row by winning yet again (he won the Cleve Hill last week for the third time in succession). Lol Hurt, who finished second last week, finished behind Chappell again; and Ivor Portlock, too, finished as he did in the Cleve, in third spot. In fact, the order for the first three was exactly the same—though the trial wasn't nearly so close fought, Rex losing 107 points to Lol's 122, and Ivor's 127.

The trial got off to a late start after competitors had been delayed at the "Miners Standard", where every car was scrutinized; particular trouble being taken to ascertain whether or not competitors had limited slip diffs—or indeed welded up the whole units.

Twenty-eight hills were laid out, and the cars were split into two groups to tackle them. The hills were, in the main, long climbs, and some were so rutted it seemed that someone must lose their sump if not their bellhousing. There were two retirements, but these were due to weather conditions (it was very cold and windy), not to mechanical failures. Many of the hills had odd pieces of granite very nastily positioned which made competitors take some interesting lines.

Lol Hurt climbed most hills cleanly and found himself with 11 cleans at the end of the day; this compared interestingly with Rex Chappell's 10 clean climbs. Lol was unlucky on a couple of hills not doing as well as average, this dropping him down a little. Ivor Portlock did well, always climbing with fire tempered with discretion. Tony Marshall did very well to finish seventh behind John Harrison, Charles Pollard and Geoff Newman; it was a great pity he just failed to qualify.

Rene Chappell won the Bouncer's

Bowl for passengering the winning car and Bernard Dees, Rex Chappell and Doc Paul won the team prize.

Bill Bodenham was seen wearing a frogman's rubber suit—very suitable to keep out the cold. Brenda did a fine job keeping things running after the late start; her red Mini A.T 31 was seen crossing the countryside at a cracking pace.

John Harrison won the Senior Trophy, Ivor Portlock the Noble Trophy, Lol Hurt the Parker Trophy, and, of course, Rex took home the Kitching Trophy.

PATRICK McNALLY.

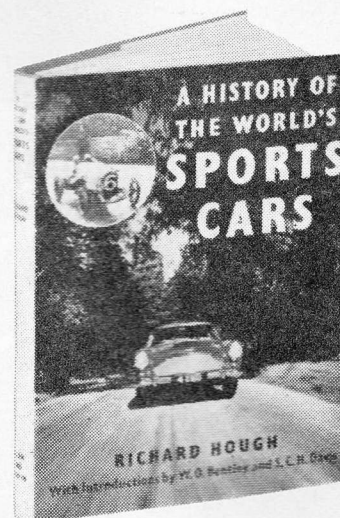


*S. T. Jenkins on one of the long mudded and rutted sections which typified the hills on this difficult trial.*



*Lol Hurt, who has been doing very well recently. Lol has finished second behind Rex Chappell for the last two trials.*

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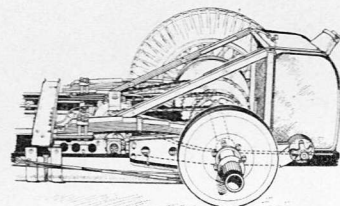
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## THE YORKSHIRE RALLY



**ALL THE CARS** in these three Francis Penn photographs are ex-works team cars. At the top of the page is the Peter Procter/Mike Kempley Rapier, checking in at T.C.5, the Redshaw Gill control, on Blubberhouses. Above left, is the very rapidly conducted Austin of Mike Sutcliffe/Phil Crabtree and on the right is Derek Astle's big Healey, navigated by F. Trickett. The vagaries of the postal service have delayed Valerie Domleo's report of the Yorkshire, but this will appear next week.



## CORRESPONDENCE

### Moan from Ely

AUTOSPORT pack it up!

I do wish that when a certain gentleman wins races that you wouldn't keep referring to him by his Christian name and to others who may take part by their surnames.

To me this seems rather ridiculous as, in my opinion, there are quite a few drivers of this gentleman's class.

The latest nickname this gentleman has obtained would seem to be "Mr. Motor Racing". Really, isn't this going a bit too far? I should have thought that AUTOSPORT would not have lowered itself to the level of the sensationalism of a daily paper. So, come on AUTOSPORT, let's have less of it and stop spoiling one of the best motoring magazines available to the enthusiast.

DUDLEY FITCH.

ELY, CAMBS.

### British—or Foreign?

ONE of these days your correspondent Bruce Ransom's luck will change and—I hope—he'll find himself up the creek without a paddle. Like this away.

Several years ago I bought my son, by way of introduction to self-propulsion, a light German motor-cycle, new, bearing a famous name. Absolutely everything was wrong with that heap from stem to stern. No service was available. No parts. Successive agents simply gave up in disgust. The thing was eventually thrown away, almost literally. Its British replacement is still in the family.

Shortly afterwards I bought an Austrian cine projector. The instructions seemed dubious, but feeling the man knew best, I connected up and switched on. Result: a "shriek of tortured metal" and a sheet of flame. Admittedly this machine was replaced without demur. They'd changed the model without revising the book.

Another piece of foreign equipment had splendid multi-lingual instructions. Studying the customer and all that. As the English version didn't seem to work out I had a bash at the French, German and Spanish. It soon became obvious that when the translator couldn't cope he'd just skipped that bit and gone on to the next. Between the four versions a working basis could be achieved. But let's hope China doesn't join the Common Market.

Perhaps, for a change, your correspondent might go American. Wonderfully reliable cars, with legendary service. I was once involved in a minor shunt while being driven by a friend in Chicago. Do you know we only used up three taxis and four hours covering 20 miles to his home? One of the taxi's did almost 10 miles without boiling to a standstill. There's engineering for you. And next day when we went to the service deepo about repairs to the damaged Jellymobile! What civility. What prompt efficiency. What a contrast to the treatment we get here. The white-coated clurk switched his ceezar, spat and said, "Bud, you gat a problem. I gat plenny alrady. You better get lookin'."

So go foreign Mr. Ransom—and the best of jolly good British luck to you. But stop knocking this little island. There are plenty of worse places.

RUSSELL LOWREY.

WIRRAL, CHESHIRE.

### The Oulton Park Incident

IN reply to Mr. R. C. Cowlam's remarks about my article "Under the Chequered Flag", I regret that the only question he asked himself having read it was, "Fact or Fiction?", referring in particular to my description of the accident at Knickerbrook at the last Oulton Park meeting.

Mr. Cowlam admits (as I wrote) that the Chequered Flag mechanics were confronted with a bent Gemini through no fault of their own; he also then admits (again as I wrote) that this was due to Jack Pearce, who I had the courtesy to leave unnamed, going too fast, leaving his braking too late and going off the road, this resulting in two bent cars. Surely whether he overtook Bill Moss at Esso Bend or Knickerbrook is incidental, as it resulted nevertheless in an accident.

I further fail to see why Mr. Cowlam should so hotly deny that Moss, Gardner and Pearce were circulating in close company, as when the crash occurred one car hit Jack Pearce's Lotus and the other only just missed him. If this is not "close company" what is?

As for his remarks about Jack Pearce going round on Bill Moss's tail for seven laps before he overtook him, perhaps he can explain why Pearce was not then recorded at the same time as Moss, who during these laps broke the F.J. lap record and set up fastest time in 1 min. 50.8 secs. Moss, with Mike Parkes in the other Gemini, were the only two drivers to break the lap record in practice.

Mr. Cowlam's comments would be interesting.

MIKE BEUTTLER.

RICHMOND, SURREY.

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

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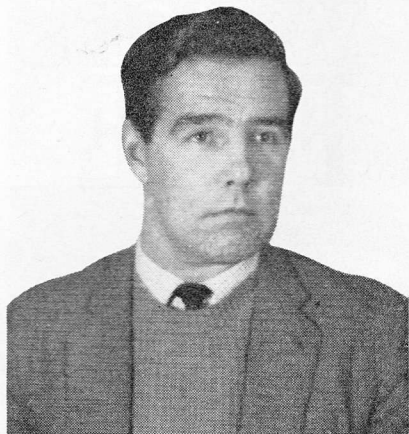


## TRIUMPHS RETURN TO RALLYING

STANDARD-TRIUMPH INTERNATIONAL, LTD., have decided to return to International rallying with a team of four TR4s. First event on the programme is the Tulip Rally (which Geoff Mabbs won last year in his privately entered Herald coupé) and a team will also be entered in the Liège, Alpine and R.A.C. rallies.

Graham Robson, renowned for his navigation of Julian Easten, John Sprinzel, Peter Procter and others, has been appointed Competitions Secretary. He has been a development engineer with Standard-Triumph for some time.

The hardtop team cars are to be painted in light blue and will have 1,991



Graham Robson

c.c. or 2.2 units as decided upon for individual events. The rallying programme will be closely linked with the company's development projects and models other than TRs will also be entered in events where this is considered desirable.

Crews have yet to be announced, but negotiations with some top-line drivers are already in progress.

It is interesting to note that this is the first time that the Leyland Company have been connected with motoring sport since 1924. Parry Thomas, in that year, drove his Leyland Straight Eight to take the World Land Speed Record at 129.73 m.p.h.

## SEVERN VALLEY M.C.

### WELSH RALLY

Win for Roy Griffiths/Ron Wilkinson (M.G.A.)

THE home club took the honours in the Severn Valley M.C.'s 11th Welsh Rally on 10th-11th February, S.V.M.C. members occupying the first three places. Thirty-six entries were received for this restricted event open to members of Oswestry and D.C.C., N. Staffs M.C., Stafford and D.C.C., Chester M.C., Broughton Bretton M.C., Whitchurch M.C., Cavendish C.C., and N. Wales C.C. although this was reduced to 33 starters.

Starting from the Springfield Hotel, Shrewsbury, at midnight on Saturday, the route was over 187 miles on 118, 128 and 129, and at the compulsory half-hour halt at the halfway point, Crossgates, only 21 cars clocked in, none of them with clean sheets. Several cars, too, had mechanical troubles. Difficult—but "on"—parts in the first half in-

cluded two very short steep sections up Spoad and Bailey Hills, while time control 21 caught quite a few, the approach being round the farm, not through it!

After the halfway halt came a one-mile section up Cwmhir Bank and a tight two-miler at Felindre. Miss Hazel Hand unfortunately inverted her A40 in the Elan Valley, but following competitors righted the car. Both she and navigator Albert Austen were shaken but unhurt, and retired. Over the route there were 32 time controls, eight route checks and two secret time checks. With another rally on in the area at the same time, the noise marshals were particularly alert!

Only 16 cars survived to the finish of the night navigation section at Bishops Castle. From there they went on to the daylight regularity test at Loton Park hill-climb, where the 770-yard course had to be covered at 30 m.p.h. from a rolling start. Three competitors managed to get within 0.1 sec. of this.

The provisional results were announced at breakfast and gave a clear win and the Aubrey Lucas trophy to Roy Griffiths (M.G.A.) who lost only 495 marks. His navigator, Ron Wilkinson, collects a pint tankard for his efforts. Second place and the Annual Rally trophy for highest-placed S.V.M.C. member other than the outright winner went to J. B. M. Southern (Ford Anglia), navigated by Tony Roberts, who lost 1,116 marks. Third was the John Dorey/Roy Franklin TR3A with 1,180.

Even the experts who failed to finish "in the money" agreed that this was an enjoyable, keen event—though a little tough for beginners. One suggestion was that route cards might be distributed earlier than five minutes before cars were due to start—the road outside the start being filled with stationary cars as the navigators frantically tried to plot M.R.s. The result was a bit of panicky driving as the novices tried to make up time they had already lost before the rally started.

## SEVENOAKS MOTOR CLUB

### Muckspread Trial

RECENTLY the Sevenoaks and District Motor Club held their closed standard production car trial on farmland near Farningham, Kent. The limit of 40 entries was received before the closing date and represented a very mixed selection of cars, from a 1928 Austin Chummy to a Ford Zephyr.

All competitors arrived at the start at 10 a.m. on a bright sunny day and conditions seemed ideal, a slight shower of rain the previous day made the ground slippery enough for there to be no clean sheets in the morning climbs.

Section one was a long straight climb through thick mud alongside small trees, most cars got nearly to the top only losing three or four marks. Section two was an easy section on grass but tightly taped and the larger cars had difficulty in missing the markers. Section three was easy but when leaving the start, which was on a steepish bank, many cars did not leave the start line.

A speed test came next with cars leaving the start line through a chicane of pylons, round a single pylon and back the way to the finish. This test was only a tie-decider and did not count in the results. Sections three and five did not present very much of a problem and were both held on a steep grassy bank,

about 10 cars were clean here, particularly good being the M.G.A. of Pat Exon and Anne Duncan. Section six stopped everyone very near the start, which was in thick mud next to a fence.

Section seven was most interesting, cars left the start up a grassy bank, left at tight markers, through a very muddy gateway and immediately sharp right on another steep muddy slope. The only car clean in the morning was John Fleming's 1928 Austin Chummy, the eventual winner of the trial. This car did not even have an engine and gearbox in three hours before the start but still made the "moderns" look silly on all the hills, and they did not even have time to tune it.

After lunch all competitors had another run at all the hills, some slightly changed; because of the bright sun the ground dried out and many competitors went round without losing very many marks, some even being clean on every hill.

A most enjoyable and well-organized event and a good heat for the inter-club event, the Bussey Trophy Trial, to be held on 11th February. A team of 12 cars from each of the Sevenoaks, Kentish Border and Bexley clubs will fight it out.

### Results

The Muckspread Trophy (for the best performance of the day): J. M. Fleming (Austin Chummy).  
Class Awards: I. H. Tyrrell (Fiat 600), J. Slaymaker (Mini-Minor), I. Dossek (H.R.G. 1500), G. Shackleton (Morgan Plus 4), J. Gorbald (Dauphine), R. H. Ambrose (Mini-Minor), M. Amos (M.G. Midget), D. Munson (Triumph TR2).  
Team Award: M. J. Daniels (Volkswagen), E. Smith (Volkswagen) and R. Slone (Morgan Plus 4).

## THE WINCHESTER AND DISTRICT CAR CLUB

### New Year Rally

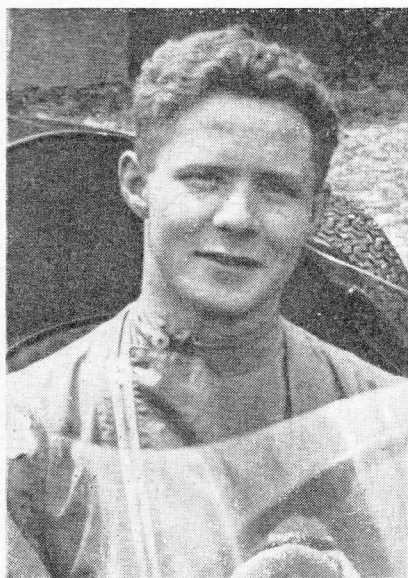
THIS year's "New Year Rally", the most important event in the motoring calendar of the Winchester and D.C.C., was certainly the most ambitious attempted so far, and proved to be very successful even for the high standards it set itself. The rally was in the restricted class and also counted towards the "Rally Championships of the Association of Central Southern Motor Clubs". Nine major cups were competed for, several of which had been generously presented to the club by garages in Winchester and the surrounding area.

The entire route of 250 miles had to be covered at a strict average of 30 m.p.h. which was constantly checked over the whole route by marshals at approximately 90 time controls and route checks. The marshals on this rally were most enthusiastic and courteous—they were competing for their own award for the best marshalled control! One marshal gave a free pencil to competitors, another a tube of mints, and some polished dirty headlamps and windscreens. Much of the credit for the smooth running of the rally must go to A. F. Robbins and B. Blundell.

Competitors left the start which was the forecourt of the Winchester Hotel at one minute intervals from 9 p.m. onwards proceeding south-eastwards out of Winchester following map references given at the start, then sweeping clockwise in a large semi-circle north to Andover as directed by Tulip-type road instructions. Here at Penton Mewsey

(Continued on page 248)





At the tender age of 22, red-haired Dan McAlister is the Eire speed champion for 1961. This very unassuming Dublin motor salesman made his competition début at Enniskerry hill-climb in May 1958, at the wheel of a Triumph TR3. Dan drove very little in his first year of competition motoring, but did well to finish eighth in his heat for the Leinster Trophy at Dunboyne. In the production sports car handicap at Long Kesh, he was placed second behind Bill Bradshaw's very potent A.C.-Bristol. The faithful white TR was again McAlister's mount in 1959. He improved to fifth position at Dunboyne, winning the Smithfield Trophy for the best-placed Irish driver not in the top placings. At Phoenix Park he was sixth in a handicap race, and took fourth spot in a special 10-lap invitation handicap for the 10 fastest drivers at that meeting. He was second again to Bill Bradshaw in the sports car scratch class at Corkscrew hill-climb, and was second to Kevin Monk's hot TR in the Triumph scratch race at the Kirkistown Baird meeting. He finished fourth in the Sexton Trophy competition for the Eire championship.

DAN McALISTER sorting out his white Triumph TR3 at Phoenix Park in 1959. He was amongst the 10 fastest drivers at that meeting. In late 1960, Dan took delivery of a Formula 2 Cooper with which he has since been extremely successful.

## EIRE ENTHUSIASTS:

### DAN McALISTER

Continuing BRIAN FOLEY'S Irish Profiles

McAlister was "idle" for the major part of 1960 as he was awaiting delivery of a brand-new Formula 2, 1½-litre Cooper-Climax. His first outing in the Cooper was at Kirkistown in August, and he took third place in the *Formule Libre* race, behind John Pringle (2-litre Cooper) and Malcolm Templeton (F.J. Lotus 18). Dan's first hill-climb in the Cooper was at Tralee, where he made second best time of day after Brian Bleakley, who was driving his fantastic 1,098 c.c. Kieft-J.A.P. John Pringle was fastest at Altidore hill-climb, with McAlister next and Bleakley third.

The 1961 season was D. F. B. McAlister's first full season with the Cooper, and although he was driving most of the hills for the first time ever, he made light work of winning the Sexton Trophy. He established new records for Dungarvan and Ballylaneen hill-climbs, and for the Cork Sprint, and also made B.T.D. on the Corkscrew.

The final order in the Phoenix Park 100 miles scratch race for 1,500s was: Gerry Ashmore (Lotus), Dan McAlister (Cooper) and Tim Parnell (Lotus). He was second in the Open Handicap at Cluntoe and took a number of second places in Kirkistown *Formule Libre* races, behind Pringle's more powerful 2½-litre Cooper. McAlister hopes to keep the Cooper for several seasons to come and if finances permit he may do a few English and/or Continental events.

His favourite Irish circuit is Dunboyne, and the one he likes least of all is Kirkistown. This is readily understandable when it is known that he twice suffered suspension breakages, and once had a clutch burn out at this ex-airfield venue.

He is an extremely level-headed young man, a strict teetotaler, and his driving reflects his personality, i.e., getting places without any fuss or fireworks.

#### A NEW CAR FERRY

Townsend's "Free Enterprise" Launched At Rotterdam

Now that so many of us "go foreign", a really new and up-to-date cross-Channel car ferry is of the greatest interest. As so often happens these days, British yards could not guarantee delivery in the time available, and so the work has gone to Holland, amounting to £1 million.

The hull was launched on 2nd February at Rotterdam by Mrs. Bernice Nott, the wife of George Nott, Townsend's head man. The two engines, super-charged diesels of 3,400 b.h.p. each, were actually in position, and the remaining work will be completed for the ship to go to work in April! She will carry 120-130 cars and 850 passengers, making four return trips every 24 hours.



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**Club News—continued**

the first section ended and the halfway break of one hour. At the start of the second section, competitors were handed a marked map with 44 marked points to be visited in order; this section proved to be the toughest, as many of the roads were very narrow and in places deteriorated into muddy conditions; many competitors lost time through taking wrong turnings or non-existent short cuts. In this section the route went towards Basingstoke and then south towards the finish at the Flower Pots Inn at Cheriton soon after 6 a.m. where a very welcome breakfast was available which was included in the entry fee.

**N.L.E.C.C. JACOBAN RALLY**

THIS year the "Jacobean" assumed higher status, for while remaining one of the premier restricted rallies in the South, it became for the first time a qualifying event for the London Counties Association of Motor Clubs' Rally Championship.

The writer, navigating for David Gray in car No. 4, has always held a high opinion of this rally, for it is essentially of straightforward "no-nonsense" pattern and consists mainly of short timed sections between manned controls. Having received the businesslike and well-produced regulations we duly left the starting control at Sterling Corner on the Barnet By-pass at 8.34 on Saturday evening, prepared for 250 miles of hard but enjoyable work—and with the addition of the magic word "Cooper" to this

year's Gray rally car we were at least assured of sufficient speed!

Talking to veteran organizer and this year's assistant secretary George Bance, at the start, we were told that this was to be a "plot-and-bash" event—but somehow this excellent recipe was to a large extent spoiled in the cooking. This is not to say that there were organizational blunders of any description, or that any "treasure-hunt tactics" were employed. There were two main causes for complaint which applied to all sections of the rally and prevented an otherwise first-class event from being enjoyed as it was intended to be. On the one hand, the sections were too easy and no expert crew was called upon to really show its paces at any time. With present-day high standards of cars and crews you need much sterner stuff if you are to test competitors to the extent where they lose time. On the other hand, the system of timing at controls gave rise to much confusion, as with R.A.C. marking one was not allowed to gain on one's scheduled time, and with marshals using clocks instead of sealed watches the poor crews had to get out before each control, walk up to the marshal, verify the exact time and finally drive in! This was necessary if a penalty for being early was to be avoided.

Anyway, with these two qualifications a well-planned route took competitors out to Drayton Beauchamp on Map 146 by "tulip" route card to commence the real business of the night, which consisted of a large number of sections from one mile upwards with route defined by map references. As I said previously, all

sections were fairly easily "on" for a reasonably practised crew—even a couple of any order variations leaving us with plenty of time in hand.

Supper was taken on the Oxford By-pass and the route then went northwards up Map 145, turning eastwards finally to re-enter 146 and finish with a tie-deciding half-mile special stage near Newport Pagnell and breakfast.

"A number of clean sheets" was the confident forecast of many, but strangely enough there was only one—us! People lost marks for incorrect information at route checks, or because they had not taken sufficient trouble to ensure that every marshal's watch was reading the right time as they reported at the control—or in other cases, the usual hazards of rallying took their toll in the usual ways. Before going on to the provisional results may I be permitted to register a plea to the North London types—please let us have sealed watches and a tougher event for 1963. I am sure you will.

SAM ACTMAN.

**Provisional Results**

**Experts:** 1, John Eason-Gibson Challenge Trophy and Replica: D. Gray/S. M. Actman (Mini), 0 marks; 2, a trophy: M. Sokel/A. E. Pryce (Magneite), 10; 3, a trophy, F. Lewis/W. Creed (T.V.R.), 10 (tie decided by furthest clean). **First Class Awards:** R. H. Kennedy/J. Gray (Austin A40), 20; J. Gay/R. W. Brown (Mini), 20 (tie decided as above); P. B. Jones/A. E. Cowell (Herald), 30. **Novices:** 1, Yew Tree Challenge Trophy and Replica, R. W. Cornwall/A. C. Langley (Mini), 580; 2, a trophy, C. W. Sparkes/B. Branch (Ford), 1,100; 3, a trophy, M. E. Bolton/B. J. Phillips (T.V.R.), 1,200. **First Class Award:** B. F. Crouch/J. Neads (Ford), 2,030.

**B.T.R.D.A. AWARDS**

THE British Trials and Rally Drivers' Association have announced results for their 1961 competitions.

**Gold Star Rally Competition:** 1, Bill Bengry; 2, Anne Hall; 3, Pat Moss; 4, Julian Easten; 5, Don Grimshaw; 6, David Seigle-Morris; 7, Pauline Mayman; and 8, Bobby Parkes. **Ladies' Silver Garter:** Anne Hall. **Mixed Crew Award:** Pauline Mayman. **Gold Star Navigator:** David Skeffington. **Autocross Competition:** 1, F. B. E. Pryor (23); 2, S. G. Davey (21); 3, J. M. Sheldrake (13); 4, H. Rose (12); 5, M. C. Manifold (12); and 6, A. F. Lefevre (6). **Standard Production Car Trials:** 1, M. Hinde (92); 2, H. Rose (66); 3, R. N. Embley (57); 4, R. A. Clift (50); 5, F. D. Woodhall (42); and 6, P. M. Appleton (36). **Stross International Trophy:** 1, Pat Moss (52); 2, Peter Harper (49); 3, Peter Riley (42); 4, Don Morley (36); and 5, David Seigle-Morris (35). **Flather Star Driving Tests:** 1, H. L. Livingstone (54); 2, L. Gibson (53); 3, E. J. S. Townsend (48); 4, J. F. Livingston (42); 5, P. J. Anton (42); 6, R. Squire (41); 7, N. Hazelwood (40); 8, W. T. Meredith (31); 9, F. B. Pickering (26); and 10, D. G. Flather (19). **Silver Star Rally Competition:** 1, Brian Harper (158); 2, Don Grimshaw (154); 3, Julian Easten (147); 4, Reg McBride (128); 5, Bill Bengry (122); and 6, Phil Simister (117). **Gold Star Trials Championship:** 1, Peter Highwood (120); 2, Rex Chappell (120); 3, Lol Hurt (112); 4, Geoff Newman (111); 5, John Harrison (107); 6, Ivor Portlock (107); 7, Charles Pollard (106).



SLICK ORGANIZATION added greatly to competitors' enjoyment of the Sussex C.C. Valentine Rally. Here (in background) early finishers John King, Ron Ambrose and Hugh Braithwaite watch the final control marshals booking in late numbers.



WHILE the international "circus" prepared to do battle at Warwick Farm, near Sydney, New Zealand drivers fought out the second last round in the Association of New Zealand Car Clubs' Road Racing Gold Star series on the 1.4-mile "round-the-houses" Dunedin Festival road race circuit on Saturday, 3rd February. Winner, by more than a lap, was Christchurch Ferrari exponent Pat Hoare, who cut out the 50.4 miles in 48 mins. 35.8 secs., and made fastest lap in 1 min. 29 secs.

The pace certainly could not be described as a scorcher, but Hoare's effort was, under the circumstances, a most commendable one. The circuit was turned into a skating rink by periodic rain showers which dampened roads heavily coated with oil from the city's diesel buses and other traffic.

Second man home was the Hamilton youngster Jim Palmer, with the experimental Ford Classic-engined Lotus 20.

## DUNEDIN FESTIVAL

### Fatal Accident Mars N.Z. Race

A lap behind him came Dunedin sports car driver Barry Cottle (Lola-Climax) and Auckland Bob Eade (250F Maserati). There was really no one else in the hunt and the circuit was littered with bent and battered cars after it was all over. Never before has there been such a toll in New Zealand road racing. But the incident that cast real gloom over the proceedings was the monumental crash that has since proved fatal to one of the country's best-liked and foremost drivers, Johnnie Mansel.

Mansel flew in from Auckland on the eve of the race only to find that the 2.7-litre Cooper-Maserati he had taken over recently from Scuderia Centro-Sud was suffering from valve trouble. New valves were made up in a city engineering shop, but by the time the car was ready the main race was half over. Mansel sought permission to join the field to put in some test laps to ensure himself that the car would be fit for the Waimate "50" the following Saturday. On his sixth tour Mansel lost the car on Cemetery Hill. It struck a telegraph post and broke in half, the unfortunate driver being flung to the road. Mansel was taken to Dunedin Hospital critically ill with multiple injuries.

Drivers competing at the Dunedin meeting have only very limited time for training and, in actual fact, qualifying times are taken on race day. From early morning the weather was threatening and the lowering clouds held promise of rain—a promise that was fulfilled before the qualifying sessions started. Saloon cars were first out on the circuit and it soon became evident that the conditions were extremely dicey.

Rain was falling quite heavily when the *Formule Libre* cars came out for their turn and no one took any liberties. All the same, there was some surprise when it was found that young Chris Amon (250F Maserati), John Histed (997 c.c. Lola) and Ross Greenville (Classic-engined F.J. Lotus) had been barely muscled out of pole position by Tony Shelly (1,960 c.c. Cooper) and Hoare and Bill Thomasen (1,960 c.c. Cooper) had been relegated to the second row, accompanied by R. J. Flowers (F.J. Gemini). In the third row were Palmer, Eade, one

M. D. Hammond (1,172 c.c. Buckler) and Cottle. The whole thing just didn't add up!

Cottle had no trouble in winning the sports car race and was followed home by I. D. Young (Cooper-Bristol) and J. Riley (Corvette-engined Monza Ferrari).

There was no sign of Mansel when the main race field lined up and at the drop of the flag it was young Amon who showed everyone the way for the ascent of Cemetery Hill. He was attended by Hoare, Palmer and Maurice Stanton with the Corvette-engined Stanton Special. Shelly made a poor start. At the end of the first tour Amon was still in front, much to everyone's amazement, and Hoare had been taken by Palmer. The Ferrari was followed by Stanton. Then came Thomasen and Shelly and there was a gap back to Cottle and Ron Rutherford in the beautiful Zephyr-engined special. Palmer was in front at the end of the second tour and Hoare

had taken Amon. Stanton had drifted a little but was clear of Thomasen, and Shelly lost some ground with a spin on the extremely tight bend leading into the start-finish straight.

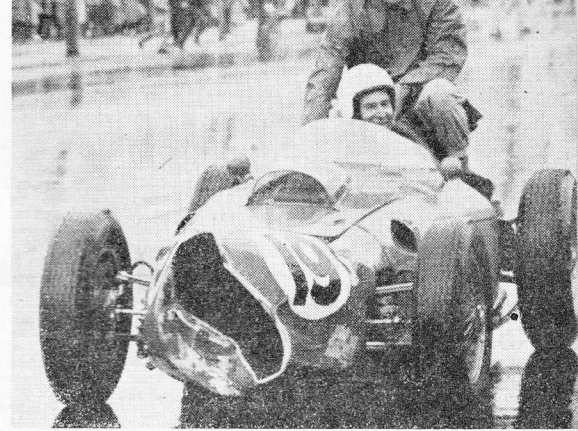
Palmer held his lead narrowly until the start of the fifth tour when Hoare took him to win the Cemetery Hill, having put in a lap in 1 min. 30.4 secs. to do it. Amon had drifted and was now racing in close company with Thomasen, who had taken Stanton. A lap later Shelly also took Stanton. Hoare came round to begin his sixth tour with the nose of the Ferrari looking a very sad and sorry sight. He had changed the profile in the process of doubling the tailender, Brian Blackburn (4CLT Maserati). Blackburn braked for a corner rather prematurely, but the resultant shunt did nothing to diminish Hoare's pace.

In this lap another incident changed the race pattern. Braking for the corner leading into the start-finish straight, Amon and Thomasen locked wheels. The resulting spin carried the Maserati into a telegraph post, leaving it with a battered front end, while Thomasen's Cooper was in even worse condition. The race was slowed while marshals cleared away the debris and an ambulance came on the course to take Thomasen to hospital for treatment for superficial cuts.

The order was now Hoare, Palmer, Shelly, Stanton and Cottle, with Histed and Eade next in line, and Hoare was circulating consistently in about 1 min. 30 secs.

In the next few tours nothing much happened except that Eade took Histed. Then, with Hoare on his 14th tour, Stanton disappeared. The Corvette-engined car went out with a broken wheel-hub at the Glen Hairpin at the bottom of the Cemetery Hill descent. The order now was Hoare, Palmer, Shelly, Cottle and Eade with the remainder a long way back. But Shelly was out a lap later. He had been having brake trouble and eventually the clutch proved unequal to the demands made on it.

So, with the order Hoare, Palmer, Cottle and Eade, the field was in the



PAT HOARE—the grinning victor. A shunt after six laps changed the profile of his Ferrari somewhat.

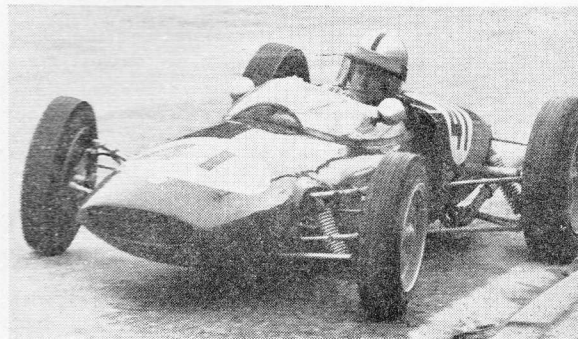
16th tour when Mansel came out to the circuit and sought permission from race officials to join the contest. He was off like a shot and began circulating immediately in about 1 min. 31 secs., the Cooper-Maserati weaving madly under acceleration in the start-finish straight. Mansel carried on at unabated pace until at the end of six tours he lost the car on the first bend of Cemetery Hill. One half of the Cooper-Maserati ended up on the footpath while the other catapulted over a bank on the other side of the road. The race was again slowed as an ambulance came on to the circuit to rush the unfortunate driver to hospital.

Rain was now falling quite heavily and, probably sobered by the sight of so many wrecks around the circuit, the field eased up a little. In the concluding stages the race pattern remained unchanged although in about the 48th of the 50 laps Hoare doubled Palmer. So they came home, Hoare, Palmer, Cottle and Eade. The win virtually assured the Ferrari driver of the Association of New Zealand Car Clubs' Road Racing Gold Star for this season, for it brought his points total to 28—just two points behind the leader, Bruce McLaren.

As McLaren is now in Australia and will not be taking part in the final round, Hoare looks a certainty for the title with either a win or good placing in the Waimate "50".

Deterred by some of the hairy performances in the saloon car training session and the treacherous surface that had been highlighted in the main race, officials decided to cancel the last event—the saloon car race. Ironically, within a space of about 15 mins. the track had dried out.

JIMMY PALMER, clipping the kerb, on his way to second place.





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(Continued on page 253)

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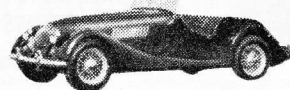
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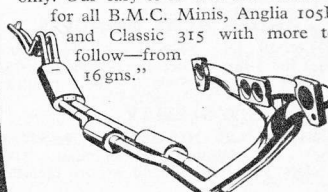
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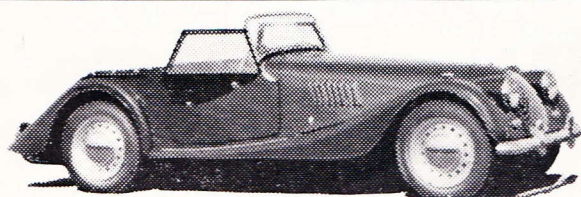
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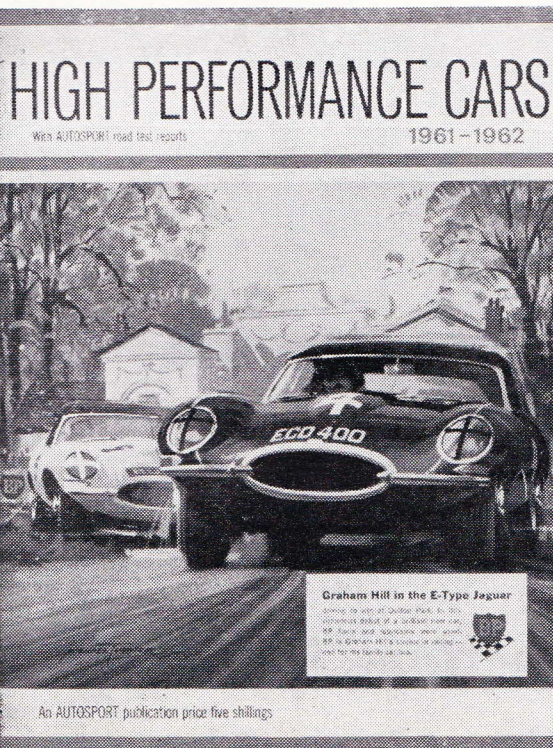
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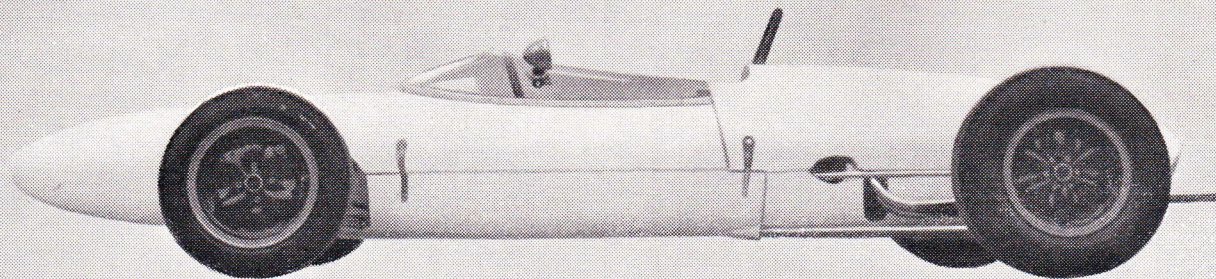


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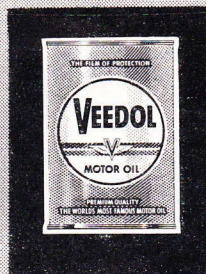
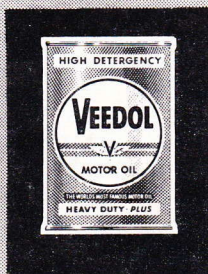
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