

FORMULA ONE PROSPECTS

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

FEBRUARY 23, 1962

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EVERY FRIDAY
Vol. 24 No. 8

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IN THIS ISSUE

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Vol. 24 No. 8

February 23, 1962

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EDITORIAL

ECURIE ECOSSE

THE recent announcement that Ecurie Ecosse may cease to exist came as a shock. This must not be permitted to happen, and there must be sufficient support available in Scotland to ensure that such an outstanding organization will be given a chance of survival. In the past, the main financial burden has fallen on the shoulders of David Murray, whose perseverance and shrewdness raised this venture from the obscurity of club races to world-wide acclaim for the two Le Mans victories, and the splendid showing at Monza in the 500 miles race. Admittedly last season was disastrous, with two expensive machines almost totally destroyed at Le Mans. David Murray has reluctantly decided that he cannot carry on, but Ecurie Ecosse without "D.M." would be unthinkable. The Association, of course, cannot provide anything like the backing required to finance E.E.; it functions primarily as a supporters' club. What is needed is a group of influential Scottish businessmen, charged with the task of raising the finance necessary to ensure continuance, and with David Murray placed in charge of the organization. The possibilities of participating in G.T. racing should be considered, for the intention of the F.I.A. to encourage this category cannot be overlooked. Sooner or later, cars will come from British factories which will offer a challenge to Ferrari, and this could quite well provide the equipment which Ecurie Ecosse has sadly lacked since the D-type Jaguar became obsolescent as regards International racing. The dark-blue cars had immense publicity value, in addition to providing an attraction at all race meetings. Murray has also a knack of discovering promising driver talent, a most valuable asset to any organized racing team.

A REMARKABLE THING

A RECENT article by one Paul Grant in the magazine *Weekend* contains several remarkable statements attributed to well-known rally drivers, such as Les Leston, Gerry Burgess and Sydney Allard. It is alleged that signposts are deliberately altered, piles of timber moved to block roads, identical cars switched at check controls and so on. It is suggested also that altered direction arrows often occur when a car has established a useful road lead over rivals. As an example of "rallymanship", both Burgess and Allard are said to have admitted using brake stop-light switches to fox following drivers. Sugar and water in petrol tanks is stated to be a common form of sabotage. All in all, the entire article gives readers a most extraordinary picture of modern motor-ing sport and one would think that all rallies are run in the atmosphere of conspiracy and skulduggery. It is perfectly obvious that the writer knows absolutely nothing about the subject on which he has written.

OUR COVER PICTURE

ROUND THE HOUSES: Congestion at the first bend after the start of the race for small saloons at the Waimate, New Zealand, meeting. Already prominent is the Singer Gazelle of the winner, Sam Mills—and note the baker's and electrical goods shops in the background.

PIT and PADDOCK

"WATERSPORTS" "SAFETY AFLOAT" COMPETITION

THREE AUTOSPORT readers submitted winning entries and therefore qualify for the eliminating contest. The correct line was ADHCBGE. The three names and addresses are: M. Grohmann, Esq., 102 Ockford Road, Godalming, Surrey. K. G. K. Wheatley, Esq., 84 Derwent Road, Palmers Green, London, N.13. Miss Marjorie Sapt, 75 Norshead Mansions, Norshead Road, London, W.9.



SIGNORA FERRARI will no longer be connected with the Ferrari racing équipe. BOTH Lotus and Tommy Atkins are on the already long list for V8 B.R.M. engines.

PETER RILEY and Ann Wisdom will become "Mr. and Mrs." on 10th March.

ROY NORTH, Colin Hextall and Bill Woodhouse will be driving Tornado Talismans this season. Whenever possible they will race together as Team Talisman.

THE R.A.C. have awarded the Sir Malcolm Campbell Memorial Trophy to Stirling Moss for his performances in the Monaco and German G.P.s. This is the third time Stirling has won the award.

DAYTONA CONTINENTAL

THE first annual Daytona Continental three-hour Grand Touring and Sports car race on 11th February was a great success and Bill France, the president of the Daytona International Speedway, has already made plans for the 1963 event.

The line-up of 55 cars included several North American Racing Team Ferraris, and this team also loaned the ex-works 1961 special Le Mans Ferrari Berlinetta to the U.D.T.-Laystall Racing Team for Stirling Moss to drive. Innes Ireland drove the U.D.T.-Laystall ex-Walker/Wilkins Berlinetta, while a similar machine was piloted by Olivier Gendebien, who emerged from a remarkably short retirement. Pontiac entered four

finishing line. When the chequered flag dropped, he "motored" across the line on the starter to win. Ricardo Rodriguez was second and Jim Hall third. Hall drove a Chaparral, a device built by Dick Troutman and Tom Barnes.

Stirling Moss was fourth overall in the special U.D.T.-Laystall/N.A.R.T. Berlinetta Ferrari to lead the G.T. cars by three laps. This was the first round of the 1962 G.T. Constructors' Championship.

The Formula Junior race, held the day before, was won by Pete Lovely (Lotus), from Floyd Askov (Lotus) and Charlie Kolb (Gemini).

Results

82 laps—312.42 miles

General Classification: 1, Dan Gurney (Lotus-Climax 19), 3 h. 0 m. 4.0 s., 104.101 m.p.h.; 2, Phil Hill/Ricardo Rodriguez (Ferrari Dino), 82 laps; 3, Jim Hall (Chaparral), 82; 4, Stirling Moss (Ferrari Berlinetta), 80; 5, George Constantine (Ferrari Testa Rossa), 79; 6, Dick Rathmann (Chaparral), 79.

Class Results. Sports Cars: Class 9: 1,301-1,600 c.c.: 1, Bob Donner (Porsche), 77 laps; 2, Peter Da Costa (Porsche), 76. Class 10: 1,601-2,000 c.c.: 1, Bob Holbert (Porsche), 79; 2, Chuck Cassell (Porsche), 78; 3, Herb Swan (Porsche), 78. Class 11: 2,001-2,500 c.c.: 1, Dan Gurney (Lotus-Climax 19), 82; 2, Phil Hill/Ricardo Rodriguez (Ferrari Dino), 82; 3, John Fulp, Jr. (Ferrari Dino), 78. Class 12: 2,501-3,000 c.c.: 1, George Constantine (Ferrari Testa Rossa), 79; 2, Ricardo Rodriguez/Pedro Rodriguez (Ferrari Testa Rossa), 76; 3, Guido Lollobrigida (Maserati), 72. Class 14: 4,001-5,000 c.c.: 1, Anson Johnson (Lister-Corvette), 30. Class 15: Over 5,000 c.c.: 1, Jim Hall (Chaparral), 82; 2, Dick Rathmann (Chaparral), 79; 3, Joe Weatherly (Lister-Corvette), 57. **Grand Touring Cars. Class 8: 1,151-1,300 c.c.:** 1, Charlie Kolb (Alfa Romeo Giulietta Zagato), 70; 2, Paul Richards (Alfa Romeo Giulietta Zagato), 70; 3, Ross Durant, Jr. (Alfa Romeo Giulietta Zagato), 65; 4, Jim Clark (Lotus Elite), 60. Class 9: 1,301-1,600 c.c.: 1, Pat Corrigan (Porsche), 70 laps. Class 10: 1,601-2,000 c.c.: 1, Robert Kayes (A.C. Ace-Bristol), 51. Class 12: 2,501-3,000 c.c.: 1, Stirling Moss (Ferrari Berlinetta), 80; 2, Fireball Roberts (Ferrari Berlinetta), 77; 3, Olivier Gendebien (Ferrari Berlinetta), 75. Class 13: 3,001-4,000 c.c.: 1, Walt Hansgen (Jaguar "E"-type), 75; 2, Rodger Ward (Tempest LeMans), 67. Class 15: Over 5,000 c.c.: 1, Dick Thompson (Chevrolet Corvette), 76; 2, Don Yenke (Chevrolet Corvette), 75; 3, Marvin Panch (Chevrolet Corvette), 75.

THE NEW SAAB SPORT

DESIGNATED the SAAB 96 Sport, Trollhättan's latest offering is externally identical with the standard SAAB 96. Its most important new feature is its engine. The capacity has been increased to 841 c.c. and the power increased to 52 b.h.p. Three down-draught Solex carburettors are used. The most interesting new feature, though, is the lubrication system.

An oil tank with a capacity of 3 litres has been placed in the engine compartment. The lubrication oil runs from this tank to a pump placed on the engine and driven by the crankshaft. Separate tubes have been cast into the engine block, and through these the oil is supplied from the pump to each of the cylinders and to the four main bearings. The oil is supplied from the main bearings to the connecting rod bearings from where it is splashed to the cylinder walls.



The Ogle G.T. Mini announced this week. The car is offered as a conversion, which means that the customer sends his Mini to be converted at a cost of £550. Engine tuning, of course, is left to the customer.

Tempest LeMans (which, they assure us, is pronounced "Luh-mahnz"!) Jim Clark had a Lotus Elite and Jo Bonnier a G.T. Porsche, while David Hobbs, the "automatic Elite" exponent, drove an "E"-type Jaguar. Surprise, surprise! Guido Lollobrigida, who turns out to be the cousin of the Italian film star, conducted a 3-litre Maserati.

In practice, Augie Pabst, one of the most promising American drivers, crashed his Tipo 61 Maserati when coming off the banking and was very badly injured, suffering broken ribs, cuts, internal injuries and possibly spinal injuries.

Phil Hill led initially in his 2½-litre rear-engined V6 Ferrari from Dan Gurney, who drove Frank Arciero's much-modified Lotus Monte Carlo. When Phil Hill handed the Ferrari over to Ricardo Rodriguez, who had earlier driven a 3-litre V12 machine, Dan Gurney acquired the lead and stayed in front until the end.

However, Dan Gurney only just won. On his 82nd lap, with but a few minutes to go before the three hours were up, the 2½-litre Coventry Climax engine of his Lotus expired and Dan brought the car to a halt within a few feet of the

Another marathon engine performance on BP 'Visco-static'



**139,494
miles without
taking
the head off**

Independent engineer
stripped engine and
found no part needed
attention

THIS MORRIS OXFORD belongs to Mr. A. W. Barton of 21 Sunny Grove, Chaddesden, Derby. Since he bought it in late 1954 the car has done 139,494 miles without any more attention to the engine than normal servicing. Not even a decoke. Not even a valve regrind. In fact, the head has never been removed. And oil consumption at the end of this enormous mileage was about 350 miles to the pint. The only time the car was off the road during its life was when there was fire damage to the back seating.

When Mr. Barton wrote to BP about this remarkable performance they arranged to have the engine stripped down and examined by an independent consulting engineer.

The engineer, Mr. P. Geldard, M.I.Mech.E., examined and measured every part of the engine subject to wear. His final report said "The examination of this engine revealed a remarkably small amount of wear. No part showed sufficient wear to have warranted attention, and it was

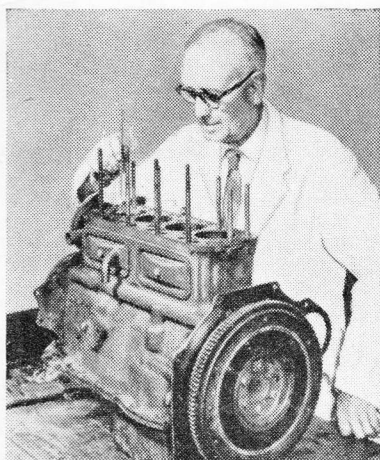
obvious that the engine could have continued to give satisfactory service for many more thousands of miles."

Mr. Barton's car is only one of an impressive list of cars using BP 'Visco-static' with over 100,000 miles on the clock.

Why BP 'Visco-static' gives longer engine life

BP 'Visco-static' gives lowest engine wear ever. So engines give much better mileages before overhaul. The reason is that BP 'Visco-static' gives your engine complete protection from freezing cold to full engine heat. No 'single grade' oil can do this. A thin winter oil is too thin when hot. A thick summer oil is too thick when cold.

But BP 'Visco-static' is never too thick, never too thin. Even on the coldest mornings BP 'Visco-static' still flows freely and so gives full oil circulation. And this same oil at full engine heat has ample body to protect your engine.



Mr. P. Geldard, M.I.Mech.E., Independent consulting engineer, measures the diameter of the cylinder bores of Mr. Barton's car. He found remarkably little wear.

Read what other users say about BP 'Visco-static'

Never had such performance

"My 1957 A.35 was filled with BP 'Visco-static' at the first oil change and has now covered 86,500 miles and is still going strong. I am writing this because I am an engineer and motorist of over 30 years' standing. I have never had such performance out of any car of this size before."

W. G. Blackwell,
Hindhead.

One pint of oil in 2,100 miles

"My Austin A.55 has been on BP 'Visco-static' from new. With 36,000

miles on the clock I have just completed a tour of Germany and Austria totalling 2,100 miles, which included fast motoring on the Autobahn from the Ruhr to Munich, and negotiation of several Alpine Passes including the Grossglockner, the Loibl, the Wurzen, the Thurn and the Brenner, with a load of four (large) people and our luggage. Only one pint of engine oil was required during the trip and the engine appears to be as efficient and silent as when it was new."

David Shaw,
22 Ringwood Drive, Leeds, 14.

Things go better with BP 'Visco-static'



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THE CAR THAT

The great M.G. Midget is back again! In top form, the modern version of a classic—and with magnificent lines! Here's a thrill—a safe, delightful thrill. For what is safer in motoring than high performance through the gears, wonderful braking power and the great M.G. assets of firm road holding and stable cornering? They're all here in the Midget. Try it now!

Safety fast!



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SCHOOLMASTER Jim Russell gives a lesson during the first annual dance, held at the Doric Club, Attleborough, for pupils of his school at Snetterton. In the picture (l. to r.) are Teddy Pilette (son of André Pilette), Jim Russell, Jean-Pierre Baulby, John Mason, Martin Gould (son of Horace Gould), Frank Rout, Henry Monagh and Robert White.

KEN RICHARDSON will manage a team of three T.V.R.s in the Sebring 12-Hours race. Drivers are: Peter Bolton/Mike Rothschild, Mark Donohue/Jay Signore and Ray Cuomo/Tom Payne.

JOHN SURTEES WEDS

BOTH the world of motorcycle and car racing was strongly represented on 14th February, when John Surtees and Patricia Burke were married at the historic Chapel of St. Cross, Winchester. The reception took place at the Guildhall, Winchester. Jim Clark was best man, and Lionel Manning did a fine extempore job of proposing the health of the newlyweds. Jim Clark read out many telegrams from guests prevented from attending, including Stirling Moss and Roy Salvadori. One telegram, from John Gooding of Shell, caused great amusement. It read, "May all your little Yeomans be Credits." The Bowmaker-Yeoman mechanics advised Surtees to "Hold on to the new chassis—no further models available of this type."

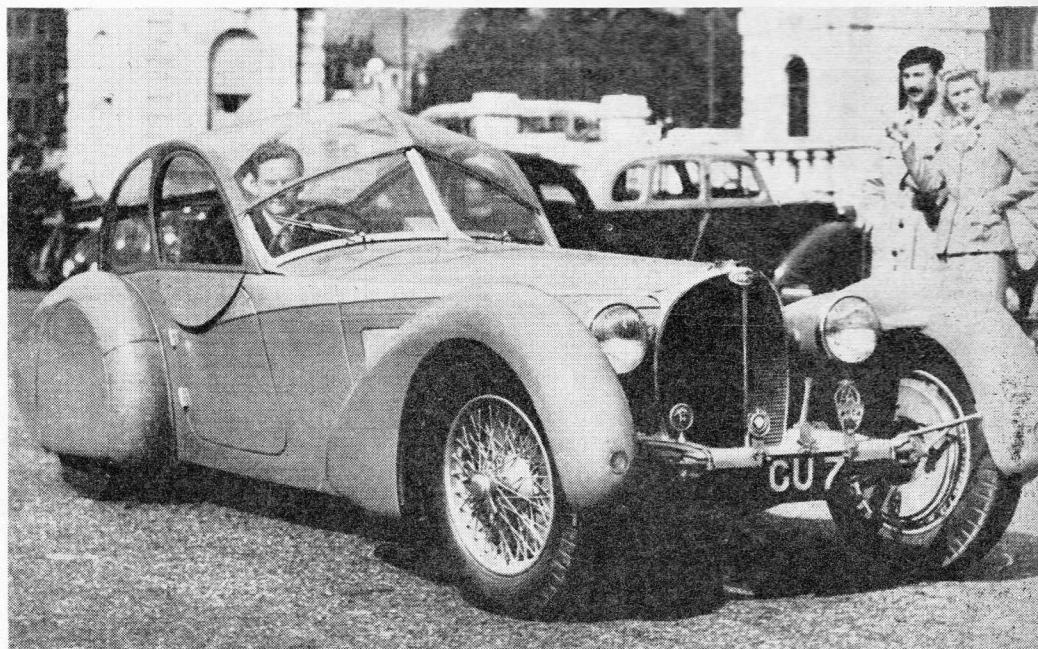
Amongst the motor sporting personalities present were Mr. and Mrs. Graham Hill, Mr. and Mrs. Reg Parnell, Mr. and Mrs. Henry Taylor, Mr. and Mrs. Fabian Samengo-Turner, Mr. and Mrs. William Samengo-Turner, Mr. and Mrs. Gregor Grant, Mr. and Mrs. Alan Brinton, Dick Jeffrey and Evan Price (Dunlops), Sid Henson (Ferodo), Charles Russell (Girling), Mr. and Mrs. Wally Hassan and Harry Spiers (Coventry Climax), Tom Wisdom, Raymond Baxter, Mr. and Mrs. Colin Chapman, Lord and Lady Montagu of Beaulieu, John Whitmore, Mr. and Mrs. Eric Broadley, Dennis Druitt, Mr. and Mrs. Tony Robinson, Miss Gillian Herries, Mr. and Mrs. Bill Pattison, Mr. and Mrs. Keith Challon, Reg Bicknell, Tim Parnell and Ray Woods (Lucas).

SPORTS NEWS

WITH the entry of Leyland-controlled Standard-Triumph into International rallies, the number of manufacturers supporting factory teams has reached 15. The others are Rootes, B.M.C., Ford, Renault, Citroën, Simca, Panhard, Skoda, Mercedes-Benz, Auto-Union and DKW, Volvo, SAAB and Lancia. In addition, Rover and Peugeot are officially represented in next April's Safari Rally.

H.R.G.-DERRINGTON CYLINDER HEAD

THE H.R.G.-Derrington light alloy cylinder head illustrated in the issue of 29th December, 1961, was produced originally as a joint venture by V. W. Derrington, Ltd., and Stuart Proctor of the H.R.G. Engineering Co., Ltd., the former having sole selling rights for the head. Alexander Engineering may sell only complete kits, heads being available from Derringtons.



FIRST-EVER hard-top Bugatti? Pictured here is the car described in last week's AUTOSPORT.

THE eligible cars for the Veedol competition, described in last week's issue, are as follows:

Marque cars: M.G.A., M.G.A. Twin-Cam, A.C. Ace, A.C. Aceca, A.C. Ace-Bristol, T.V.R. Grantura (M.G.), Morgan Plus 4, Triumph TR2, Triumph TR3, Triumph TR4, Austin-Healey 100, Austin-Healey 100-Six, Austin-Healey 3000, Sunbeam Alpine, Daimler SP250 and Lotus Elite (FWE with single SU carburetter).

Sports cars up to 1,000 c.c. (excluding overhead camshaft engines): M.G. Midget, Austin-Healey Sprite (excluding Sebring and supercharged models) and Turner-B.M.C.

Sports cars up to 1,000 c.c. in kit form (Ford 105E and B.M.C. "A"-type engines): Lotus Seven, D.R.W., Yimkin and Deep Sanderson.

The competition will be decided on a points basis. The winner of each class

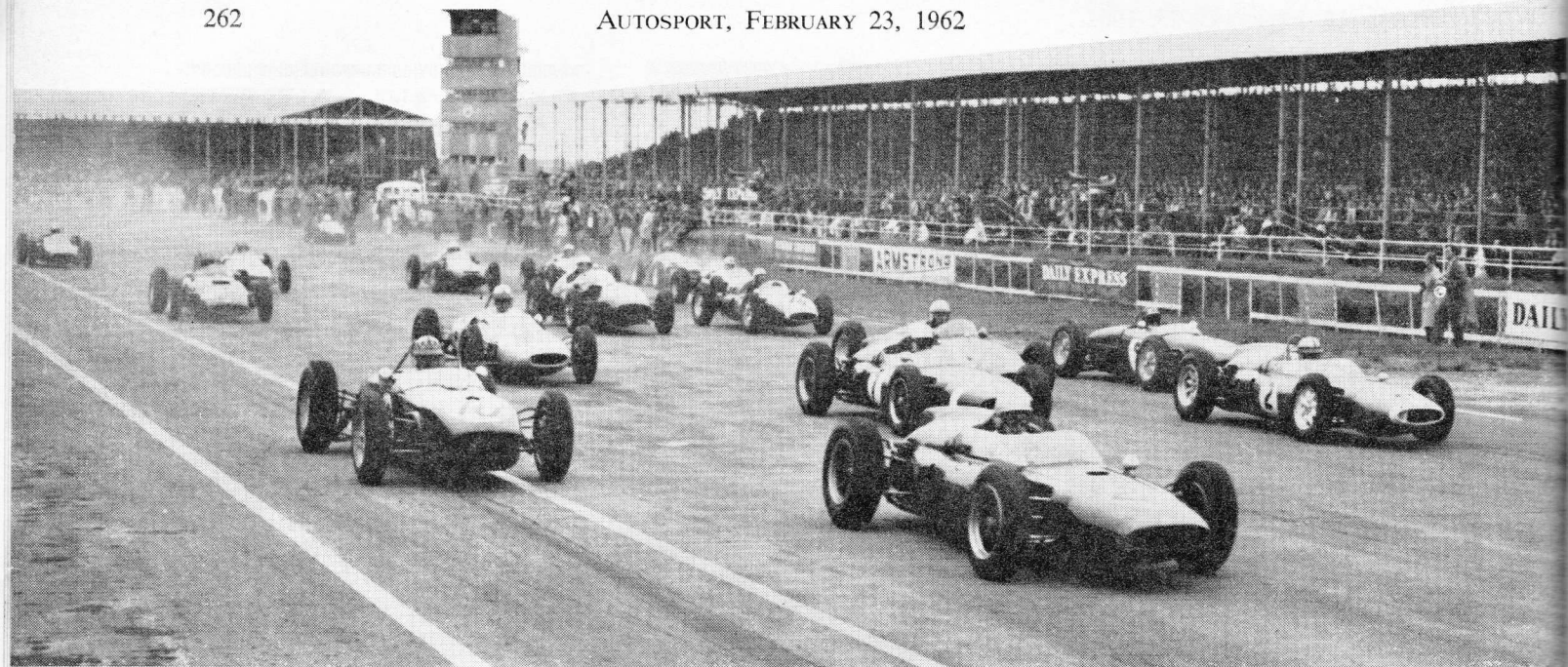
receives 8 points, the second-place man gets 7 and so on down to eighth position. In the final round, however, the points are doubled so that first place gets 16.

ANNE HALL and Valerie Domleo will drive a works T.V.R. Grantura in the Tulip Rally. Two other works cars are entered.

WORKS SAABs will probably be seen again in Formula Junior racing this year, though, like last year, it is doubtful whether they will be raced outside Scandinavia.

KEN TAYLOR

MANY friends of the late Ken Taylor attended the funeral on 15th February, at St. John's Crematorium, Woking. Amongst the mourners were Lord Essendon, John Morgan, Giulio Ramponi, Tom Wisdom, Gregor Grant, Leo Villa, Leon Cushman, Reuben Harveyon, Sammy Davis, Fred Dicker, Wally Hassan and Michael May.



JOHN BOLSTER DISCUSSES

The FUTURE of MOTOR RACING

THE present time seems very suitable for an assessment of racing prospects. After much wild surmise, we have now had a season of Grand Prix racing under the new Formula 1. Formula Junior has also settled down into the pattern that it is likely to follow. The moment, therefore, has come when we can discuss these things with real experience to back up or disprove our theories.

In brief, it can be said that the enthusiastic spectator has seen much better racing than one dared to hope for under the new Formula 1. Most of the drivers, on the other hand, detest it, and though a few of them like it better with experience, it is the top men who still complain that it is less enjoyable and more dangerous than was the 2½-litre formula. The drivers have to race, of course, because it is their job, but the spectators can please themselves whether they turn up or not. Gate returns prove that many of them are staying away, exciting racing notwithstanding.

Formula Junior has made fantastic strides, and though originally it produced relatively slow cars that were much less effective than 500s, it has now gone right ahead. Simple pushrod engines are developing power outputs that reflect the greatest possible credit on the brilliant men who toil behind the scenes. Superb roadholding is also taken for granted, and the Formula Junior racing car often laps the circuits at speeds that would be amply sufficient to put it on the starting grid of a Grand Prix, and not in the back row, either!

Formula Junior has thus definitely taken the place of the old Formula 2. In achieving this tremendous success, the Formula has nevertheless failed utterly in providing cheap racing, which was its original purpose. It has become a highly respected form of racing, fit to support the Grand Prix on any circuit, as Formula 2 should. Unfortunately, the spec-

tators are not as keen as they might be, many of them yawning and asking when the saloon car race is coming on!

Time was when we thought that the Inter-Continental Formula would be the answer. It could have been, too, but the engine manufacturers found that Grand Prix racing was enough and were forced to discontinue building and repairing the bigger bangers. Racing without "works" support is never the same, and so the cars that the drivers love are seldom seen, and then not at a serious International level, the expected U.S.A. challenge being absent.

Single-seater racing is the best, and it is sad indeed that both the current effective formulae lack the power to fill the

"Formula Junior is amazing, but it will never attract real crowds . . . the engines are not technically exciting and they are far too quiet."



"Time was when we thought that the Inter-Continental Formula would be the answer" — the start of the British Empire Trophy Race at Silverstone last July.

grandstands to overflowing. Motor racing is a most complicated sport. If it merely had to provide a spectacle, it would be relatively simple to frame a suitable formula. There are, however, so many requirements which have to be satisfied that it is by no means easy to judge exactly how successful the present formulae are or what would be the effect of altering them.

I am sure that we are all agreed that safety is the first requirement. Spectator safety is understood as never before, and though cases do occur of races being organized without proper precautions being taken, this is now quite inexcusable. If a car strikes spectators it simply means that available knowledge and experience have not been called upon, for the design of circuits is now an exact science.

If the safety of spectators should never again be a problem, that of the drivers ought not to be taken for granted. Racing conditions are better than ever before, and the splendid work of the British Motor Racing Marshals Club has done much to bring this about. In the days when I was racing, ineffective "flag-wagging" was a real danger and British events were notorious in this connection. Nowadays, Britain leads the world in this department and the Continentals are starting to follow our lead.

Yet sometimes, for no apparent reason, a series of terrible accidents involving drivers occurs, and immediately the cars are blamed. This happened during the 2½-litre formula and added fuel to the claims of the 1½-litre protagonists; but, frankly, most racing statistics mean nothing.

In the past, hundreds of motor races

were held with the roads lined by unprotected spectators. I have myself taken part in such events, and the very thought of them now makes me sweat. In any one of those races a multiple pile-up could have precipitated a tragedy involving hundreds of dead and injured. Yet, it would be crazy to say that, because pure chance or some higher power prevented our reaping the consequences of our folly, all races should still be held with spectators standing in the gutters!

The same applies to the safety of different types of cars. The pre-war German monsters with 600 b.h.p. engines had relatively poor roadholding and indifferent brakes. In spite of the vast number of races in which they ran, their accident rate was quite reasonable, yet nobody would pretend that theirs was the ideal safety formula. We have just got to face the fact that you sometimes get a driver or drivers who are tempting their luck too far. When this happens, there is going to be an accident, whatever the type of car, though it may come sooner or very much later.

Of course, there are certain valuable safety features, and fire precautions are right at the top of these. Anything that

reduces the fire hazard must be good, and duplication of brake circuits or any other such mechanical insurances must be applauded. To limit the power of cars is not in this category, though, and I insist that a 2½-litre with all the current safety equipment would be at least as safe as a 1½-litre—leading drivers contend that it would be safer.

structors will be suffering through the withdrawal of the purchase tax concession. If the motor industry had made it clear that Grand Prix victories are their finest form of advertisement, the Government would never have dared to place this burden on the small racing factories and teams. Yet it would appear that enquiries were made and that the industry did nothing effective to ask for the concession to be continued. We all know how many Volkswagens the Mercedes-Benz victories sold, and Fiats are extremely well aware that their exports are boosted by every Ferrari win in a Grand Prix. Apparently our own tycoons have little sense and no gratitude. "What fools these mortals be!"

Formula Junior is amazing, but it will never attract real crowds. Though developed to a fantastic pitch of efficiency, the engines are not technically exciting and they are far too quiet. The lap speeds are tremendous, but it looks too easy. The new Grand Prix drivers will come up from Formula Junior and it will have a valuable supporting role, but that is its limit. The very name, "Junior", tends to reduce the enthusiasm of the public, too.

mula would certainly be a popular innovation.

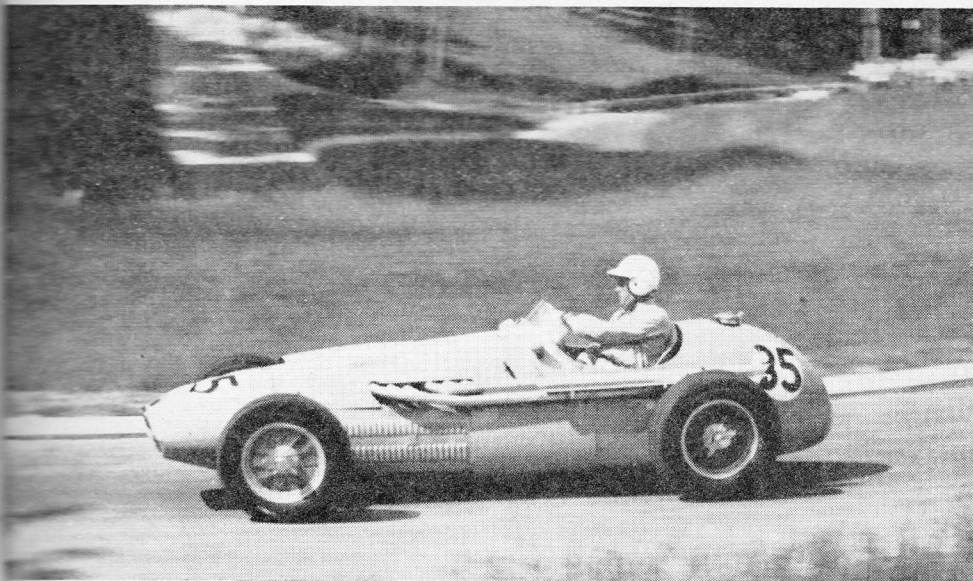
I am afraid that the danger signal is out. Certain events are still well supported, but the public are slowly losing the habit of going racing. Among one's own friends, there are those who used to start off at 5 a.m. to get a good place at Silverstone but who now can hardly be bothered to switch on the "telly". I leave you with this thought. Imagine Georges Boillot, with all his *panache*, sitting back and waving to the crowd as he corrects a skid with one hand. Recall Tim Birkin, his scarf flying behind him, and Louis Chiron, immaculate in blue, performing deft miracles with the outside gear lever of his Bugatti. Put those chaps in modern racing cars and all you could see would be the tops of three anonymous crash hats.

If you doubt these words, go to a Vintage Sports Car Club meeting. There you will see the enthusiasts you used to meet at every Grand Prix. The racing car of today has ceased to attract them, but the big machines with drivers on top of them exert an irresistible pull. That is why the V.S.C.C. has just announced a surplus of £5,000! If motor racing is to remain a first-class sport, it must be made more attractive to the man with half-a-crown in his pocket. He's the bloke who pays for the show, and if he doesn't turn up, the newspapers and the oil companies will stay at home, too. Kart racing is a splendid sport, but the man in the public enclosure expects to see real cars in a Grand Prix. We are stuck with the 1½-litre Formula 1 now, but let us replace it as soon as possible. As for the supporting category, whatever shape it takes let's scrap that name "Junior", which is a dirty word.



LEFT: "Just imagine the crowds that would fight to see single-seaters with Jaguar or Daimler Majestic engines, for example. The drivers, instead of lying on their backs in tiny cigs, would be fighting to hold their monsters straight with spinning wheels and arms working like pistons. Remember Nuvolari? I'm afraid that the small size and sheer cornering power of the present Juniors would make them the masters of these bigger cars on our tight little circuits. However, a minimum engine size of 3½-litres should look after that, and let's leave the rest to nature."

BELOW: "...go to a Vintage Sports Car Club meeting"—Sam Clutton in a full four-wheel-drift at Copse with the 1908 Itala.



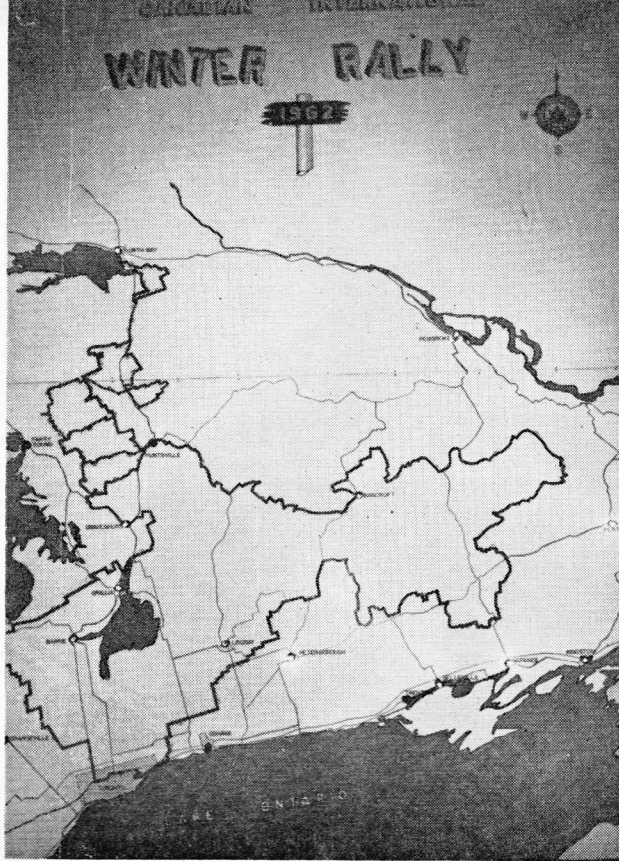
The current G.P. formula will produce extremely efficient engines of great cost. To this extent it will be of tremendous interest, if the money bags don't run out, as happened before when the cylinders multiplied. I think that these high-revving units may have the sort of exciting exhaust notes that modern motorcycles boast, and that will bring the crowds flocking. Since the banning of the supercharger, the "note" of the racing engine has been far too innocuous, but the public love a real scream from the exhaust. The financial future of Grand Prix racing may well depend on the amount of noise that can be got out of the new "eights".

Financially, British racing car con-

If only we could have big racing cars again! Just imagine the crowds that would fight to see single-seaters with Jaguar or Daimler Majestic engines, for example. The drivers, instead of lying on their backs in tiny cigs, would be fighting to hold their monsters straight with spinning wheels and arms working like pistons. Remember Nuvolari? I'm afraid that the small size and sheer cornering power of the present Juniors would make them the masters of these bigger cars on our tight little circuits. However, a minimum engine size of 3½-litres should look after that, and let's leave the rest to nature.

The point is that the modern ultra-light racing car is a fantastic instrument for pulverizing lap records but there is no sound and fury and it all looks too easy. Big-engined racing cars would never look easy to drive—if they looked impossible the crowd would like them all the better! I doubt whether we shall ever see really big Grand Prix cars again, but a big-engined supporting for-





The Rally Route

CANADIAN INTERNATIONAL WINTER RALLY

Outright Winners, MacLennan/Dempsey

(Ford Anglia)—A Chevrolet Corvair Runner-up

BY ROSE MONROE

This year saw increased participation by American-made cars. Encouraged by an excellent showing in 1961, Corvairs were there in force, one-tenth of the total entry being of this model. Most of them were using positraction limited slip differentials. There were six Studebaker Larks, a 1957 Chev. Sedan, a 1958 Chev. Sedan, a 1962 Ford Fairlane and a lone Valiant.

Of special interest was the team of three 1093 Renaults fresh from the factory and entered by Renault of Canada Ltd. Two of these made a creditable showing and the third car was among several which was filled up with petrol containing much water and was forced to abandon near North Bay with ice throughout its fuel system. Apparently some of the remote stations sell very little gas in the winter time and in consequence get considerable condensation in their storage tanks.

This year's contestants gave special attention to the matter of getting traction on ice for they were forewarned that all but the main highways in the north country were glazed, albeit it is doubtful if many realized how bad conditions actually were.

We saw steel-studded tyres on many cars. These were of several makes. We did not hear of any flats due to the studs pushing in as had been the case in previous years. A number of cars used a soft, natural rubber retread, produced by Don Hambly, who himself is a veteran of the Winter Rally having won the 1960 event. Some used Dominion Royal Syded tread while others put their faith in snow treads in anticipation of a storm.

The first of the 183-car entry left the ramp at Rootes Motors in Toronto at 7 p.m., the others following at two-minute intervals. From there the route headed in a north-easterly direction soon after leaving the metropolitan area.

Snow-free and comparatively quiet roads made easy going for most of the contestants as they sped toward the first check point north of Oshawa. Soon after leaving the check it became evident



THE WINNERS: Art Dempsey and Paul MacLennan are interviewed by Ron White (right) at the final control, with an approving smile from the Ford representative.

IN what was described by other contestants as an incredible performance, Art Dempsey and Paul MacLennan brought their Anglia back to the finish line of the 10th annual Canadian Winter Rally with only four points lost.

Their overall win made it two in a row for the Ford product, last year's controversial event having been won by Silvera and Howell, also in an Anglia.

There were some significant changes in the rules for this year's rally which together with excellent organization and

difficult driving conditions all combined to make it the best one yet.

Acting upon suggestions made by competitors in previous rallies the organizers incorporated two sets of average speeds in the instructions for 1962, the lower averages to be used if the organizers felt road conditions made higher speeds impossible to maintain. Several more check points (all but four were secret) were added, making it imperative to avoid speed fluctuations and keep to the average at all times.

that this run was not going to be a "piece of cake" for conditions steadily worsened as they progressed.

Competitors were routed by devious highways and byways into the Kawartha Lakes region. In this district a thaw followed by a quick freeze had left the roads a sheet of ice walled by banks of frozen snow.

Many cars developed tendencies to skate all over the place, and hills and sharp turns required utmost attention on the part of the drivers. The 40.9 m.p.h. average set for this section seemed impossibly high.

The Corvair of Petrishen and Halin skidded, went over a bank and landed on its nose. Out of the running, the crew retired to a farmhouse where they spent the remainder of the night.

From Apsley the route meandered eastward through a lonely area of lakes and woodland toward the 20-minute stop at Actinolite, then on to Tamworth.

Roads were especially bad in this section and cars began making pock marks in the snow banks at frequent intervals. Vehicles often became airborne after passing over bumps and on landing back on the ice slithered wildly out of control.

Walsh and Edmunds were forced to retire with a bent axle after their VW careered off the road near Cordova Mines and hit a rock.

Near Madock the Corvair of Doyan and Gibbs ran off the road and into the woods. Some small trees had to be chopped down before they could get back on the road. It was reported that one of the Land Rovers used by the Press was stuck in this area and had to be towed out by a farmer.

From Tamworth the route led along the western edge of the Rideau Lakes as it headed northward to Calabogie. Here the BMW of Randin and Wrigley retired with a split gas tank.

From Calabogie they headed west toward the one-hour stop at Bancroft, being checked at Wolfe and Hybla en route.

At Bancroft, the Hollingshead Co., makers of Whizz products, generously provided breakfast for each contestant and gave away cans of windshield washer antifreeze, windshield de-icer and "zor-bit" for absorbing moisture in gas tanks. This was appropriate for the 28 to 30 degree below zero temperature prevailing in that area.

Here Roger Watson and Paul Muir crawled under their Porsche and with rapidly numbing fingers tried in vain to replace a broken clutch cable. They carried on "shifting by the throttle" but were forced to retire near Huntsville with a hole in the sump.

True magazine's editor Doug. Kennedy and navigator Douglas Grewer were experiencing handling difficulties with their Caravelle due to its having been equipped with the wrong size tyres.

After Bancroft came a long monotonous drive over the Haliburton Highlands, stopping at four check points along the way, one of which was timed to the second to provide a tie breaker (other check points were timed to the minute). Most of the roads here were either bare or sanded.

Motoring again became exciting as they approached the Huntsville, Georgian Bay, area and began zigzagging northward over winding back roads. Parry Sound, famous for heavy snow,

had the heaviest accumulation in 18 years. Secondary roads, where ploughed at all, were very narrow and surfaced with ice. The toll of cars again mounted rapidly.

The Dodds/Haraldsen Citroën became involved with a non-competing car and was put out of action. The McAllister/Whipple Corvair broke its steering gear near Orrville and a SAAB was disqualified for towing the Corvair.

Near Mecunoma the ploughs had left a pile of snow at an intersection in such a way that, whereas the instructions read "bear left", it was now necessary to take an acute left. This caused many to take a wrong road where they became stuck and lost much time.

The scores of contestants complaining of this apparent error in directions and the resulting confusion caused the organizers to decree that "no points will be lost by anyone between Magnetaway and North Bay."

A broken half-shaft put the DKW of Helmut Teubler and Mrs. Clare Stuart out of action near Callander. One-third of the total entry were out before reaching the 10-hour overnight stop at North Bay.

Representatives from Imperial Tobacco Co., sponsors of the Player's "200", the Canadian Racing Drivers' Association's first race in June, handed out a packet of cigarettes and a lighter to each contestant.

Bad roads confronted the rallyists shortly after leaving North Bay on Sunday morning. We saw several cars plough into the snow bank while attempting to round a particularly difficult turn near Bonfield. A frozen shutter prevented us from filming much of this exciting action.

A short distance beyond we saw children ice skating in the road. (This was on a straight stretch and they had ample warning of approaching cars.)

We watched apprehensively as Don Hambly struggled to maintain his balance as he stepped out of his car to present his card at the bush check near Cheswick. Don is an exceptionally big man and a fall might have meant serious injury.

The Van Wessen/Preston Karmann Ghia ploughed into a snow bank. They were just unfastening their safety belts when a Fiat rammed them farther into the snow. Then Al Sands in a Volvo 544 came along and hit both cars. Some frantic digging and pushing got the cars mobile again.

The McKenny/LeSage VW slewed up on the frozen bank and turned over. McKenny had a slight cut on his head but they righted the VW and continued to Huntsville. Having lost their route card for this section in the flip, they were unable to follow the prescribed route so missed one check point, but carried on to Toronto.

Eric Jackson of Barnsley, England, and Mike Kerry of Toronto lost 18 points while digging out of a ditch. The

roads in this area had been made extremely rough as a result of frost action and Jackson said their Anglia often leaped six feet in the air after hitting frost boils as they strove to make up lost time. Up till this mishap, Eric and Kerry were unpenalized.

Paul Cooke and Maurice Carter had a tense moment when their Corvair planed off one bump, struck its rear wheels on the next bump and nearly stood on its nose. Time lost while having a broken engine mounting welded cost Francis Bradley and Reg Hillary a number of points.

Several people became lost. One crew first realized they were off course when they found themselves on a frozen lake with fishermen angling through the ice on either side of the car.

Rich Dickerson looked up from his calculating to see a tree coming at him. Driver Phil Hare spun the car around and went through the turn backwards, missing the tree.

At mile 77.73 in the last section from Huntsville to Toronto, competitors were instructed to take an alternative course to avoid a 13-mile stretch which was blocked with snow.

Ominous grey clouds darkened the sky as the afternoon wore on and the wind increased steadily, and by dusk it was snowing lightly. Soon a fine, powdery film spread over the ice making it as slippery as greased glass, thus adding to the perils of those making their way southward along the difficult route in the Georgian Bay, Lake Simcoe area and south toward Toronto. Clouds of snow swirled and billowed behind the machines making it extremely difficult to pass and car after car left the road. Some were ditched so many times that the crews lost count.

The crowd assembled at Rootes waited in tense anticipation as the cars began arriving at the finish.

The final outcome was in doubt. MacLennan and Dempsey had been clean at North Bay. Nordell and Pengelly, driving one of the three factory 1093 Renaults, had lost three points on the way to Bancroft by arriving at three check points one minute early.

When MacLennan and Dempsey arrived they were greeted enthusiastically as the winners. Then it was found they had lost four points on Sunday. The Renault was still making its way through the storm. It was carrying three demerits when last heard from. So tension mounted again until, finally, after more than an hour, Nordell and Pengelly arrived to say they had made a wrong turn and gone off course enough to make them late at the subsequent check point so they were 11 more points down, making a total of 14.

Provisional Results

1. Paul MacLennan/Art Dempsey (Anglia), 4 points lost; 2. Fred Hayes/Don Hambly (Corvair), 11; 3. Homer Trotter/Jim Bickham (SAAB), 12; 4. Grant McLean/Bill Leatham (Renault 1093), 13; 5. Sam Nordell/David Pengelly (Renault 1093), 14; 6. D. L. Howell/Bill Silvera (Anglia), 15.

Six production cars—Mini-Minor, Vauxhall Velox, Ford Anglia, Triumph Herald 1200, 3.8 Jaguar and Hillman 1600—have just completed 100,000 miles each, using B.P. Visco-Static oil. The cars are being stripped down and findings will shortly be announced.

It is possible that Dan Gurney will race a Chevrolet in touring car races.

THE successful Swiss F.J. driver, Joseph Siffert, hopes to race a Formula 1 Lotus as well as his Junior this year.

THE 11th Tour de France will be held from the 15th-23rd September, starting at Rouen and finishing at Rheims.

FORMULA ONE

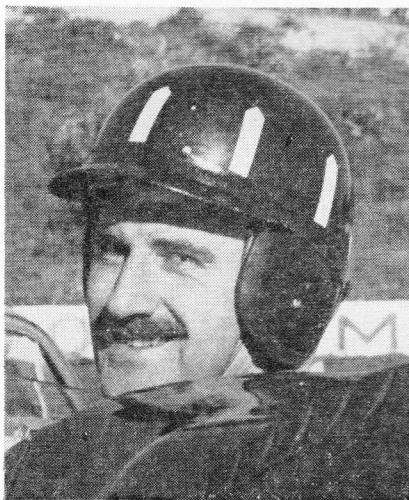
A Multi-Cylinder Season?



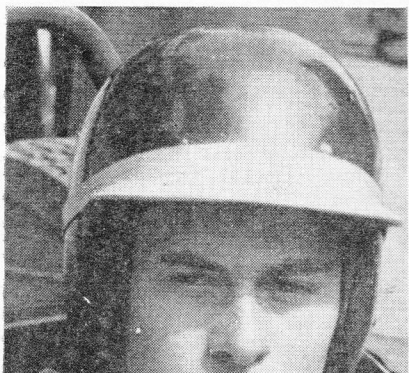
STIRLING MOSS



PHIL HILL



GRAHAM HILL



JIMMY CLARK

FOR this season 1½-litre Formula 1 cars will have much more power available than was the case in 1961. This applies particularly to the British machines, the four-cylinder engines of which possessed nothing like the output produced by the V6 Ferrari. Although as much as 150 b.h.p. has been claimed from the Coventry Climax engine, it is fairly safe to assume that 140 b.h.p. was as much as was available. Unquestionably, during 1961, the Ferrari was giving not less than 180 b.h.p.—a figure which will have to be surpassed by the new British V8s, if the red cars are to be challenged on the really fast circuits.

Quite a number of technicians are still not fully convinced that the "four" has had its day. They believe that it is still eminently suited to "tight" circuits where torque can be more important than sheer horsepower. Therefore, one can expect

to see four-cylinder engines in at least a couple of factory cars at Monaco. Porsche, of course, may well have to depend on the "flat-fours". The eight-cylinder unit has by no means passed its development tests, but the Germans are hopeful that problems connected with fuel-injecting the older engine have been overcome. Should this be the case, the way may be open for the adoption of the latest multi-cylinder unit. Porsche do not wish to construct an engine specifically for Formula 1; all experiments with the "eight" are being done with a view to a future production engine for their G.T. cars.

During the past few months, Maranello engineers have been concentrating on reliability. The engine failures at Rheims and at Monza were totally unexpected. Up until the French Grand Prix there had been no hint that the V6 Ferrari might be considered a trifle fragile. Behind closed doors work has steadily been going on with a V8 unit, which could also be adapted for the concern's G.T. cars. The Grand Prix version may make its appearance around mid-season, depending on whether or not the new British engines can provide their drivers with the equipment necessary to defeat Ferrari.

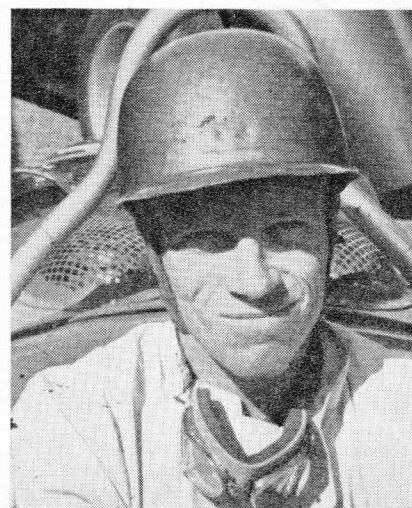
It is reasonable to suppose that both Coventry Climax and B.R.M. will do their utmost to supply that equipment. Whilst many wild rumours float around regarding prodigious power-outputs, one can assume that the works drivers will start the season with at least as much as Ferrari possessed at the end of the 1961 G.P. series. To achieve something of the order of 180 b.h.p. from a normally aspirated engine of 1,500 c.c. is a tremendous achievement, reflecting the relatively enormous progress in design, particularly in the cylinder head dept. Naturally, on a b.h.p. per litre basis, nothing can approach the supercharged unit. One recalls that the 1.5-litre V-16



DAN GURNEY



INNES IRELAND



RICHIE GINTHER

PROSPECTS

BY GREGOR GRANT

B.R.M., operating with the highest-available supercharger pressures, produced 585 b.h.p. in 1952-53. Generally speaking, about 430 b.h.p. at 11,000 r.p.m. was available when the cars were prepared for road racing. When the straight-eight Type 159 Alfa Romeo was withdrawn from racing in 1951 the engine was developing over 400 b.h.p. at 9,500 r.p.m.

Prior to the adoption of the 1½-litre formula, typical power-outputs from 2.5-litre engines were: Vanwall, 275 b.h.p.; Cooper-Climax, 260 b.h.p.; 1960 Ferrari V-6, 280 b.h.p.; Maserati, 270 b.h.p.; Mercedes W196, 260 b.h.p.; Connaught, 255 b.h.p.

The 4.5-litre Ferrari engine, in its most highly developed state as used at Indianapolis gave 430 b.h.p. on nitromethane fuel. The Grand Prix version gave 380 b.h.p. at 7,500 r.p.m.

The fact remains that power-outputs exceeding 100 b.h.p. per litre, without the aid of forced induction, are fairly commonplace on the motor racing equipment of today, whereas not so long ago they were somewhat rare, except in the case of air-cooled motor-cycle units. The target for the modern designer is something like 200 b.h.p. Indeed, it has been claimed, but not positively substantiated, that Ferrari have actually achieved this remarkable output. If the power extracted from their small-capacity motor-cycle engines is anything to go by, then the Japanese Honda concern ought to be well on the way to the "double-century".

For the moment, one is forced to discount the German Wankel engine. Until it appears in an actual racing chassis its performance can be the subject of mere conjecture. The same is true of gas turbines. Admittedly the Rover company can lay claim to being almost ready for commercial production, but there are no positive signs that any racing unit is on the way.

Thus for 1962 the pattern is fairly

definitely resolved, *i.e.*, rear-located, multi-cylinder engines, all-independent suspension, five- or six-speed gearboxes of either constant mesh or all-synchromesh type, tubular frames, mainly of the space type, disc brakes and the minimum possible frontal areas. Despite the success of the Ferguson at Oulton Park there has been no rush to produce four-wheel-drive machines.

Therefore, with equipment more or less standardized, Grand Prix racing will become a battle for power and a contest of sheer driving ability. The last-named is probably the more important; one cannot forget the virtuosity of Stirling Moss at Monaco and Nürburgring, when he defeated the best that Sefac Ferrari could produce, giving away something like 30 b.h.p. Once again, Moss remains loyal to Rob Walker, but with the acquisition of both Coventry Climax and



JACK BRABHAM



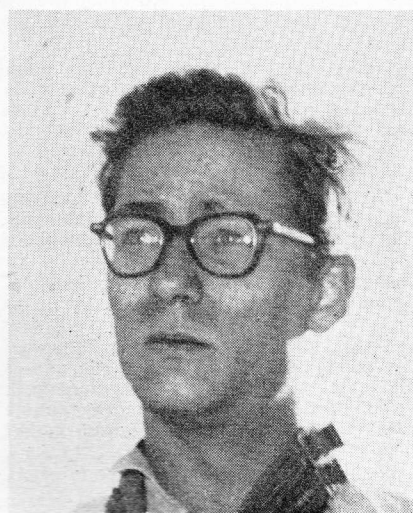
BRUCE McLAREN



JOHN SURTEES



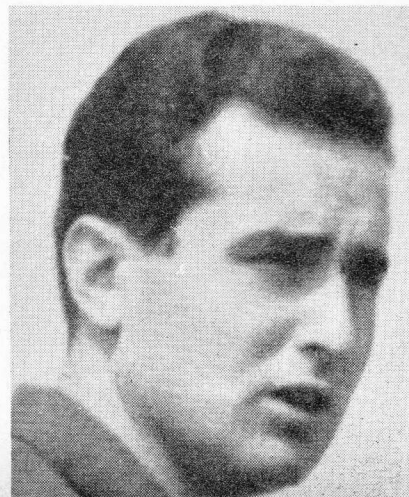
GIANCARLO BAGHETTI



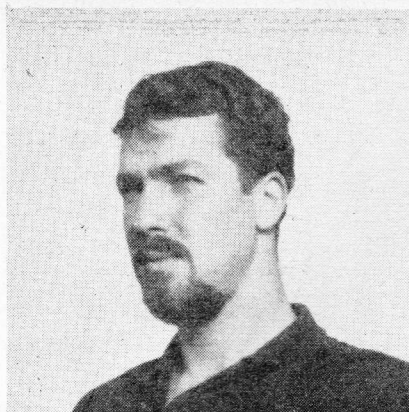
MASTEN GREGORY



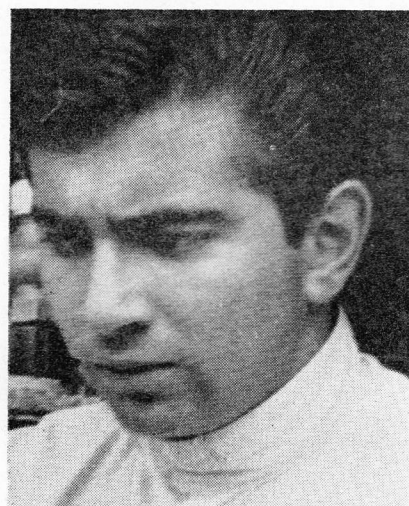
ROY SALVADORI



LORENZO BANDINI



JO BONNIER

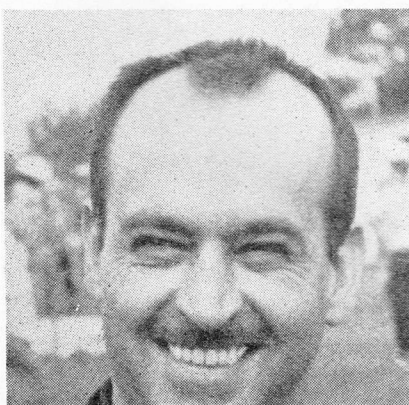


RICARDO RODRIGUEZ

TREVOR TAYLOR



MAURICE TRINTIGNANT



B.R.M. V-8 engines, his equipment may be the equal of that produced by the factory entered teams. Last year Stirling was at a disadvantage on the fast circuits but given reasonable reliability he could be the main thorn in the side of the "works" brigade. It is unlikely that any of his rivals will suddenly emerge with a revolutionary chassis, resulting in such fantastic roadholding, that any sort of superiority can be established, sufficient to counter the brilliant driving of "Mr. Motor Racing".

B.R.M. have high hopes for the *grandes épreuves*. As manufacturers they ought to be just that step ahead of entrants to whom they are supplying engines, for they are rapidly acquiring the necessary "know-how" in the application of fuel-injection. It will not be so easy for others to do likewise, until such time as Lucas can offer the equipment in the open market. However, there is still no certainty that this has any great advantages over the accepted carburetters layout. So far, petrol-injection has been made to work satisfactorily by only Vanwall and Mercedes-Benz, both using the Bosch principles.

By all accounts the latest B.R.M. chassis is first-rate. Graham Hill has steadily improved as a Grand Prix driver and possesses the essential fighting qualities which eventually win races. The same goes for Richie Ginther, whose race-testing qualifications tend to overshadow his driving ability. The Californian will doubtless be given full scope by the Owen team. With Ferrari he was very much the "guinea-pig". All-in-all, Hill and Ginther look like being a well-balanced combination.

Innes Ireland has been replaced in Team Lotus by Jim Clark, who displayed irresistible form in South Africa, and must also be considered as World Championship material. Clark's progress has been somewhat meteoric, assisted by the indisputable fact that he is a "natural". At first there were misgivings about the inclusion of Trevor Taylor as a full-time G.P. conductor. South Africa has helped to dispel any doubts, and the ex-Formula Junior driver has emerged as a most promising team-man.

Naturally the Chapman cars have required considerable modifications to accept the V-8 engine. Whereas the Rob Walker car was altered by the Ferguson technicians, Lotus have created more or less a different frame, producing a highly compact installation and without, it is hoped, affecting the splendid roadholding for which Lotus is noted.

Domestic troubles have caused considerable reorganization in the Ferrari equipe, but it is confirmed that Enzo Ferrari will race works cars, and not, as was mooted a few months ago, hand over to other interests. The retention of that great and experienced driver, Phil Hill, must have caused many sighs of relief in Italy. The World Champion is now the only non-Latin in the G.P. team, for the others comprise Giancarlo Baghetti and Lorenzo Bandini. Baghetti was an obvious choice, although despite his success at Syracuse, Rheims and Naples, he is not yet in the same league as Hill. Italians maintain that Bandini is the better of the two, but this remains to be seen. We have watched him mainly in Centro-Sud cars, the performance of which gave him little opportunity to display his capabilities. There

is always the possibility that Ricardo Rodriguez may, after all, be given a wheel. The Mexican is something of a bombshell, but the Grand Prix circus is not exactly convinced that his circuit behaviour is above criticism. It can be said that Enzo Ferrari is also inclined to take this view.

Porsche seek to make their "flat-eight" raceworthy, and it is understood that Michael May's work on fuel-injection has done quite a lot to solve problems connected with both "fours" and "eights". In Dan Gurney and Jo Bonnier, the Stuttgart team has a strong driver force, which would have done much better during 1961, had more power been available. Hans Herrmann did remarkably well at Nürburgring till trouble intervened, and he will doubtless occupy the post of "third man".

The loss of Jack Brabham by Cooper-Climax is offset by the retention of Bruce McLaren, who many people regard as a potential World Champion. Although Brabham and McLaren formed a formidable twosome, one always had the impression that the New Zealander had to accept a second-fiddle role to the two-times World Champion. Backing up Bruce will be that product of Formula Junior, the South African Tony Maggs—a most promising pilot, who has seen sufficient chequered flags to know what it is all about!

John Cooper has made no radical changes in his cars beyond a course of slimming and weight-reduction, and the mods. necessary to accommodate V-8 units.

Now we come to the "Independents". Bowmaker-Yeoman are taking a gamble on Lola, and it is just possible that Eric Broadley's cars may possess that little extra something which means odd fractions of seconds saved here and there. The "white hope" is, of course, John Surtees. Like Moss, he is a crowd-attractor, with a large following. His supporters are convinced that he can, and will, be World Champion. He is a thoroughly dedicated driver, with just one thought in his mind—to win. Lack of four-wheel experience may have provoked certain indiscretions in the past, but he obviously knows full well what he is doing.

Once again Surtees is backed by that splendid and popular driver, Roy Salvadori, whose accident in Australia during practice, was fortunately not so serious as was at first believed.

U.D.T.-Laystall have not had much success, nor luck for that matter, in Grand Prix racing, except when Moss was able to drive for them. This year they have signed up Innes Ireland, winner of the 1961 Grand Prix of U.S.A.—a driver who is at the peak of his career. The accident to Cliff Allison, and the retirement of Henry Taylor, placed them in a quandary. Lucien Bianchi did not exactly shine, and just didn't seem at home in a Lotus. However, the acquisition of Masten Gregory may well pay dividends. The bespectacled American has passed the "hairiness" stage, and is altogether a much more competent G.P. driver, with the ability to go extremely quickly. With the choice of both makes of V-8 engine, the 1962 U.D.T.-Laystall cars might be as rapid as anyone else's.

(Continued on page 278)

CORRESPONDENCE

Pegaso

WITH regard to Mr. Neil Dougall's letter in AUTOSPORT of 9th February, I would still contend that he is looking at Pegaso through rose-tinted spectacles.

I would merely draw attention to one sentence of his letter, "the fact remains that it (the Pegaso) won and was placed in a number of good category competitions in several European countries, competing against many makes of foreign cars, in that year". This is sheer waffle and not fact. I rest my case here and would let your readers judge the validity of my criticisms.

Incidentally, I am attempting to write a history of the Connaught and should be very glad to hear from any past or present Connaught owner, with details of his car, and from anyone who has useful Connaught information.

A. G. PRITCHARD.

WEMBLEY, MIDDLESEX.

"Mr. Motor Racing"

IF Mr. Fitch cares to investigate, he will probably find that the title "Mr. Motor Racing" is also used by other magazines, not just daily papers.

Anyway, why sensationalism? To my mind and to thousands and thousands of other followers, including "the great American people", there is no more apt description. A man who wins regularly over a large number of years, in any type of car, must deserve such a title.

Is it not a good thing for the general public to be acquainted with our heroes? It must improve the popularity, and thereby the already excellent quality, of "dices on wheels". Oh dear!! I hope the last phrase has not annoyed Mr. Fitch!

JOHN EVANS.

WEMBLEY, MIDDLESEX.

SAAB Gearboxes

I WAS certainly interested to read the reply by A. R. Moore, SAAB (Great Britain), Ltd. (AUTOSPORT, 9th February), to my letter (AUTOSPORT, 2nd February), regarding four-speed gearboxes for SAABs.

I am somewhat amazed by his attitude of "What was good enough for Carlsson should be good enough for me" (lesser type mortal). It appears that Mr. Moore is convinced, like other car manufacturing executives, that his own brand of car should take full credit for winning a particular rally. Come off it, Mr. Moore! Carlsson or any other "ten tenths" driver would win the R.A.C. or any other rally given the necessary luck and driving a two-gear Mini-Moskvitch, if there were such a vehicle.

As for his reference to "the impressive list of awards won by private owners during the last 12 months" such a list (with the accent on the adjective) has escaped my devoted notice. Perhaps Mr. Moore might publish it in the SAAB Club Magazine (if the Club ever gets started!), so that the converts might drool over it and we SAAB enthusiast rebels (lesser type mortals) might consider the error in our ways in demanding the four-speed gearbox.

I can assure Mr. Moore that the technical bugs with linkage to right-hand-drive cars have been overcome, so at least a friend at Trollhattan informs me.

One point that Mr. Moore failed to make clear in his reply was to his reference to the effect that four-speed gearboxes will be available with Stage II engines. Does this apply to existing owners of SAAB 96 cars with Stage II mods., like myself? Or does it, as I suspect, apply only to potential owners who can be persuaded to fork out £1,500 or so for the G.T. version of the SAAB 96, when this becomes available.

If the truth be known, I believe Mr. Moore is reluctant to import four-speed gearboxes because certain of his distributors have vetoed the idea. How fondly some car distributors adore the "simple car"—three-speed gearbox and all that . . . the ladies' shopping car. If it's possible to even hint of it being useful to the "little woman" and that she will experience no difficulty in "fiddling the pudding stirrer into its proper slot" (chance of four to one against five to one!), they imagine the sales battle is won.

Does this attitude support the advertisement "The Family Car With The Sports Car Spirit" *ad nauseam*? I suggest a more honest catch phrase might well read "The Sporty Looking Car With The Family Car Spirit". However, I'm not too bitter, Mr. Moore! and my investment is too great to think of changing cars mid-stream. If the truth be known, I can't face up to that beastly first-year depreciation!

Perhaps SAAB (Great Britain), Ltd., might eventually face up to the fact, as others have had to do before them (e.g., Renault), that 850 c.c. cars (especially those with mods.) do require four-speed ratio gearboxes as a minimum, however much distasteful be the thought.

As for the poor devils who are unfortunate to be drawn behind me on rallies and risk the inevitable baulking on the hills of Exmoor (shades of that glorious Hants and Berks "Riverside Rally" recently) do have pity and patience with poor 68 TKX when she's screaming her guts out at 7,000 revs. in bottom—"It's me bl gearbox, chum!"

PETER LANCASTER BROWN.

BEACONSFIELD, BUCKS.

British Contenders' Grand Prix Prize Fund

DESPITE all the efforts of motoring enthusiasts and sympathetic politicians, I see that the latest attempt in the House of Commons to persuade the Treasury to remit purchase tax on Formula 1 racing cars has failed. In giving the refusal from the Treasury the Economic Secretary stated: "Wider questions are involved, and I do not think it unreasonable to expect the motor industry to support motor racing if it considered that to do so would result in benefit to the industry."

Is it not high time that our motor industry as a whole did support those concerns who earn the industry considerable prestige by building and racing cars in Grand Prix races abroad? If the Government is going to levy this heavy financial burden on our racing car constructors then surely the motor industry should step in and, at least, reduce this extra burden.

For many years I have felt personally that the motor industry should set up an annual Prize Fund to be awarded to the British Formula 1 racing car constructor who gains the highest place in the Formula 1 Manufacturers' Championship. Where this constructor uses an engine not of his own manufacture then the prize could be divided equally. Now, with the introduction of purchase tax on Formula 1 cars, such a Prize Fund would mean more than ever to our worthy contenders, B.R.M., Cooper, Lotus, Lola and Coventry Climax.

It might be possible to enlist the aid of the Society of Motor Manufacturers and Traders in setting up this fund, for it is their members who are the manufacturers who gain so handsomely from British Racing Green successes all over the world. If people feel there is merit in this idea I will gladly give every assistance to seeing if the fund can be successfully launched. It would give me immense pleasure to see one of our enterprising constructors receive a large cheque at the end of the next season for his part in publicizing the superiority of British automobile engineering to the world.

IAN SMITH.

LONDON, E.C.1.

One-Make Clubs

IN your issue of 9th February, 1962, you published a letter from Mr. J. E. A. West concerning the formation of a *Bristol Owners' Club*. Mr. West's letter contains the erroneous statement that "no present club exists".

The BMW Car Club was founded in 1952 expressly to cater for owners of BMW and Bristol cars (it is a well-known fact that the design of Bristol cars—especially models 400, 401, 402 and 403—is based almost exactly on the pre-war BMW Type 326 chassis and 328 engine). Our club caters also for such related makes as the post-war Frazer-Nash and such derivatives of the BMW as A.F.M., Meteor and Veritas, as well as for Isettas. Indeed, the club has been "recognized" by the R.A.C. since 1953 as the only "one-make" club for all these makes. Present membership of the club is 225, of whom approximately 45 are overseas members, there being sections of the club based on New York and Los Angeles. A possible future section will be in Switzerland.

Among our members are many Bristol owners; in fact our chairman runs a 405, our treasurer a 403 and I have a 401.

Our members have the further advantage of automatic membership of the Combined One-Make Car Club, an association of nine one-make clubs which is gradually establishing sections throughout the country in order that meetings of a competitive and social nature can be arranged for the mutual enjoyment of the members of all the constituent clubs.

I should be grateful if you would bring this letter to the notice of your readers.

5 ST. LEONARD'S COURT,
EAST SHEEN, LONDON, S.W.14.

R. J. T. HEWITT,
Hon. Sec.,
BMW CAR CLUB.

A Moan About the Moan

HOW anyone who lays claim to being an enthusiast can object to Stirling Moss being referred to as "Mr. Motor Racing", I fail to understand. That Mr. Fitch should attempt to support his "moan from Ely" by claiming to know of "several drivers of this gentleman's class" reveals his lack of knowledge of the very subject upon which he presumes to comment.

Even a cursory study of the records of the present-day "stars" more than substantiates "Mr. Motor Racing's" fitness to wear the mantle bestowed upon him.

If we must have parts of "our book" deleted I suggest that we make a start with the offerings of Mr. Dudley Fitch.

LEICESTER.

NORMAN HOLGATE.

Never Disappointed

I HAVE now received AUTOSPORT every week for the last eight months and have never yet been disappointed. In the recent editions I have been delighted, firstly, by the excellent coverage of the Monte Carlo Rally, and secondly, by the extremely good Seasonal Survey of Formula Junior racing during 1961 by Michael Kettlewell.

I feel (and know others do) that AUTOSPORT has contributed greatly to the motor racing sport, and long may both live!

HARROGATE, YORKS.

STEPHEN J. BROMWICH.

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



SMOOTH-RUNNING VICTOR: The Jaguar 3.8 driven by "Larry" Rodriguez Larreta and Jack Greene. Duly singled out as the pre-race favourite, it was no surprise that it took the lead at the very start and stayed there to the finish. Tyre wear was furious—25 tyres being the expenditure of the Jaguar team.

RACING IN ARGENTINA . . .

500 Millas Standard 1962

BY DR. VICENTE ALVAREZ

PRODUCTION car racing will gain strength in Argentina this year, 30 sanctions having been granted for so many dates in the season. The first major event in the category was the "Production 500" run on the Buenos Aires Autodrome on 23rd January, organized by the Argentine Sports Car Club. The race was originally planned as a 12-hour event on the "circuit routier" of the 1,000 Kilometres race—or part of it, at least. (When the city denied the permission to run on public roads, the race had to be confined to the Autodrome proper.) It was cut down to 500 miles on course Number Three (roughly 2.5 miles to the lap). This is a moderate-speed course, the lap record for "stocks" being around 72 m.p.h. It is short, partly twisty and decidedly rough on tyres—but there wasn't much to choose from. Race proceeds were earmarked for ALPI (Argentina's Anti-Polio League).

The Le Mans start was scheduled for 4 p.m., competitors being obliged to turn their headlamps on at 8.30 p.m. Three hours of night-racing added an unfamiliar exciting touch of "Le Mans colour". The fact that night-racing could be held safely and smoothly on the Autodrome was definitely proved to the satisfaction of everyone concerned, with an implication of more to come. Out of 42 starters, 25 were running as the winning Jaguar crossed the finishing line. While a bit of tin-work was bashed in collisions, no serious accidents occurred. Novice drivers furnished most of the fender-banging but, all in all, the race was a very safe one and everybody had fun.

The "Production 500" turned into a (nearly) wire-to-wire victory for the 3.8 Jaguar driven by "Larry" Rodriguez Larreta and Jack Greene, which covered 204 laps in 7 hrs. 48 mins. 44 secs. at an average speed of 63.829 m.p.h. "Larry" took the wheel for the first shift and was



LEFT: The Jaguar team which registered the three fastest qualifying times.

★

BELOW: The Vidriales/A. Mieres NSU Prinz about to be passed by the only American entry—the Scrinze / Yacare Studebaker.



the first man off from the Le Mans start. During the early part of the race he was followed by the other two 3.8s (Reyes/Salerno and the Pesce brothers). The Jaguar trio easily pulled away from the Giulietta T.I. Alfa Romeos driven by Menditeguy/Cupeiro, J. Guimarey/Viannini and Jantus/Alzaga. Before the halfway mark, Pesces' Jaguar retired with a broken piston, and in the late stages the one of Reyes/Salerno dropped back somewhat, being eventually beaten by three of the Alfas.

On the day before the race, qualifying trials were run: "Larry" made B.T.D. with a lap in 2 mins. 6.4 secs., at an average of 70.839 m.p.h.; Reyes was second fastest, 2 mins. 9.7 secs., then Pesce, 2 mins. 10.7 secs. Menditeguy's "Giulietta" followed—2 mins. 12.9 secs.—to be surprisingly equalled by Carlos Guimarey on an NSU Sport Prinz; then came the rest of the Alfas in a compact group.

A Jaguar win was the most logical prediction on the basis of horsepower alone, yet the course chosen was hardly

a tailor-fit one for the British cars and their superiority was somewhat minimized in favour of the smaller, lighter, Alfa Romeos. Jaguars would have had a field-day on the old "circuit routier" but size, weight and tyre wear imposed a penalty on the shorter, more intricate course. The 1-2-3 "parade" of Jaguars in the opening laps was raided by the Alfas later on.

At the end of the first hour, "Larry" had lapped the Alfas, putting up another of his customary performances. Smooth and unruffled, he had built up a safe lead at a comparatively sedate pace and after this point he slowed down a bit—tyre wear was the menace. He drove a number of laps at the regular time of 2 mins. 12 secs.—nothing hot but enough to stay in front, save rubber and pile up minutes to spend in pit-stops. His car (reportedly not even broken-in) was, obviously the healthiest of the trio—the Pesce brothers having retired long before the half-way mark. As to be expected, tyre wear plagued the Jaguars; with one hour to go, they had already changed 25

wheels! Alfa Romeos fared a lot better—tyre-wise, that is—and that even permitted Menditeguy to wrest the lead from "Larry" and stay there for a while—a short while, though! But, in the end, the Jaguar's basic superiority proved enough to outweigh all circumstantial drawbacks and after 7 hrs. 48 mins. 44 secs. of running it crossed the finish line with one lap to the good on the runner-up Alfa.

Some errors in timing and/or scoring were detected before the end of the race; therefore the following classification was released as "subject to official confirmation".

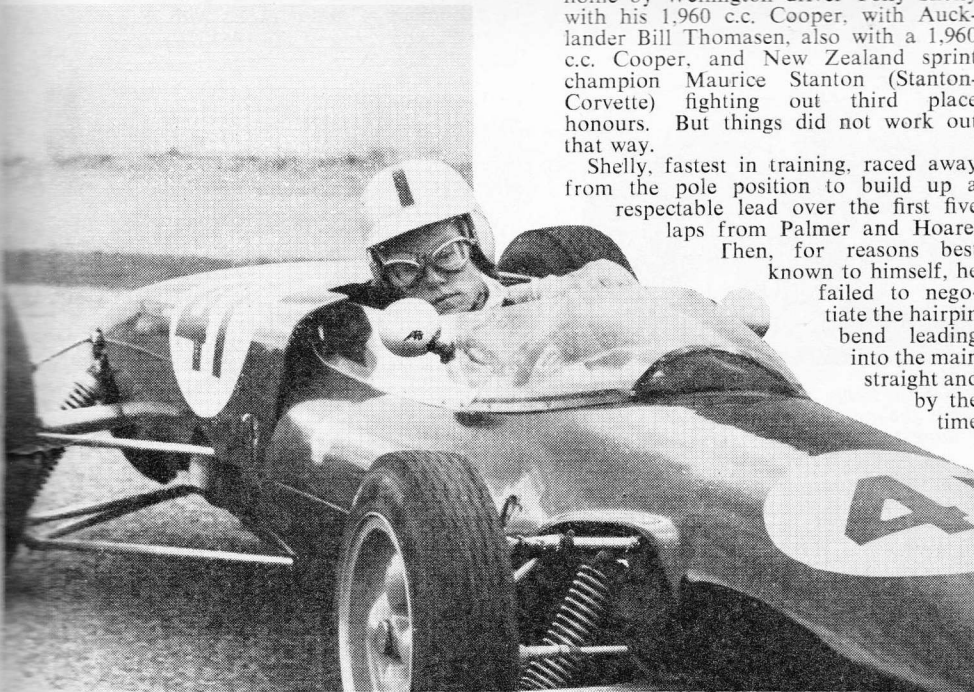
Results

1, "Larry"/Jack F. Greene (Jaguar 3.8), 204 laps, 63.829 m.p.h.; 2, Menditeguy/Cupeiro (Alfa Romeo GTD), 203 laps; 3, J. Guimarey/Viannini (Alfa Romeo GTD), 201 laps; 4, R. Alzaga/M. Jantus (Alfa Romeo GTD), 198 laps; 5, C. Reyes/N. Salerno (Jaguar 3.8), 197 laps.

Class Winners. Class "A" (up to 700 c.c.): M. Raitzin/P. v. Dory (NSU Sport Prinz). Class "B" (up to 1,150 c.c.): J. C. Lopez/R. Larghero (Panhard). Class "C" (up to 1,300 c.c.): Menditeguy/Cupeiro (Alfa Romeo GTD). Class "D" (up to 1,600 c.c.): J. A. Diez/A. Cacuri (Borgward). Class "E" (1,600 c.c. and over): "Larry"/J. F. Greene (Jaguar 3.8).

... AND NEW ZEALAND

TWENTY-YEARS-OLD Jim Palmer on his way to victory. He drove an ex-works Lotus 20 now fitted with a 1,475 c.c. Cosworth-Ford engine. This unit is basically a bored-out 1,100 c.c. 105E motor fitted with the 109E crank.



If ever there was a New Zealand racing motorist who deserved a victory in a first-class race it was the Hamilton 20 year old, slight, red-headed Jim Palmer.

Eleven cars lined up for the final event in the Association of New Zealand Car Clubs' Road Racing Gold Star series on the 1.4-mile South Canterbury "round-the-houses" circuit, and before the flag fell it seemed almost certain that Hoare, with 28 points and lying second on the ladder to none other than Bruce McLaren, two points ahead, would

walk away with the race and be tailed home by Wellington driver Tony Shelly with his 1,960 c.c. Cooper, with Auckland Bill Thomasen, also with a 1,960 c.c. Cooper, and New Zealand sprint champion Maurice Stanton (Stanton-Corvette) fighting out third place honours. But things did not work out that way.

Shelly, fastest in training, raced away from the pole position to build up a respectable lead over the first five laps from Palmer and Hoare.

Then, for reasons best known to himself, he failed to negotiate the hairpin bend leading into the main straight and by the time

he had untangled the Cooper from the straw bales he was back in eighth spot and Palmer was leading by about 100 yards from Hoare.

Everyone in the record crowd that ringed the circuit, which is made up of streets in the town, felt that Hoare was only biding his time. But after about 10 laps when it became obvious that there were really only two cars in the race, it also became patently apparent that Palmer had the situation very much in hand. For the first time in the history of the race there was no rain and the

Lotus out-braked the Ferrari on every one of the many corners.

Hoare tried all the tricks learnt in more than a decade of big-time racing but failed to ruffle the young Lotus driver. So it was that dogged determination ultimately paid the long-sought dividend. Palmer, who cut out the 70 miles in 62 mins. 10.1 secs., received the chequered flag 8.7 secs. before Hoare.

Father, George Palmer, who had spent a harrowing six weeks putting together and taking apart the car, when he should have been recuperating from a serious operation, would have out-Coopered John Cooper with a treble back-flip if his physical condition had been up to it. As things turned out he barely had the strength to mutter an oath of pure and unadulterated pleasure.

Hoare's second place provided him with seven points to give him the 1961-62 Gold Star—an award justly earned—and he could not have been more lavish in his praise of Palmer's drive.

The race really turned into a question of the survival of the fittest as far as the rest were concerned. Shelly, after his early error, did not put a wheel wrong and brought the Cooper home in third place, completing 49 laps. Next in line was the young Dunedin driver Barry Cottle who completed 47 tours in his 1,216 c.c. Lola sports-racer. This was no mean achievement because in the early stages he made a pit stop that dropped him right to the rear of the field. Close behind Cottle came John Histed with a front-engined Formula Junior Lola, and next in line, but a lap back, was Bob Eade with the 250F Maserati in which John Mansel set the race and lap records in 1960 with times of 60 mins. 49.5 secs. and 1 min. 11.2 secs. respectively. Fastest lap this year was put up by Shelly in 1 min. 11.6 secs.

The South Canterbury Car Club's meeting always attracts interesting fields

BY PETER GREENSLADE

The Waimate "50"

and this year was no exception. The first event on the programme was an interesting 10-lap affair for saloons in two categories—up to 1,100 c.c. and from 1,101 to 2,000 c.c.—won by Blenheim driver Sam Mills in a Singer Gazelle.

The sports car race provided an end-to-end win for Wanganui driver Doug Lawrence with his 1,500 c.c. Lola-Climax and second was Cottle with the 1,216 c.c. car of the same marque. Third place went to yet another Wanganui driver, Ian Young, with a Cooper-Bristol. Ron Rutherford, the retiring Christchurch driver, whose Zephyr Special is one of the best turned-out cars racing in this country, romped away with the race for New Zealand-built specials and racing cars. The final event, for saloons in the over 2,000 c.c. category, provided a grand climax to the day when Ran MacDonald with a very hot Ford Zephyr headed off one of the best saloon conductors in the country, Ray Archibald, who, as usual, drove a 3.8 Jaguar.

Maserati with which he made a good showing against the more modern rear-engined cars. Like Greenville, he has not made any definite plans so far.

WINNER of the Association of New Zealand Car Clubs' Hill-Climb Gold Star with a Ferrari 625 in the 1959-60 season, Christchurch driver Pat Hoare finally achieved his ambition this season and won the premier New Zealand award, the Road Racing Gold Star, this season with his Testa Rossa-engined Dino Ferrari. Hoare won two national events, the Renwick "50" and the Dunedin Festival Road Race and finished second in the "New Zealanders-only" race at the New Zealand Grand Prix meeting as well as in the Waimate "50". A previous runner-up his points total from seven events this season was 35.

Second place went to Bruce McLaren, who finished third in the Grand Prix, fourth in the Lady Wigram Trophy and first in the Teretonga International Trophy. Promoters count McLaren as

an overseas driver, but the A.N.Z.C.C. counts him as a New Zealander for its Gold Star series.

Other placings on this season's ladder were: Jim Palmer (1.5 Lotus), 24 points; Angus Hyslop (2.5 Cooper), 20; Johnnie Mansel (2.7 Cooper-Maserati), 17; Tony Shelly (1.9 Cooper), 14; Bob Eade (250F Maserati), 9.

JOHNNIE MANSEL

ONE of New Zealand's finest and most popular racing motorists died on Monday, 12th February, from injuries he had received when he crashed in his 2.7-litre ex-Scuderia Centro-Sud Cooper-Maserati in the Dunedin Festival Road Race on 3rd February.

Perhaps the most forceful driver in the country, John started racing with a series of home-built specials and then took over an old P3 Alfa Romeo. He was severely handicapped in the earlier stages of his career by having to race outdated cars, but the experience he gained stood him in good stead and in 1960 with the ex-Moss 250F Maserati he was first New Zealander home and fifth overall in the New Zealand Grand Prix.

At the end of the 1960 season he had a fine win, the Waimate "50", with this car, setting race and lap records which still stand. For the 1961 season he imported a front-engined Tec-Mec which turned out to be powered with a Corvette engine. This car was an almost hopeless proposition, but before the end of the season Mansel managed to notch up a number of minor places with it.

At the beginning of the 1961-62 season Mansel raced an ex-Yeoman Credit Cooper fitted with a 2.2-litre Climax engine and finished second in the first national event of the season, the Renwick "50". An unsuccessful Australian campaign with the Cooper convinced him that something more potent would be needed for the New Zealand international races and on the eve of the Grand Prix he took over the Cooper-Maserati.

A tall, dark and handsome 33-year-old, his quiet pleasant manner contrasted strongly with his dashing driving style. He did not confine his attention to car-racing and was also a fine speedboat pilot who enjoyed considerable competition success in this field. Married with two children, John Mansel was one of the great personalities of New Zealand motor sport, and his death leaves a gap that will be hard to fill, for he was regarded with respect and great affection by all closely connected with the sport as well as the motor-racing public.



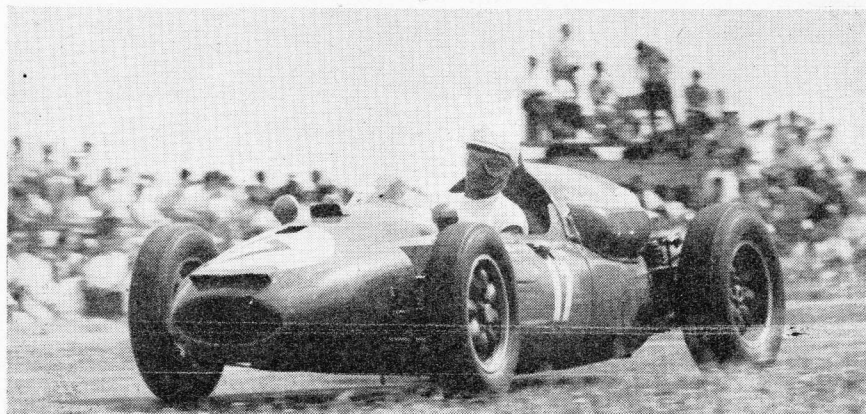
THE New Zealand International Grand Prix Organization is not making a "Driver to Europe" award this year, but a number of young New Zealand drivers are heading for Europe under their own steam. Among them are Tony Shelly, of Wellington, Ross Greenville, of Hamilton, and Chris Amon, of Bulls.

Shelly has had extensive experience with Coopers in this country in more recent years driving a 1,960 c.c. Climax-engined version. His record is quite a good one and over the years he has figured quite prominently in the Association of New Zealand Car Clubs' Road Racing Gold Star series. Married, with two young children, Shelly is taking his family to Europe with him and hopes to buy a Formula 1 car, most probably a Cooper.

Ross Greenville has been racing the ex-Jim Palmer Formula Junior Lotus this New Zealand season and has gone quite well. His overseas plans are indefinite at this stage, but it seems probable that he will concentrate on G.T. racing. Amon, a most promising 19-year-old, has had some saloon car experience and this season took over a disc-braked 250F

ABOVE: Tony Shelly (Cooper, No. 18) made the best start at Waimate. He is coming to Europe this year and hopes to buy a Formula 1 car.

BELOW: Johnnie Mansel seen in action with his ex-Scuderia Centro-Sud 2.7-litre Cooper-Maserati at Teretonga Park the week before his fatal crash in the Dunedin Festival Road Race.



SEASONAL SURVEY

BY MICHAEL KETTLEWELL

HILL-CLIMBS AND SPRINTS

THROUGHOUT 1961, hill-climbs and sprints were organized on every week-end from the beginning of March until the beginning of November. Hill-climbs and sprints are, in fact, much the same thing—though the latter can be just a belt along a straight line. Driving skill, coupled with the excellent road-holding qualities of a racing car, are the ingredients of success in this highly specialized branch of motor sport, which many people are foolish enough to dismiss as a poor relation of motor racing.

The Surrey Sporting M.C. Sprint at Brands Hatch on 5th March started the ball rolling and, on a dry track, John Hine's Climax-engined Lotus 7 was the fastest car and covered the three laps from a standing start in 3 mins. 12.8 secs. Roy Millbank (Lotus 7) and Bob Staples (A.C. Ace-Bristol), respectively, won the sprints which were held on the following two week-ends at Brands Hatch. The Rhydymwyn sprint, which is virtually a "flat hill-climb", was won on 25th March by Mike Hatton in his ex-Mike Christie 1,100 c.c. Cooper-J.A.P. His time of 1 min. 13.8 secs. was a new record. Josh Randles (2-litre Cooper Monaco) recorded a new sports car record of 1 min. 17.2 secs. while Phil Scragg, driving his Aston Martin DB4 G.T. (his potent Lister-Jaguar not being ready), recorded a sensational 1 min. 21.6 secs. Josh Randles took his Cooper to the Swansea M.C. Pembrey sprint on 1st April and made B.T.D. The Trengwainton hill-climb, run on Easter Monday in terrible weather conditions, was won by Mike Hatton. Wally Cuff, from Frome, won the 500 c.c. class in "Hell's Hammers" and, in his 1,100 c.c. Cooper-J.A.P., succeeded in beating Hatton in the open class.

Josh Randles chalked up another B.T.D. in the Castle Howard hill-climb on 8th April after stern competition from Anthony Brooke's Formula 1 Lotus 16. Then, at the national hill-climb at Caterick the following day, Randles again established B.T.D.—and again Brooke's Lotus was second!

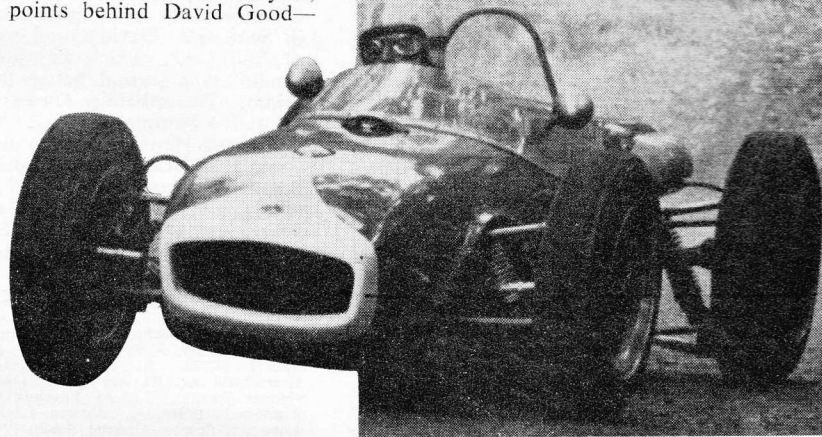
On 16th April, Bob Staples's A.C. won the B.A.R.C. sprint at Biggin Hill and Ron Dunnett's 1,100 c.c. Cooper-J.A.P. a Snetterton sprint. Josh Randles and his immaculate Cooper Monaco won the Ragley Park hill-climb on 22nd April. Patsy Burt's Porsche RSK, especially bought to compete in the European Mountain Championship, won the ladies' class.

The first of a series of successful hill-climbs at Wiscombe Park in South Devon took place the following day. Surprisingly, Dizzy Addicott's 1,216 c.c. Lotus Eleven, right on the hairy limit, recorded the winning time of 49.30 secs., beating, of all people, David Good (1,100 c.c. Cooper-J.A.P.) by 0.39 secs. Patsy Burt's Porsche was unable to get below 60 secs.—though Basil Davenport, demonstrating his G.N. Spider, did it in 59.64 secs.!

The Loton Park hill-climb on 29th April saw Mike Hatton make B.T.D., with a new record of 35.68 secs. Peter Boshier-Jones's ex-Edward Greenall sports Lola was second in 35.92 secs.

David Boshier-Jones emerged from retirement and tried Patsy Burt's Porsche, but was unable to break 38 secs., while Patsy took over 40 secs. Jim Berry clouted the bank with his ex-Rob Walker "B"-type Syracuse Connaught and Josh Randles also had a "moment". Best time of the day at the B.A.R.C. Burton sprint in Leeds the following day went to Campbell Dawson's Lotus Eleven in 36.18 secs. Harry Ratcliffe pushed his Morris 1000 round in only 38.26 secs. to beat a mere Jaguar 3.8, a Sprite and a Porsche, as well as the Minis.

The Bugatti O.C. Prescott hill-climb on 7th May was the first of the 11 rounds of the 1961 R.A.C. Hill-Climb Championship. Tony Marsh, a previous Hill-Climb Champion several times, appeared with his successful Formula 1 Lotus and stormed to the top in 52.70 secs. to record B.T.D. Unfortunately, Marsh did not take part in the R.A.C. Championship qualifying climbs—which, barring accidents, he would surely have won. This was a pity as he could have been second overall at the end of the year, only two points behind David Good—



TONY MARSH driving his Formula 1 Lotus at Shelsley Walsh in June where he made B.T.D. Marsh entered six rounds of the R.A.C. Hill-Climb Championship and won five of them—an oil patch preventing him from winning the sixth!

and had he run at Stapleford . . .! Peter Gaskell and David Good were first and second in their class, though in the Championship runs, the order of their two Cooper-J.A.P.s was reversed.

7th May: PRESCOTT

B.T.D.: Tony Marsh (1,475 c.c. Lotus-Climax F1), 52.70 s.

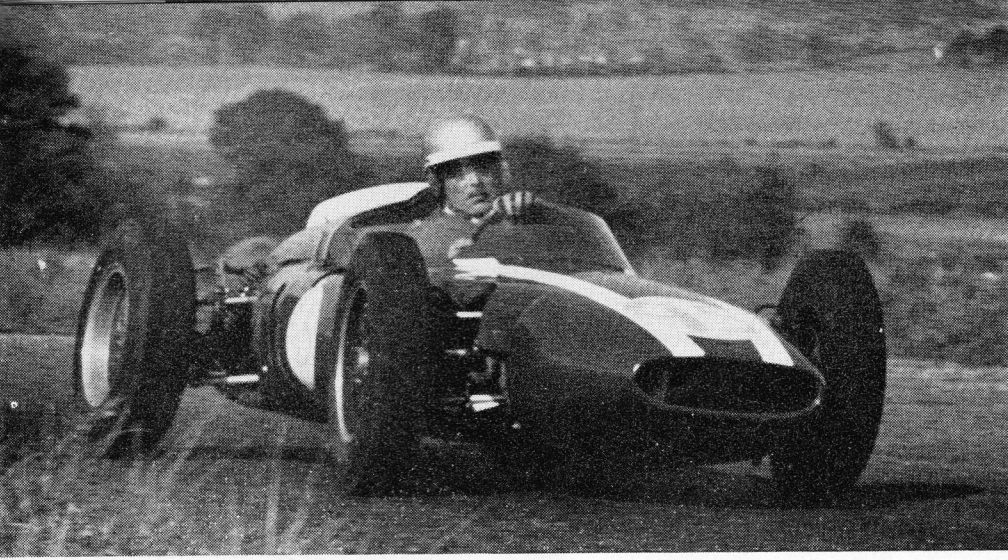
Fastest Lady (Racing): Pauline Brock (980 c.c. Elva-DKW), 59.50 s. **Fastest Lady (Sports):** Jill Hutchinson (1,971 c.c. Bristol Special), 62.78 s. **500 c.c. Racing:** Mike Ledbrook (499 c.c. Cooper-Norton), 56.00 s. **2 or 3 cyls. Racing:** Peter Gaskell (1,098 c.c. Cooper-J.A.P.), 53.54 s. **4 or more cyls. Racing:** Tony Marsh (1,475 c.c. Lotus-Climax F1), 52.70 s. **Formula Junior:** Bill Bradley (994 c.c. Cooper-Austin), 55.98 s. **1,100 c.c. Sports:** Peter Boshier-Jones (1,098 c.c. Lola-Climax), 55.26 s. **1,600 c.c. Sports:** Ray Fielding (1,460 c.c. Emerson-Climax), 55.22 s. **3,000 c.c. Sports:** Josh Randles (1,960 c.c. Cooper Monaco), 56.70 s. **Over 3,000 c.c. Sports:** Phil Scragg (3,781 c.c. Lister-Jaguar), 54.78 s. **G.T. Cars:** Austin Nurse (1,216 c.c. Lotus Elite), 59.33 s. **Bugatti Handicap:** Frank Wall (2,270 c.c. s/c Bugatti), 59.86 s. nett.

R.A.C. Championship: 1, David Good (1,098 c.c. Cooper-J.A.P.), 53.16 s.; 2, Peter Gaskell (1,098 c.c. Cooper-J.A.P.), 53.64 s.; 3, Peter Boshier-Jones (1,098 c.c. Lola-Climax), 54.38 s.

Mike Hatton (Cooper-J.A.P.) took top honours at the Ragley Park hill-climb the following Saturday. His time of 24.7 secs. beat David Good's by 0.1 sec. Arthur Owen's 2.2-litre Cooper and Josh Randles's Cooper Monaco also recorded impressive times, though nobody beat

David Boshier-Jones's 1960 record of 23.9 secs. However, Hatton broke the record at the Mancetter hill-climb the next day with a time of 33.18 secs. Peter Gaskell and Arthur Owen were joint second in 34.12 secs. On Whit Monday another co-promoted event took place at Wiscombe Park. David Good made sure of B.T.D. this time, his nearest rival being George Keylock in a Formula 2 Cooper equipped with a supercharged FVB Climax motor. Meanwhile, Mike Hatton busied himself by making B.T.D. at the National sprint meeting at Staver-ton. His time of 32.64 secs. was 0.1 sec. faster than Arthur Owen's Cooper could manage. Daniel Richmond's Venom-Austin was the fastest Junior as usual while Patsy Burt beat her own ladies' record in her single-cam F2 Cooper.

Josh Randles won the Westmorland M.C. Barbon Manor hill-climb on 27th May, setting a new record of 30.81 secs. Jack Cordingley's supercharged 1960 Elva Junior proved itself to be a potent



hill-climbing device and did it in 31.38 secs., while Jim Berry in the Connaught suffered various misfortunes though he still won his class with 32.23 secs. Poor Randles damaged his Cooper Monaco and slightly injured himself in the Leighton Hall hill-climb the following day. He had made what was easily the fastest time on his third run, then went on to the grass, lost the Cooper and crashed into some parked cars. Arthur Owen was busy that day making B.T.D. at the B.A.R.C. Firlie hill-climb; his 2.2-litre Cooper-Climax climbed in 25.94 secs. Patsy Burt's Cooper was second in 26.15 secs. and another lady, Isobel Robinson, won the 500 c.c. class, forcing her Cooper-Norton up in 29.13 secs. Phil Scragg's hairy Lister-Jaguar (the ex-Ecurie Ecosse single-seater "Monzapolis" car) won a sprint at Oulton Park the following Saturday while at Prescott the next day, David Good's Cooper-J.A.P. made B.T.D. of 52.95 secs. Peter Boshier-Jones (Lola), Mike Ledbrook (Cooper-Norton), George Keylock (Cooper-Climax) and Daniel Richmond (Venom-Austin) were notable class winners. Peter Cottrell, driving the ex-Mike Taylor 2-litre Lotus Fifteen, won the Castel Farm hill-climb that Sunday.

The second round of the Championship took place on 11th June at Shelsley Walsh and the "traditional" Cooper-J.A.P.s were firmly beaten by the more "normal" racers. Tony Marsh, driving his F1 Lotus once more, ascended in 35.86 secs.—failing to conquer Boshier-Jones's record by 0.39 sec. Geoff Richardson's special 2½-litre Connaught-engined Cooper-R.R.A. made second B.T.D., climbing in 36.50 secs., Jim Berry's Connaught recorded 36.86 secs. and George Keylock's blown Cooper-Climax was fourth in 36.92 secs. There is no doubt about it: the place to find interesting single-seaters is definitely on the hills. Apart from the above four, other interesting machines included Tommy Norton's ex-Chris Summers Lotus 18, which now boasted a supercharged FWE Climax engine and VW gearbox, and Ian Sievwright's ex-works Ferrari 625 with which Maurice Trintignant had won the 1955 Monaco G.P. In addition, Basil Davenport's Spider ascended in 41.01 secs. Davenport and his 40-year-old, 1½-litre, 2-cylinder-engined car have been competing in hill-climbs for God knows how many years.

11th June: SHELSLEY WALSH

B.T.D.: Tony Marsh (1,475 c.c. Lotus-Climax F1), 35.86 s.

Fastest Lady: Patsy Burt (1,460 c.c. Cooper-Climax), 38.87 s.; **Fastest Special:** Reg Phillips (1,460 c.c. s/c Fairley-Climax), 37.91 s. **500 c.c. Racing:** Paul Bryan (499 c.c. Cooper-Norton), 40.62 s. **1,500 c.c. Racing:** Peter Gaskell (1,098 c.c. Cooper-J.A.P.), 37.01 s. **2,500 c.c. Racing:** Arthur

Owen (2,208 c.c. Cooper-Climax), 38.63 s. **Formula Junior:** Geoffrey Wilson (997 c.c. Lotus-Ford 20), 39.08 s. **1,500 c.c. Sports:** Peter Boshier-Jones (1,098 c.c. Lola-Climax), 37.50 s. **2,500 c.c. Sports:** Josh Randles (1,960 c.c. Cooper Monaco), 39.11 s. **Over 2,500 c.c. Sports:** Phil Scragg (3,781 c.c. Lister-Jaguar), 37.72 s.

R.A.C. Championship: 1, Tony Marsh (1,475 c.c. Lotus-Climax F1), 35.92 s.; 2, George Keylock (1,460 c.c. s/c Cooper-Climax), 36.92 s.; 3, David Good (1,098 c.c. Cooper-J.A.P.), 37.01 s.

A week later, Arthur Owen, driving his 2.2-litre Cooper with great skill, broke the record at Wiscombe Park with a resounding 47.08 secs. in spite of the best efforts of Cooper conductors Mike Hatton, Douglas Haigh and George Keylock. On 24th June, the third round of the Championship was organized at Bo'ness in Scotland. David Good made B.T.D. of 33.07 secs., which was just one-hundredth of a second better than Arthur Owen. Nevertheless, Owen was fastest in the Championship climbs, beating Good and Hatton. Ray Fielding (Emeryson), Josh Randles (Cooper) and Phil Scragg (Lister) were their usual fast selves and annexed their appropriate sports car classes with times that put many single-seater conductors to shame.

24th June: BO'NESS

B.T.D.: David Good (1,098 c.c. Cooper-J.A.P.), 33.07 s.

1,100 c.c. Racing: David Good (1,098 c.c. Cooper-J.A.P.), 33.07 s. **1,500 c.c. Racing:** Gray Mickel (1,475 c.c. Cooper-Climax), 35.53 s. **Over 2,000 c.c. Racing:** Arthur Owen (2,208 c.c. Cooper-Climax), 33.08 s. **Formula Junior:** Daniel Richmond (994 c.c. Venom-Austin), 36.48 s. **1,000 c.c. Sports:** Graeme Austin (948 c.c. Lotus-B.M.C. 7), 38.83 s. **1,500 c.c. Sports:** Ray Fielding (1,460 c.c. Emeryson-Climax), 34.30 s. **2,000 c.c. Sports:** Josh Randles (1,960 c.c. Cooper Monaco), 34.45 s. **Over 2,000 c.c. Sports:** Phil Scragg (3,781 c.c. Lister-Jaguar), 33.95 s.

R.A.C. Championship: 1, Arthur Owen (2,208 c.c. Cooper-Climax), 33.09 s.; 2, David Good (1,098 c.c. Cooper-J.A.P.), 33.51 s.; 3, Mike Hatton (1,098 c.c. Cooper-J.A.P.), 34.14 s.

A sports car made B.T.D. at the Long Marston sprint the following day. John Counley, driving the original Lister-Jaguar, recorded 22.04 secs. He beat such notable lead-footers as George Keylock, Douglas Haigh, Rupert Instone and Ian Sievwright. Tony Marsh, again piloting his F1 Lotus, won the second Scottish Championship hill-climb, Rest-and-be-Thankful, held a week after Bo'ness. David Good, Arthur Owen and Mike Hatton were the next fastest.

1st July: REST-AND-BE-THANKFUL

B.T.D.: Tony Marsh (1,475 c.c. Lotus-Climax F1), 54.04 s.

1,100 c.c. Racing: David Good (1,098 c.c. Cooper-J.A.P.), 56.94 s. **1,500 c.c. Racing:** Tony Marsh (1,475 c.c. Lotus-Climax F1), 54.40 s. **Over 2,000 c.c. Racing:** Arthur Owen (2,208 c.c. Cooper-Climax), 56.06 s. **1,500 c.c. Sports:** Ray Fielding (1,460 c.c. Emeryson-Climax), 56.54 s. **2,000 c.c. Sports:** Josh Randles (1,960 c.c. Cooper Monaco), 58.37 s. **Over 2,000 c.c. Sports:** Phil Scragg (3,781 Lister-Jaguar), 58.86 s.

R.A.C. Championship: 1, Tony Marsh (1,475 c.c. Lotus-Climax F1), 54.04 s.; 2, David Good (1,098 c.c. Cooper-J.A.P.), 54.81 s.; 3, Arthur Owen (2,208 c.c. Cooper-Climax), 55.37 s.

JERSEYMAN Arthur Owen quite often proved that sheer power was the recipe for a Best Time of Day. Here his Cooper ascends Stapleford—the last round of the Championship—where he made B.T.D.

Down south, Westbrook Hay on 8th July was the next meeting to count towards the Championship. This course favoured the small, agile Coopers, and David Good, driving as skilfully as ever, was able to record the B.T.D. with a time of 24.18 secs. in his Championship climb, while Mike Hatton was second in 24.22 secs. Arthur Owen really wound-up his big Cooper to ascend in 24.31 secs., George Keylock did 24.74 secs. and Reg Phillips (supercharged 1½-litre Fairley-Climax) was fifth in 24.85 secs.

8th July: WESTBROOK HAY

B.T.D.: David Good (1,098 c.c. Cooper-J.A.P.), 24.18 s.

500 c.c. Racing: Peter Hughes (499 c.c. Cooper-Norton), 28.81 s. **1,500 c.c. Racing:** David Good (1,098 c.c. Cooper-J.A.P.), 25.20 s. **2,500 c.c. Racing:** Arthur Owen (2,208 c.c. Cooper-Climax), 25.44 s. **Over 2,500 c.c. Racing:** Gordon Parker (3,442 c.c. s/c H.K.-Jaguar), 26.59 s. **950 c.c.**



RAY FIELDING, from Forbes, had a very sports car. Ray is one of the best in the business with a single-seater

Sports: Graeme Austin (948 c.c. Lotus-B.M.C. 7), 29.83 s. **1,100 c.c. Sports:** Mike Adlington (997 c.c. Lotus-Ford 7), 27.34 s. **1,600 c.c. Sports:** Austen Nurse (1,216 c.c. Lotus Elite), 28.23 s. **2,500 c.c. Sports:** Josh Randles (1,960 c.c. Cooper Monaco), 24.72 s. **Over 2,500 c.c. Sports:** Phil Scragg (3,781 c.c. Lister-Jaguar), 26.01 s.

R.A.C. Championship: 1, David Good (1,098 c.c. Cooper-J.A.P.), 24.18 s.; 2, Mike Hatton (1,098 c.c. Cooper-J.A.P.), 24.22 s.; 3, Arthur Owen (2,208 c.c. Cooper-Climax), 24.31 s.

Bill Heathcote's Lotus 18 Junior won the Firlie hill-climb the following day from Bill Camp's supercharged 1,172 c.c. Cooper Special, and Howard Bennett, driving the ex-Alf Bottoms 500 c.c. J.B.S.-J.A.P., won the 750 M.C. Wiscombe Park hill-climb in Devonshire.

Mike Hatton smashed the record at the Loton Park hill-climb on 22nd July with a resounding 33.95 secs., and Peter Boshier-Jones pushed his Lola up in 34.40 secs. to make second best time. David Boshier-Jones, making one of his

rare appearances, also tried the Lola but was over one second slower than his younger brother! Daniel Richmond ascended his Downton Mini in 40.40 secs., which beat the class-winning 3.8 Jaguar and most other people too. The Midland A.C. Inter-Club hill-climb was held at Shelsley Walsh the following day. Clubs entered teams of three cars: as soon as the first car crossed the finishing line the second car started, which similarly started the third car that stopped the "clock" at the end of its run. A handicap was in operation based on the morning runs which counted for the usual class awards, and after the Inter-Club climbs more single runs were held. George Keylock made B.T.D. in his familiar Cooper, while the Brighton and Hove M.C. won the team award. The Swansea M.C. Pembrey sprint on that day saw Fred Jones (Cooper-J.A.P.) beat Josh Randles's record of 36.25 secs. with a time of 34.51 secs.

The Bouley Bay hill-climb on Thursday, 27th July, was the next round of the R.A.C. Hill-Climb Championship and



Successful season with his "one-off" Emeryson and if he had a serious go at the Championship might well have won it.

the Jersey crowd must have been more than pleased to see local lad "Mac" Daghorn make B.T.D. in the ex-David Boshier-Jones Cooper-J.A.P. Owing to the fact that Tom Norton's Lotus had dropped oil on to the track, the organizers abandoned the idea of second runs for the championship class and let earlier times established for class awards count instead. This gave Daghorn his win over Tony Marsh's F1 Lotus, Jerseyman Arthur Owen's Cooper and George Keylock's Cooper. Several cars used for local sand-racing events took part in this meeting, among them being the ex-Stirling Moss Cooper-Alta of Francis Alluto.

HILL-CLIMB CHAMPION of 1961. David Good was the deserving winner of the Championship. His Cooper-J.A.P., seen here at Wiscombe, was always beautifully prepared.

27th July: BOULEY BAY

B.T.D.: "Mac" Daghorn (1,098 c.c. Cooper-J.A.P.), 51.75 s.

Fastest Lady: V. Richmond (994 c.c. Venom-Austin), 61.40 s. **500 c.c. Racing:** R. Martini (499 c.c. Cooper-Norton), 55.83 s. **1,500 c.c. Racing:** Tony Marsh (1,475 c.c. Lotus-Climax F1), 52.93 s. **2,500 c.c. Racing:** Arthur Owen (2,208 c.c. Cooper-Climax), 53.25 s. **Over 2,500 c.c. Racing:** Eric Voisin (3,442 c.c. Skinner-Jaguar), 60.22 s. **2,200 c.c. Sports:** P. le Gallais (948 c.c. Austin-Healey Sprite), 63.32 s. **Over 2,200 c.c. Sports:** Josh Randles (1,960 c.c. Cooper Monaco), 57.28 s. **Karts:** E. Bisson (200 c.c. Kart), 58.14 s.

R.A.C. Championship: 1, "Mac" Daghorn (1,098 c.c. Cooper-J.A.P.), 51.75 s.; 2, Tony Marsh (1,475 c.c. Lotus-Climax F1), 52.93 s.; 3, Arthur Owen (2,208 c.c. Cooper-Climax), 53.25 s.

Ron Dunnett's Cooper-J.A.P. won the Stapleford sprint on 30th July while, on 12th August, George Fisher's similar car made B.T.D. at the Dyrham Park hill-climb. The B.A.R.C. Wellesbourne Mountford Aerodrome sprint that day was a gift to Paul Ivey, who handled the ex-Peter Mould 3.8 Lister-Jaguar with great skill. He beat Peter Gaskell's 1100 Cooper-J.A.P., Alan Eccles's Elva Junior, Geoff Richardson's Cooper-R.R.A. and his own time in a Climax-engined Lotus 7.

Peter Boshier-Jones excelled at the Great Auclum hill-climb, again on 12th August. He not only won the 1,100 c.c. sports car class, he made B.T.D. and won the championship class as well, driving his sports-racing Lola as no one had done before. David Good won the 1,100 c.c. racing car class, but even he could not beat the Lola in the championship runs. Ray Fielding's sports Emeryson also went well—being third in the championship class ahead of Mike Hatton and Wally Cuff in their 1100 Cooper "twins". Whilst competing in the over 1,100 c.c. racing car class, Arthur Owen crashed his new Cooper-Climax and was rushed to hospital with back injuries.

12th August: GREAT AUCLUM

B.T.D.: Peter Boshier-Jones (1,098 c.c. Lola-Climax), 21.57 s.

500 c.c. Racing: Howard Bennett (497 c.c. J.B.S.-J.A.P.), 23.14 s. **1,100 c.c. Racing:** David Good (1,098 c.c. Cooper-J.A.P.), 21.74 s. **Over 1,100 c.c. Racing:** George Keylock (1,460 c.c. s/c Cooper-Climax), 21.76 s. **1,100 c.c. Sports:** Peter Boshier-Jones (1,098 c.c. Lola-Climax), 21.57 s. **1,400 c.c. Sports:** S. B. Rolfe (939 c.c. s/c M.G. PB Special), 24.70 s. **2,000 c.c. Sports:** Jack Richards (1,460 c.c. Lotus-Climax 7), 21.64 s. **Over 2,000 c.c. Sports:** Phil Scragg (3,781 c.c. Lister-Jaguar), 22.24 s. **Touring Cars:** A. F. Rivers-Fletcher (1,172 c.c. L.M.B.-Popular), 24.35 s.

R.A.C. Championship: 1, Peter Boshier-Jones (1,098 c.c. Lola-Climax), 21.66 s.; 2, David Good (1,098 c.c. Cooper-J.A.P.), 21.72 s.; 3, Ray Fielding (1,460 c.c. Emeryson-Climax), 21.79 s.

Several competitors travelled to Devon for the Wiscombe Park hill-climb the following day. David Good had his revenge on Boshier-Jones and set a new record for the hill in 46.98 secs. A delightful selection of historic racing cars

competed. David Good tried his old E.R.A., now owned by Alan Cottam, and showed that he had not forgotten how to drive it: Gordon Chapman's E.R.A., Morin Scott's Maserati and the Alta of the Majors Chichester and Lambton, the owners of this popular hill, also ran.

Ray Fielding, Jim Berry and Daniel Richmond were the only contestants for the Hill-Climb Championship round at the Northern Ireland Craigantlet hill-climb on 19th August and they finished in that order. However, Fielding's time of 72.47 secs. could not compare with John Pringle's 2½-litre Cooper-Climax which made B.T.D. of 67.24 secs.

19th August: CRAIGANTLET

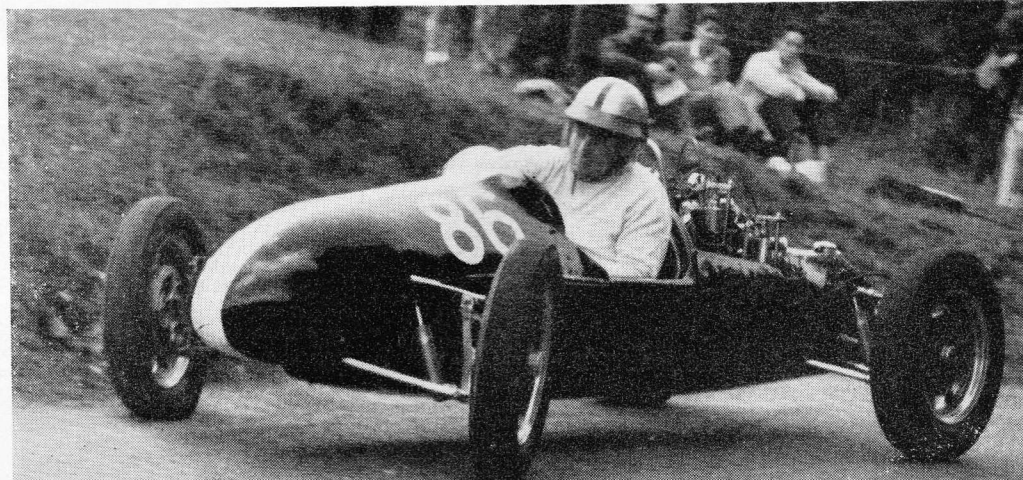
B.T.D.: John Pringle (2,495 c.c. Cooper-Climax), 67.24 s.

1,000 c.c. Racing: Malcolm Templeton (997 c.c. Lotus-Ford 20), 72.34 s. **1,300 c.c. Racing:** Brian Bleakley (1,098 c.c. Kieft-J.A.P.), 69.95 s. **Over 1,300 c.c. Racing:** John Pringle (2,495 c.c. Cooper-Climax), 67.24 s. **1,000 c.c. G.T.:** Adrian Boyd (948 c.c. Austin-Healey Sprite), 85.53 s. **1,600 c.c. G.T.:** Douglas Acheson (1,098 c.c. Lotus-Climax XD), 73.65 s. **Over 1,600 c.c. G.T.:** Billy Reid (1,991 c.c. Triumph TR), 82.09 s. **Formula Junior:** Malcolm Templeton (997 c.c. Lotus-Ford 20), 72.34 s. **1172 Specials:** H. G. Brown (1,172 c.c. H.G.B.-Ford), 77.96 s. **1,000 c.c. Touring:** Richard Williamson (848 c.c. Austin Mini), 92.35 s. **1,600 c.c. Touring:** John Du Moulin (1,340 c.c. Ford Anglia), 86.69 s. **Over 1,600 c.c. Touring:** Brian Zebedee (3,442 c.c. Jaguar 3.4), 88.45 s. **Touring Handicap:** Reggie McSpadden (1,192 c.c. Volkswagen), 62.94 s. **net.** **Vintage and P.V. Handicap:** Will McVeigh (2,570 c.c. Lancia), 64.23 s. **net.** **Open Handicap:** Bill Beattie (1,192 c.c. Volkswagen), 60.97 s. **net.**

R.A.C. Championship: 1, Ray Fielding (1,460 c.c. Emeryson-Climax), 72.47 s.; 2, Jim Berry (2,471 c.c. Connaught "B"-type), 74.29 s.; 3, Daniel Richmond (994 c.c. Venom-Austin), 74.58 s.

Wally Cuff, driving his 1,100 c.c. Cooper-J.A.P., won the Castle Combe sprint that day while at Oulton Park a sprint meeting went to Josh Randles and his rapid 2-litre Cooper Monaco.

History was made at Shelsley Walsh on 27th August. In spite of his run of successes with a Formula 1 Lotus, Tony Marsh still reckoned that an 1,100 c.c. Cooper-J.A.P. was the best tool for a hill-climb as it offered 280 b.h.p. per ton whereas the power-to-weight ratio of his Lotus was only 224 b.h.p. per ton, so to make sure he was not beaten, he brought along his new acquisition—a 2½-litre Inter-Continental B.R.M.! With this device he absolutely shattered the Shelsley Walsh record of 35.47 secs. which David Boshier-Jones had set up before his retirement. The B.R.M. rocketed up in 34.41 secs.—over one second faster, which represents an average speed of nearly 60 m.p.h. up this exacting 1,000-yard climb! Reg Phillips also broke the old record with his Fairley-Climax when he won the 1,500 c.c. racing car class in a time of 35.08 secs. He beat (whisper it!) Marsh's Lotus and Chris Summers in the Farley



Special who, in turn, beat the 1,100 c.c. Coopers of David Good and Mike Hatton! Good broke his engine on his second run and only through the sporting generosity of George Fisher did he manage to compete in the Championship runs with a borrowed engine. George Keylock slightly injured himself when he overturned Tommy Norton's Lotus Special which he was trying. Tony Marsh, having made B.T.D. when competing in the 2,500 c.c. racing car class, also headed the Championship qualifiers with 34.84 secs. and was followed by Chris Summers (F1 Cooper), Reg Phillips, Peter Boshier-Jones and Peter Gaskell who was driving Marsh's Lotus.

and Oliver Batten's rapid 8-litre Bentley (26.19 secs.). Mrs. Vivienne Lewis took the ladies' class in her husband's 3.4-litre Tojeiro-Jaguar (27.20 secs.).

Michael Barker's Alton-Jaguar was victorious in the Bentley D.C. Firlie hill-climb the following day—his time of 27.28 secs. being 0.44 secs. faster than John Goodhew's 4½-litre Le Mans V-12 Lagonda. Josh Randles, fresh from Brighton, won the Mancetter hill-climb that Sunday. Also, Hugh Dibley's F.J. Lola-Ford won the London M.C. sprint at Brands Hatch, while a week later John Bekaert's sports Lola gained the honours at another sprint on this Kent circuit.

H.K.-Jaguar), 54.38 s. **2 or 3 cyl. Racing:** "Mac" Daghorn (1,098 c.c. Cooper-J.A.P.), 50.76 s. **Formula 1:** Tony Marsh (1,475 c.c. Lotus-Climax F1), 50.70 s. **Formula Junior:** John Rhodes (994 c.c. Cooper-Austin), 51.82 s. **Historic Racing:** Gordon Chapman (1,488 c.c. s/c E.R.A.), 56.70 s. **1,100 c.c. Sports:** Peter Boshier-Jones (1,098 c.c. Lola-Climax), 53.45 s. **1,600 c.c. Sports:** Ray Fielding (1,460 c.c. Emerson-Climax), 53.36 s. **3,000 c.c. Sports:** Josh Randles (1,960 c.c. Cooper Monaco), 55.78 s. **Over 3,000 c.c. Sports:** Phil Scragg (3,781 c.c. Lister-Jaguar), 53.32 s. **G.T. Cars:** Austin Nurse (1,216 c.c. Lotus Elite), 58.34 s. **Bugatti Handicap:** W. F. Zeuner (1,453 c.c. Bugatti Brescia), 56.78 s. nett.

R.A.C. Championship: 1, Tony Marsh (1,475 c.c. Lotus-Climax F1), 57.07 s.; 2, Jim Berry (1,960 c.c. s/c E.R.A.), 63.88 s.; 3, David Good (1,098 c.c. Cooper-J.A.P.), 64.15 s.

Paul Ivey (Lotus-Climax 7) won the Long Marston sprint that day and Wally Cuff beat George Fisher at the Dyrham Park hill-climb on 16th September.

Sydney Allard took the opportunity of airing his dragster at the B.A.R.C. "drag meeting" at Riccall, near Selby, on 17th September. Naturally, he made B.T.D. of 29.53 secs. which was 8 secs. better than anyone else in more normal machinery could do—though admittedly the opposition was of poor quality. David Evans, driving the ex-works Lotus Eleven DEC 494, won the Pembrey sprint that day despite the opposition from Fred Jones (Cooper-J.A.P.) and Peter Cottrell (Lotus Fifteen). Evans's time of 34.03 secs. constituted a new record for this course. Daniel Richmond's Formula Junior Venom, used exclusively for hill-climbs and sprints, won the Brunton hill-climb, also held on 17th September. His time of 30.77 secs. put him ahead of even David Good as

LEFT: Sydney Allard with his Allard Dragster at Brighton where it disappointed, much to the dismay of the large crowd.

★

BELOW: Phil Scragg's hairy Lister-Jaguar. Its 300-odd b.h.p. was used with much effect, and Scragg's times were usually better than a lot of the fancied single-seaters.

27th August: SHELSLEY WALSH

B.T.D.: Tony Marsh (2,491 c.c. B.R.M.), 34.41 s.

500 c.c. Racing: Paul Bryan (499 c.c. Cooper-Norton), 39.87 s. **1,500 c.c. Racing:** Reg Phillips (1,460 c.c. s/c Fairley-Climax), 35.08 s. **2,500 c.c. Racing:** Geoff Richardson (2,471 c.c. Cooper-R.R.A.-Alta), 35.93 s. **Formula Junior:** Daniel Richmond (994 c.c. Venom-Austin), 39.03 s. **1,600 c.c. Sports:** Peter Boshier-Jones (1,098 c.c. Lola-Climax), 37.57 s. **3,000 c.c. Sports:** Josh Randles (1,960 c.c. Cooper Monaco), 38.09 s. **Over 3,000 c.c. Sports:** Phil Scragg (3,781 c.c. Lister-Jaguar), 35.59 s.

R.A.C. Championship: 1, Tony Marsh (2,491 c.c. B.R.M.), 34.84 s.; 2, Chris Summers (1,475 c.c. Cooper-Climax), 36.15 s.; 3, Reg Phillips (1,460 c.c. s/c Fairley-Climax), 37.01 s.

While B.R.M.s, Lotuses, Coopers and things ascended Shelsley, E.R.A.s, Bugattis, Bentleys and things thundered up Prescott where there was a Vintage S.C.C. meeting. Douglas Hull pushed his 2-litre E.R.A. (R11B) up the old course in 45.50 secs.—which makes one wonder just how much progress has been made since the war.

The highlight of the sprinting world is, of course, the Brighton Speed Trials which were held last year on 2nd September. Crowds turned out to see Sydney Allard's much-publicized supercharged 5.7-litre Chrysler-engined Allard Dragster perform. Unfortunately, it suffered teething troubles and in spite of 480 b.h.p. throbbing away under the bonnet it misfired and crawled along to record a miserable 37.91 secs. After stalling on the second attempt the engine refused to start at all. Jim Berry's car record of 23.21 secs. recorded in 1960 in his E.R.A. Special remained unbeaten. B.T.D. was set up by Gordon Parker's supercharged H.K.-Jaguar in 24.63 secs. He beat Josh Randles's remarkable Cooper Monaco (24.91 secs.), Mike Anthony's 5,555 c.c. Lister-Chevrolet (25.04 secs.), John Farley's supercharged 1,100 c.c. Farley-J.A.P. (25.40 secs.), Jim Berry's 2-litre E.R.A. R4D (25.61 secs.)



Not satisfied with his Shelsley Walsh record, Tony Marsh went to Prescott on 10th September armed with his Formula 1 Lotus and took the record there too. His time of 50.70 secs. beat David Boshier-Jones's record by 0.26 sec. This meeting attracted an excellent entry and practically all the class records were broken as well. Rain hindered the Championship runs, but Tony Marsh still came out on top with a time of 57.07 secs. which was much faster than several people had managed in the dry! Jim Berry brought his 2-litre E.R.A. along instead of the Connaught and was second fastest in the Championship runs ahead of David Good, Tommy Norton, Reg Phillips, Ray Fielding, Peter Boshier-Jones, Mike Hatton and Peter Gaskell.

10th September: PRESCOTT

B.T.D.: Tony Marsh (1,475 c.c. Lotus-Climax F1), 50.70 s.

500 c.c. Racing: Peter Hughes (499 c.c. Cooper-Norton), 53.33 s. **1,500 c.c. Racing:** Reg Phillips (1,460 c.c. s/c Fairley-Climax), 51.52 s. **Over 1,500 c.c. Racing:** Gordon Parker (3,442 c.c. s/c

well as Hugh Dibley's Lola and Rivers-Fletcher's H.W.M.-Jaguar.

Mike Hatton's 1,100 c.c. Cooper-J.A.P. made B.T.D. at the Ragley Park hill-climb on Saturday, 23rd September. Josh Randles's Cooper Monaco was fastest sports car, 0.8 sec. behind Hatton and 0.6 sec. ahead of the second fastest single-seater—Douglas Haigh's Cooper-Nor-J.A.P., the engine of which comprises two single-knocker Norton barrels, heads and cam-drives grafted on to a V-twin J.A.P. crankcase. The Eastern Counties M.C. ran a novel sprint at Snetterton that day. Aptly called the Nightlight sprint, it started at 9 p.m. and "Scotchlite" markers lined the course. Roy Millbank (Lotus-Climax 7) was the fastest through the fog and no doubt appreciated the hot soup that was supplied free! In more normal conditions, the Hagley and D.L.C.C. Chateau Impney sprint was organized the next day and Tony Marsh's Lotus was the winner, climbing in 23.02 secs. He did

not beat the record, however, but instead beat the record-holder—Reg Phillips (Fairley). In spite of opposition from Dick Protheroe's 3.8 XK 120 and Maurice Mackie's ex-Jack Lewis F2 Cooper, the veteran Austin Nurse (Lotus Elite) made B.T.D. at the Church Lawford sprint and Peter Cottrell's Lotus Fifteen was fastest at the Castel Farm hill-climb. Patsy Burt's familiar Cooper made B.T.D. at a Snetterton sprint and Geoff Gartside's Garford Junior was fastest at the B.A.R.C. Burton sprint, also held on this busy Sunday.

The Weston-super-Mare Speed Trials look like being as famous as the Brighton event, gaining strength each year. On 30th September many well-known competitors travelled to take part and dare I suggest that the entry was better than Brighton's? Horace Gould brought his 250F Maserati out of retirement and, in fact, broke Geoff Richardson's record of 19.90 secs., established in 1959, in practice; however, in the actual event he could not repeat this feat. Nevertheless, Fred Tuck's Inter-Continental Cooper-Maserati took the record with a resounding 19.36 secs. Chris Summers annexed the 1½-litre class from John Farley (both driving Summers's F1 Cooper) while Jim Berry (E.R.A.) was fastest in the "big boys" class. Both Arthur Owen and George Keylock were now back in circulation following their crashes. In fact, Owen made B.T.D. at the Firlie hill-climb the following day—his climb in 25.21 secs. being a new record. David Good managed 25.54 secs. and Patsy Burt was third with a 25.75 secs. climb. A week later, Reg Phillips, driving his hairy Fairley, won the Castle Howard hill-climb from Geoff Gartside's Garford. Nevertheless, on that day most people were at Stapleford for the last round of the R.A.C. Hill-Climb Championship—already won by David Good. Arthur Owen broke Paul Emery's 1955 Emeryson record in his 2.2-litre Cooper-Climax with a fine climb which lasted only 44.55 secs. Patsy Burt, Daniel Richmond, Douglas Haigh, Jim Berry and Mike Hatton were next in the championship class. David Good crashed his Cooper-J.A.P. in an earlier run, without injury.

8th October: STAPLEFORD

B.T.D.: Arthur Owen (2,208 c.c. Cooper-Climax), 44.55 s.

1,500 c.c. Racing: Patsy Burt (1,460 c.c. Cooper-Climax), 45.86 s. **2,500 c.c. Racing:** Arthur Owen (2,208 c.c. Cooper-Climax), 45.88 s. **Over 2,500 c.c. Racing:** Gordon Parker (3,442 c.c. s/c H.K.-Jaguar), 48.05 s. **1,100 c.c. Sports:** Fred Warnell (1,098 c.c. Tojeiro-Climax), 48.52 s. **1,600 c.c. Sports:** Jack Richards (1,460 c.c. Lotus-Climax 7), 47.47 s. **3,000 c.c. Sports:** Bill Camp (1,172 c.c. s/c Cooper Special), 48.63 s. **Over 3,000 c.c. Sports:** W. Coleman (3,442 c.c. Jaguette), 49.27 s. **1,300 c.c. G.T.:** Jack Gates (997 c.c. Marcos), 51.74 s. **2,000 c.c. G.T.:** Jim Warnell (1,971 c.c. A.C. Ace-Bristol), 50.50 s. **Over 3,000 c.c. G.T.:** Ken Baker (3,781 Jaguar "E"-type), 49.04 s. **1,300 c.c. Touring:** R. N. Allen (997 c.c. Ford Anglia), 53.19 s. **2,000 c.c. Touring:** F. W. Brown (1,489 c.c. Riley 1.5), 55.07 s. **Over 2,000 c.c. Touring:** Albert Powell (3,442 c.c. Jaguar 3.4), 51.91 s.

R.A.C. Championship: 1. Arthur Owen (2,208 c.c. Cooper-Climax), 44.55 s.; 2. Patsy Burt (1,460 c.c. Cooper-Climax), 47.23 s.; 3. Daniel Richmond (994 c.c. Venom-Austin), 47.43 s.

1961 R.A.C. HILL-CLIMB CHAMPIONSHIP

	Pts.
1. David Good	63
2. Arthur Owen	50
3. Mike Hatton	49
Tony Marsh	49
5. Jim Berry	42
6. Ray Fielding	35
7. Peter Boshier-Jones	30
Daniel Richmond	30



E.R.A.s are always at home on the hills and never seem to age! G. Chapman sorts his out at Wiscombe in August.

9. George Keylock	23
10. Peter Gaskell	21
11. Reg Phillips	20

PREVIOUS WINNERS

1947-48	Raymond Mays (E.R.A.).
1949	Sydney Allard (Allard).
1950	Dennis Poore (Alfa Romeo).
1951-53	Ken Wharton (Cooper-J.A.P.).
1954	Ken Wharton (Cooper-J.A.P./E.R.A.).
1955-57	Tony Marsh (Cooper-J.A.P.).
1958-60	David Boshier-Jones (Cooper-J.A.P.).

Ian McLaughlin's 1,100 c.c. Cooper-J.A.P. took major honours at the Rhydymwyn sprint in North Wales on 14th October. His time of 1 min. 15 secs. was 0.4 sec. faster than Mike Hatton in a similar car. At the Bodiam hill-climb that day, Hugh Dibley hurled his Lola to the summit in 30 secs. exactly. Opposition came from the Lotus Juniors of Bill Heathcoate, Ian Raby and John Mew and Basil Bowman's "A"-type Connaught. A motor-cycle national records meeting over a standing quarter-mile, run in both directions, was held at Wellesbourne Mountford Aerodrome that day and saw two intruders on four wheels—namely, the Allard dragster and the Fairley. Allard's best time was 10.841 secs. and Phillips's 12.312 secs.—which is some going! It is believed that Allard's time is the fastest standing quarter-mile time ever recorded in Great Britain.

No doubt impressed with the results of Josh Randles, Jimmy Blumer entered his 2-litre Cooper Monaco for the Olivers Mount hill-climb at Scarborough on 15th October. He emerged with B.T.D. of 49.24 secs. Phil Chapman's Mercury Special was second with a run in 51.91 secs. Jack Cordingley was the best of the single-seaters—he recorded a time of 53.01 secs. in his supercharged Elva Junior. At Wiscombe Park that day, Tony Marsh's Lotus set up a new record for this course in 45.80 secs. Wally Cuff was second in 46.92 secs., Arthur Owen clocked 47.22 secs. and Hugh Dibley made fourth B.T.D. in his Lola Junior in 47.46 secs. This was the last meeting of the year at the splendid Wiscombe course and one hears that a championship meeting will be held at this venue in the near future—it certainly deserves it!

The season was now practically over, but not before the Torbay M.C. had held their Oddicombe hill-climb. Brian Whitmarsh made B.T.D. of 40.28 secs. in his hairy Lister-Jaguar. Last, but not least, came the Cambridge University A.C. Snetterton sprint on 5th November. Of course, fireworks were expected but no one anticipated a Jaguar XK 150, of all things, being fastest car on this cold, wet and gloomy day. Mr. R. Rose in said machine recorded 61.90 secs. Bill Moss's faithful Lotus 18 was the fastest single-seater in 62.77 secs., while the second was Jeremy Bates in his rapid Cosworth-powered 1960 Lola, who completed the course in 65.20 secs.

In France, Germany, Italy, Switzerland and Austria events were held last year for the European Mountain Championship. Foreign hill-climbs differ greatly from their British counterparts in that they are very much longer and often take up to 10 minutes to complete. The Championship was open to 2-litre sports cars and, for the second year running, the Swiss Heini Walter, driving a Porsche, emerged victorious. Britain was represented by only Patsy Burt in her elderly Porsche RSK. Although she was never amongst the leaders, she always put up polished and creditable performances. The Swiss driver Harry Zweifel drove a British Lotus-Climax 19 with success and Gianni Balzarini was very fast in the ex-Centro-Sud 2-litre Cooper-Maserati Monaco now owned by Scuderia Serenissima. Porsches won six of the eight qualifying rounds—the other two going to Balzarini and Lodovico Scarfiotti in a 2-litre Osca. One wonders how Josh Randles, Ray Fielding and Peter Boshier-Jones would have fared against the Porsches and perhaps one day Britain might organize a qualifying round for this championship. If only one of those tortuous Lake District passes could be used for a day. . . .

However, Britain's characteristic "short" hill-climbs and sprints will continue to prosper this year with old and new competitors and machinery. What's this we hear about Tony Marsh building a 2½-litre B.R.M.-powered special?

Club News

By MICHAEL DURNIN

VALVOLINE RALLY

THE Valvoline Rally, co-promoted on 10th/11th February by the Steel Company of Wales Motor Club and the South Wales Automobile Club, attracted the strongest entry, for an event of this status, that has been witnessed in South Wales for a very long time. The capacity entry of 60 cars was easily reached and, even with a reserve list of 15, the organizers found themselves still turning away would-be competitors. One of the probable reasons for this enthusiasm was to be found in the system of classification adopted, which made provision for four classes, i.e., Experts, Semi-Experts, Novices, and Beginners, irrespective of mount, the actual class being decided with reference only to the experience of the navigator.

Since competitors were started in class order, the field was, in effect, "seeded", although it was interesting to note that one or two drivers, whose names are not exactly unknown, appeared with new crews amongst the novices and beginners!

Marked maps, on which the 210-mile route was indicated in greater or lesser detail, according to class, were issued 15 minutes before the start, and competitors left Bridgend to find, almost immediately, an obvious yellow road which, in fact, didn't go; despite the presence of a warning marshal, over half the field were caught out and found themselves running very late before T.C.5 at Brynsadler, while the first mechanical casualty of the rally occurred on this section, when the transmission of J. Bates's Herald Convertible gave up the struggle. From here the route continued to Coed-Ely, where a cleverly sited control misled those whose map-reading had been only cursory, and thence towards Pontypridd which was the first but, sadly, not the last comparatively urban area to be encountered during the first half of the route, despite the indicated Out of Bounds areas and Neutralized Zones.

From Mountain Ash and Nelson the route continued through Maes-y-Cwmmer to Blaenavon and then north to T.C.32 and 33, which turned out to be a simultaneous and common control with an intermediate loop and two directions of approach; not surprisingly, with an entry of 60 cars, this tended to enliven the proceedings a good deal.

Though no night halt was scheduled,

the half-way petrol stop at Crickhowell saw the eventual winners, Norman Harvey and Viv Corbin (Austin-Healey Sprite Mk. II) only four minutes down and well ahead of their nearest challenger, novice Reg Galpin, who subsequently retired his Austin 7. The Jenkins/Lewis Magnette was also retired at this stage, with a holed sump.

The route now moved briefly on to the Hereford map, competitors being provided with a monochrome photostat copy of the relevant area, and thence back towards Glasbury and a number of tight sections culminating at T.C.52 and 53, where the organizers repeated their earlier gambit, taking the cars round in a loop to check into the control twice. From here the route swung south, to circle Brecon, before finally arriving at the finish.

H. M. BILEY.

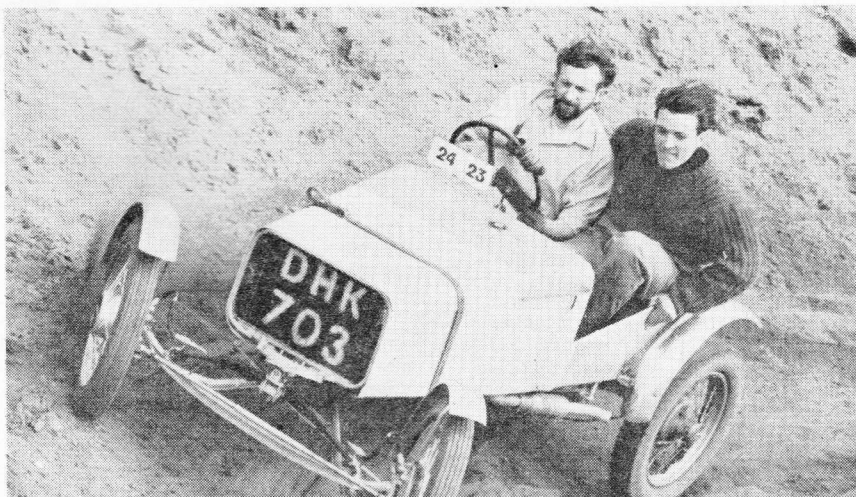
Results

Valvoline Trophy: Norman Harvey/Viv Corbin (A.-H. Sprite Mk. II). **Best S.C.O.W. Entry:** Ivor Thomas/Derek Tucker (Ford Classic). **Best S.W.A.C. Entry:** John Williams/Tony Hooper (Mini-Minor). **Class Winners:** D. Tilley/E. Griffiths (Austin-Cooper); T. Lewis/V. David (Morris-Cooper); J. Clement/R. Summerfield (Minor 1000); P. Winter/D. Williams (Austin 7). **General Class Awards:** E. Bradley/D. Evans (TR3A); Dr. Stephens/E. George (Sunbeam Rapier); F. Jones/G. Williams (Austin 7); J. Dodd/D. R. Jones (Wolseley 1500); B. Butler/D. C. Edwards (Hillman); E. Brazington/G. Abercrombie (Sunbeam Alpine).



SIMPLASTIL (you work it out) is Arthur Mallock's 750 Trials Class-winning car, competing (above) in the 750 M.C. South Downs Trial.

BELOW: Rally man Rod de Paula Hanika goes "up the wall" in the same event.



Formula 1 Prospects—continued

In addition to the teams already mentioned, there are several private entrants who might produce surprises now and then. Leading contender will probably be Jack Lewis (B.R.M.), who at one time was thought to be joining Cooper-Climax. Tony Marsh will also be B.R.M.-equipped. Jack Brabham's plans have not yet been revealed, but it is pretty certain that he and Gavin Youl will be seen in Lotuses, until such time as the single-seater Brabhams appear. Here again the Australian could well provide shocks to his rivals, and the thought of Brabham-prepared Lotuses is certainly intriguing.

There are rumours of a new Maserati, but little prospect of Orsi re-entering Grand Prix racing. If anyone races this car, the odds are in favour of Volpi and his Serenissima set up, with Trintignant as the most likely driver. Centro-Sud seems to be out of the picture, Signor Dei having announced the withdrawal of his cars from Formula 1. Tomaso is persevering with his Cooper-inspired Osca, Ian Burgess will be seen in the Bryden-Brown Cooper, and Wolfgang Seidel has acquired a new Lotus.

Taking it by and large, the coming season ought to provide really close racing. Undoubtedly lap records will fall and race averages continue an upward trend. Ferrari will have a difficult job to defend his Constructors' title and a lot will depend on Phil Hill to keep the red cars in the forefront.

Zandvoort should indicate the potentialities of the various marques, for power counts much more on the sand dunes circuit than was formerly appreciated.

It would be foolish to attempt to forecast the next title-holder, for so much will depend on the reliability of the new equipment which will be used increasingly during the season. I could suggest putting, say, half a dozen names in the hat.



B.R.S.C.C. DINNER- DANCE

PHOTOGRAPHY BY GEORGE PHILLIPS



THAT'S A GOOD ONE! (Top) Listening to Dick Jeffrey's hilarious speech are (l.-r.) Mr. Coakley, Naomi Leon, Bruce McLaren, Bette Hill, John Coombs, Adrian Olands, Mrs. Coakley, and Graham Hill.

HOLD IT! (Above right) John Whitmore accepts the Saloon Car Trophy from Mrs. John Cooper. Seconds later he dropped it.

CHEEKY (right). Bruce McLaren, with the cup he won for setting up the fastest lap at Brands last year, "I'd like to thank Graham Hill for throwing this splendid party for me!"





YORKSHIRE S.C.C.

YORKSHIRE RALLY

BY VALERIE DOMLEO

PHOTOGRAPHY BY FRANCIS PENN

THE Yorkshire Sports Car Club's principal event of the year had disappointing weather conditions for the second year running—from the organizers' point of view—for competitors were blessed with a fine, mild night. Nevertheless, a carefully chosen route run at a strict 30 m.p.h. average was tough enough, to result in only three competitors out of 140 entries completing the 240-mile night section, containing 70 controls, without penalty.

Route cards were available over three hours before the start at 10 p.m. on the Friday night. During the evening the Crescent Hotel at Ilkley was filled with navigators, their maps strewn about them as they busily plotted the route. A feature of the "Yorkshire" is the set of route cards—as well as the map reference a brief description of the position of each control is given. Where possible controls are sited at telephone boxes so that marshals can easily contact rally headquarters.

One easy section out of Ilkley and the pressure was on. First crew away were last year's winners, Mike Sutcliffe and Phil Crabtree, who soon ran into trouble when they approached control 2 from the wrong direction. Realizing their mistake too late, they lost two minutes in having to retrace their steps, their only penalty on an otherwise impeccable night's run in Mike's Mini.

The route turned northwards to the first tight group of controls (numbers 7 to 12) circling Pateley Bridge. Four controls later a somewhat ambiguously worded "out of bounds" area south of Ripon led several competitors, including Tish Ozanne's Cooper-Mini and Anne Hall's Anglia, to undertake extensive agricultural motoring on "white" roads. Because of the ambiguity, however, time lost at the next control was not penalized. Crossing the A1 south of Borough-



bridge, competitors went on to the traditional "hunting ground" of the Yorkshire Rally—the Cleveland Hills. But this year, in contrast to 1960, not a snowflake was to be found. Yet had the rally been held 48 hours later things

Results

General Classification: 1, Pat Moss/David Stone (Cooper-Mini), 0 penalties; 2, Roy Fidler/John Hopwood (Anglia), 0; 3, Don Grimshaw/Horace Beighton (Healey 3000), 0; 4, John Waddington/J. M. Wood (TR3), 1; 5, Tony Fisher/Brian Melia (Cooper-Mini), 1; 6, J. Anderton/K. Barraclough (Anglia), 2; 7, J. Sprinzel/G. Robson (Sprite), 2; 8, K. Watkinson/M. Rogers (M.G.A.), 2; 9, B. Hadfield/G. Haggie (Herald), 2; 10, M. Sutcliffe/G. P. Crabtree (Mini), 2.

Best in Novice Class: L. P. Caley/J. Tunnard (Anglia), 14.

Best in Military Vehicle Class: W.O.II J. Kenny/Maj. G. Baxter (Champ).

NIGHT CONTROL at Redshaw Gill, on Blubberhouses. Checking in is the J. W. Waddington/J. M. Wood Triumph.

might have been very different for, at the time of writing, your correspondent is "marooned" near the top of Holme Moss waiting for a blizzard to abate which has reduced visibility to nil.

Sydney Allard's modified Ford Anglia, in which he competed in the Monte Carlo rally, suffered from a detached exhaust pipe, while his son Alan ruefully remarked to his Dad that there were some awfully narrow roads in Yorkshire, and the front of his Anglia bore evidence of at least one point where the road had been much too narrow! Edwin Elliott and T. Codd in a Rapier also had slight misunderstanding with a wall but luckily the car was hardly scratched. As usual the ford near Old Byland claimed a crop of victims from among those who had not waterproofed the ignition systems of their cars, Anne Hall losing some minutes here.

A wickedly bumpy track across Rievaulx Moor saw the retirement of Tony Lanfranchi in his Hillman Minx which took off on one bump and nose-dived into the next, damaging the front suspension. A good run by Geoff Thornton and Derek Richardson in a supercharged Herald also came to an end here when overcome by transmission troubles.

MIKE WILSON leads his hard-working team in the control room with a battery of telephones.

At Control 52 in Pickering, where petrol was available, there still remained more than half a dozen clean sheets and, for these, the two special stages to be used to decide ties assumed great importance. The first of these, a loop on tarmac roads set amidst army huts, was 1.7 miles long. No one achieved bogie time of two minutes and two of the clean sheets tried too hard. Peter Procter's Rapier left the road after crossing a slippery wooden bridge and damaged a

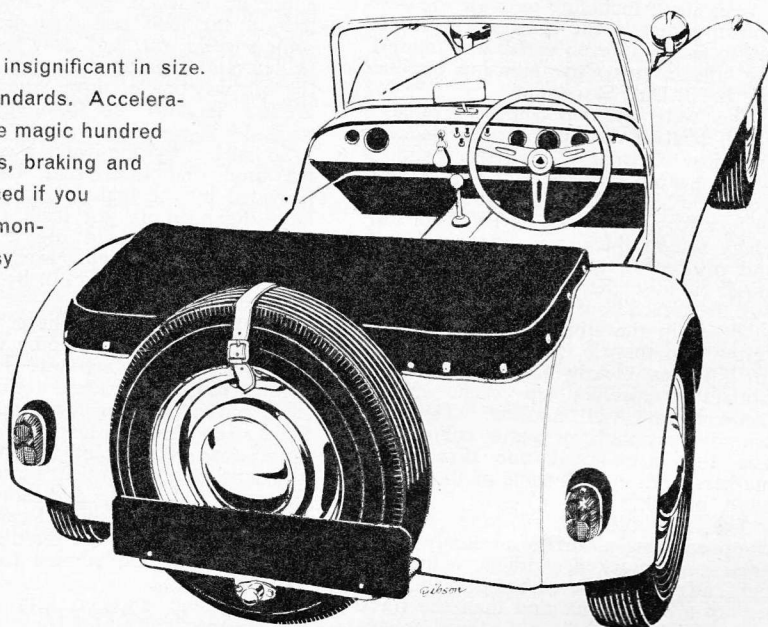
(Continued on page 282)

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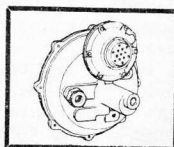
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ROTHERHAM AND D.M.C. CENTENARY TRIAL

VERY nearly 40 competitors entered for the Rotherham and District Motor Club's annual Centenary Trial on 18th February, and despite a few non-starters a large field, including most of the best-known names in the trials world, turned out to tackle a dozen varied and interesting hills in this Championship qualifier and B.T.R.D.A. Star event.

The well laid-out course covered a rough oval in the hills around Wickersley, just outside Rotherham, and a terrain nearer ideal for a good-class trial would be harder to find anywhere. The surface for the sections varied from stiff, soggy soil to thick, wet, glutinous mud, and over sand, bracken, leafmould and grass: almost the only variant missing was the treacherous chalk which we find so often in the south—and this doesn't "grow" up there! The route from hill to hill was clearly laid out and the courses themselves up each of the sections were well marked. The only criticism levelled by some competitors was the often-heard one directed at markers, and, indeed, some of these were badly placed.

The first hill was a long, twisting climb covering a surface of sandy earth, grass and bracken, with a couple of tight, adverse-cambered bends. The start led up a steep bank and then the track turned left and right on a level to another step, then ran uphill curving left and right. Then came a sharp hairpin on an adverse camber before turning right up the gradient again, curving left—again on the adverse—and on up to the top. The whole section had had to be rather hastily replanned because the gales that swept and devastated parts of Sheffield and Rotherham the previous day had felled a tree right across the planned first part!

Surprisingly, this tight and tortuous section gave little trouble, the whole field scoring clean climbs with the exception of J. B. Mein, Malcolm Eaves and D. Allen.

Section two was a complete contrast, providing rather greasy bracken and stiff mud as surface hazards with some tight corners and a long line of very vulnerable markers to complete the job. Cars were started on a 45-degree slope, the course immediately turning left on what amounted to a savage adverse camber and running up over a bracken step. At the top it turned right, ran downhill to a wide left-hander and then climbed a short, steep bank, still on the bracken but with stiff mud, churned up by the wheels of cars, for the later numbers to contend with on the turns. The majority of the entry managed to climb this one without penalty, although one of the most spectacular failures was that of Eric Jackson, who managed to fell each and every marker that the poor marshals had placed with such loving care!

The third hill was a real stopper, no one managing to defeat the wettest, muddiest bog in Yorkshire! The course started on a left-hand hairpin and plunged straight into "part one" of the swamp and then, for those who managed to extricate themselves from the mud which rose over the hubs, came a few yards on dry land before "part two". After this the course turned left and climbed a bracken slope, but this was of only academic interest.

Although generally the running order seemed to make little difference to the fortunes of the competitors, on a few hills the going definitely deteriorated as the day wore on. An example was the fourth hill, at first sight a relatively straightforward, though extremely steep, climb on bracken, which after the first half of the field had attempted it with some success was "on" only for the very skilled, and a failure here cost a lot, for the hill was one of those where a lot of ground has to be covered between marks!

So sticky, by the way, was some of the mud that the rescue Land-Rover, provided by the highly efficient Rotherham organization, got itself thoroughly bogged. Attempts to dig it out with shovels failed, and eventually we watched it being towed out by a friendly farm tractor!

The fifth section was one of those hills which goes on and on going up and up for ever. The start was located on a level patch of bracken followed by a steep bump, another level patch and a long, steep climb to turn left at the top of a close relation of Mount Everest. The start area quickly cut up to deteriorate into stiff mud, and among those whose climbs were spoiled early on was Ron Kemp who, in the middle of a bad day, found his car coming to a halt to lose 11 marks!

Next came another very interesting hill, starting with a stiff climb up a bank, over a hollow and up another, steeper, bank to turn left on the far side of a deep ditch round a tree. This tree, of solid proportions, was fenced off by a number of particularly unpopular markers which it was almost impossible to avoid: nevertheless, both Rex Chappell and Edward Harrison did very well to score "cleans".

Hill seven started in a bowl, the course running up a steep bank to turn right over a hump and straight into a bog which was "blind". Out of the bog was a right-hander before a run up a rutted stream-bed (very wet) to the top. The fact that the bog was entered as soon as the driver could see it, plus the fact that the cars were required, in effect, to make a right turn while up to the hubs in mud, stopped most of the entry at "5" or "6": Rex Chappell tried as hard as most, but to no avail, and it proved rather tricky to get the stuck cars on to dry ground. I was told that this hill and bog form part of a motor-cycle scramble course, which is something I should like to see!

The eighth hill had a level start, after which came a swinging right-hander through a patch of stiff mud, and then the course ran straight uphill along the bed of a dry stream, providing a straight and very narrow path. Chappell made a particularly neat climb of this, reaching the top to a round of applause from the spectators.

The next two hills were similar, running on surfaces of alternating grass and mud, while for the 11th climb the field moved to the other side of the valley, where the undersoil seemed to be sandier, with more grass and less bracken.

Hill 12, last of the morning batch, was most aptly described by Geoff Newman as "Round and round the mulberry bush". The course started with a hop over a bank and over the side of a crater to turn right in the bottom of the crater

and climb out again on to the grass hill-side. Then came a swinging left-hander, round the edge of the crater, to plunge down into it again from the other end, into a wet patch of deep mud and, turning left strictly on the fiddlebrakes, climb up and out again. Almost the whole field found the hill easy to the point of the mud patch, on the second entry into the crater, and after that it was less funny. Ivor Portlock and Bernard Dees both made faultless climbs here, although even a successful climb could have been ruined by a cunningly placed marker. A very good try by J. B. Mein, in Doc Paul's old car, was noticed.

Then came lunch, and many drivers and spectators alike had cause to bless the forethought of the Rotherham club in providing a refreshment tent.

Lunchtime scores showed Edward Harrison leading from Rex Chappell, by the narrowest of margins, while the rest of the Harrison family and a few southerners, such as Bernard Dees, were in striking distance.

After lunch the same 12 hills were attempted, although modifications had been made to most of the sections with a view to putting a stop to the easy climbs.

Rex Chappell, still on his most brilliant form, seemed unable to put a wheel wrong, and overhauled the opposition to win the event by eight marks from Bernard Dees, who also had a successful outing: perhaps it was the benefit of a very good lunch! Into third place came John Harrison, ahead of brother Edward and father Cuth, and thus there should be no need to ask where the team prize went!

MARTYN WATKINS.

Results

Best Performance: 1, Rex Chappell, 51 marks lost; 2, Bernard Dees, 59; 3, John Harrison, 61. **First Class Awards:** Edward Harrison, 67; Cuth Harrison, 72; Geoff Newman, 73. **Team Award:** The Harrisons (Dadanlads).

Yorkshire Rally—continued

disc brake, while Reg McBride's Cooper-Mini started in fine form but arrived at the finish proceeding very slowly in a crabwise manner. It was unfortunate that the stage had to be cancelled because the automatic electrical timing system proved to be unmanageable.

The "final fling" of the night section was seven closely spaced controls in 19 miles of the route near Whitby. One twisty, steep three-minute section, coming after a tight four-minute one, proved too much for all but three of the remaining clean sheets, amongst the fallen being John Sprinzel's "PMO 200" Sprite which later suffered from very expensive noises in the gearbox, and only just survived to finish.

So the "big three"—Pat Moss/David Stone (Cooper-Mini), Roy Fidler/John Hopwood (Anglia) and Don Grimshaw/Horace Beighton (Healey 3000)—with the other less successful crews made their way to breakfast near Pickering and then via four rather unnecessary time controls to the all-important special section at Riccall Aerodrome, near Selby. The surfaces on the ingeniously devised 1.4-mile course ranged from asphalt to ashes and B.T.D. was put up by Pat Moss in her very rapid Monte Carlo rally Cooper-Mini to give her victory over the other two "clean sheets".

Back to Ilkley and the finish in time for Saturday lunch—a successful event, although not a vintage year.

THE RALLYE MILITAIRE

H. H. Faure/M. Pirie (Mini) Win in the West Country

THE fourth Rallye Militaire was in many ways the best of the series. The event is laid on by the Royal Military College of Science Motor Sport Club, which suffers from the disadvantage that its members only remain at the College long enough to be actively concerned with the organization of one "Militaire" and so are unable to learn in full measure from experience. The excellence of this year's event set a new standard for the club's future rallies and was no doubt largely due to the fact that the clerk of the course, Major B. J. K. Broderick, is an experienced competitor.

Last year, two major criticisms were that the organizers made too much use of very rough tracks and routed the rally along several gated sections. This year these features did not appear and the event was routed over first-class rally roads. Organization has always been a strong point with the club and this year was no exception.

Scrutineering at the start was very thorough and a group of expert and enthusiastic mechanics volunteered to help out any competitor who was having trouble with his machine. The exhaust pipe of the Mini which Hugh Braithwaite and I were to drive gave trouble and we were only too glad to have skilled assistance in rectifying this. Meals were available before starting time and then competitors left the College at Shrivenham and headed south to the start of the first special stage in Savernake Forest. This was over well-known but very narrow and loosely surfaced tracks and, despite a necessary detour off the road to avoid a fallen tree, was not particularly rough. This stage sorted out the field early in the rally but unfortunately had to be scrubbed due to the inconsistencies of the timing apparatus. On south to the crossroads of the A338 and the A303, then west on the A303 to T.C.10, at the entrance to Grovely Wood, and the start of the second special stage. The roads here were very similar in character to those of the first special stage but a little rougher.

Then came a 75-minute section looping from Shaftesbury to Sherborne. The route card gave 26 map-referenced controls carrying varying amounts of bonus points and navigators had to plot a route which would allow drivers to get to the end of the section on time while visiting a sufficient number of controls on the way to amass 21 bonus points. For

obvious reasons the section was called "Pontoon" and if you couldn't get 21 points it was too bad; 21 was the optimum but more than 21 and the bonus score was cancelled. It was certainly a welcome variation on the usually tedious any-order system. On this section Jimmy Gregson/A. Weeden (Riley 1.5) and Stephen Clipston/Tom Godfrey (VW) wrong-slotted. The VW crew lost only a few minutes but the unlucky occupants of the Riley spent the next four hours digging it out of a bog.

Then followed a series of short, sharp sections round Ibberton and Hazlebury Bryan.

The plot then led north-west to Bishop's Caundle before embarking on a south-westerly circle of short sections back up to Purse Caundle. Then the route criss-crossed between maps 178 and 166, eventually leading to the end of the first half and supper at the Yeovilton Café on the A303. Printed results of the rally up to the time of the finish of the Grovely Wood stage were available, a much appreciated touch.

Rain began to fall as the cars set off on easy sections along the A37 before turning westwards again to T.C.44 near East Pennard where D. de Souza/P. Baker put their Cooper-Mini up a bank at a wall. Neither car nor crew suffered

any damage and, after a long delay, they were able to rejoin the fray about 30 controls later. Then north to a delightful series of one-, two- and three-minute sections leading toward Chewton Mendip and west and north by Blagdon Lake and Dundry. East to Compton Dando and then to another series of quickies over white roads before easing off for a noise area at Keynsham. The route then twisted east through Castle Combe to the end of the third section, at a point north of Malmesbury before running at a reduced speed to the finish back at Shrivenham.

After breakfast there were a series of well laid out driving tests (which had obviously been planned with the hand-brake in mind), followed, a little later, by a film of the night's activities which had been processed in record time. Results were announced around noon. Most crews felt that the rally had been a great success, due in equal proportions to the fine route, the organization and the high standard of marshalling.

MICHAEL DURNIN.

Results

1. H. H. Faure/M. Pirie (Mini-Minor); 2. J. Crates/M. Hart (Ford Anglia); 3. P. Giblett/S. J. Turner (Austin-Healey); 4. S. P. Clipston/T. Godfrey (Volkswagen). **Land-Rover Award:** W. Howard Jones.

THE VALENTINE RALLY

ON Saturday and Sunday before Valentine's Day the Dunfermline Car Club held their Valentine Rally, the second event counting towards the Scottish Rally Championship. The first event, which was also a night one, was the Highland Car Club's Snowman Rally and the same wintry weather prevailed in both events.

Finding the deep snow and the icy conditions to their liking were Tom Paton (Mini-Cooper), Logan Morrison (M.G.A) and George Youngson, navigating for Charlie Kerr, who had travelled all the way to Monte Carlo and seen less snow and ice. Of the 53 sections the longest time allowance was 17 minutes and the shortest one minute. For most of the sections the competitors were allowed 5, 6 or 7 minutes.

Conditions being as they were, this meant that right from the start penalties were collected. The navigation was not difficult, which was a blessing, and in all the sections except two navigation was by map references, route instructions, spot heights and place names.

In the first section, which was a seven-minute one, no fewer than 12 competitors collected time penalties and seven

missed a codeword. In the second section, another seven-minute one, a grand total of 19 competitors collected time penalties. Among the early ones to lose marks were Hardie Brown and Munro Thomson (Alpine), Charlie Kerr and George Youngson (Gordini), Bob Hamilton and A. Evangelesti (Mercedes) and Ken Livingstone and Boyd Dickie (Mini).

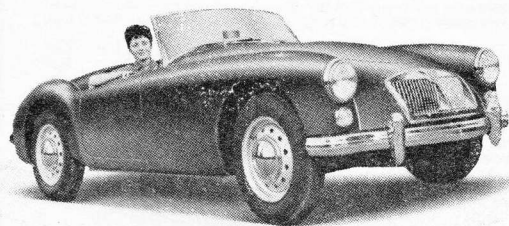
As time wore on and the conditions worsened, very few competitors were left clear on the route. Among them were the present Scottish champion Logan Morrison and Ross Finlay (M.G.A), Ken McIver and Alex Gentles (VW), David Black and Charlie Brown (Gordini), Tom Paton and Jim Bryden (Mini-Cooper), Ian Calderwood and Alex Grant (Rapier), Ian Morrison and Andy Munn (Herald), and Bill Guy and R. Farrow (Mini).

They, however, couldn't keep clean sheets and soon they were collecting penalties. Ken McIver dropped his first marks in section 5, as did Charlie Kerr, who dropped four minutes here. Tom Paton dropped his first minute in the sixth section as did Ian Calderwood. In section 7, 20 competitors collected 150 marks for a wrong direction at the con-

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Valentine Rally—continued

trol, and among them were David Black and Charlie Kerr.

In section 8, most of the rally leaders collected penalties. Logan Morrison dropped 19 minutes, his brother Ian five minutes, Tom Paton eight minutes, and David Black four minutes. From here on to the finish everyone was uncertain as to who was leading the rally and it was a matter of trying to work out who had lost fewer marks. Logan Morrison eventually retired, as did Hardie Brown, and this eliminated two of the possible winners.

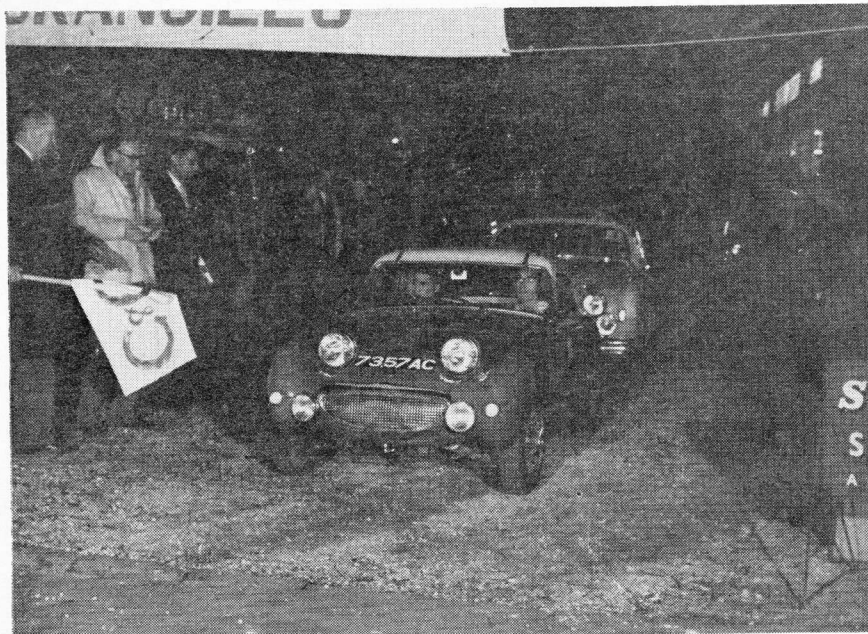
Results

1, T. Paton/J. Bryden (Mini-Cooper), 250; 2, W. Guy/R. Farrow (Austin Mini), 320; 3, B. C. Coyle/A. Cameron (Austin Mini), 420, and K. McIver/A. C. Gentles (VW), 420; 5, I. Calderwood/A. Grant (Rapiet), 500; 6, I. Morrison/A. Munn (Herald), 580.

RALLYE ORANGILLO

THE Chiltern Car Club's "Orangillo" Rally was a great success. This well-thought-out and cleverly routed event was finally won on the road by B. E. Culcheth's Sprite.

The route was in three sections with two 20-minute breaks, and covered some of the best rally country round Monmouth, after its start from the Queen's Hotel, Cheltenham. There were two special sections, both of which could have been a little better marked, but, for all this, they were up to a very high standard. John McKechnie/Tommy Thompson (Morgan) proved to be fastest on both of these, though both Tommy and John found it necessary to wear crash hats, as they tended to hit the roof of the Morgan if they went over rough ground. D. Gray and Sam Actman finished third, behind P. Moon, with Peter Smith in fourth spot.



Peter Smith, who took a 3.4 automatic Jaguar over this difficult route, might have won had he not missed a control. The control in question was on a road not marked on the map, and a "Tulip" type arrow had been placed by the organizers to make it easier to find. As there was no mention of arrows in the regs, except on the special sections Smith ignored it. His protest was, however, not upheld as the organizers maintained they could make it easier by extra markings without informing the

ORANGILLO WINNERS: The Austin-Healey Sprite of B. E. Culcheth/P. Noad leaves the Cheltenham start of the Chiltern C.C. Orangillo Rally, which they won with the loss of only 216 marks.

competitors, according to the "Blue Book".

Provisional Results

1, B. E. Culcheth/P. J. Noad (Sprite); 2, P. Moon/X (Ford); 3, D. Gray/S. Actman (Austin-Cooper); 4, Peter Smith/G. Bryant (Jaguar 3.4); 5, J. D. Browne/N. A. Reeve (Rapiet); 6, J. McKechnie/J. Thompson (Morgan 4/4).

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(Continued on page 287)

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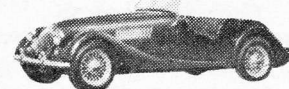
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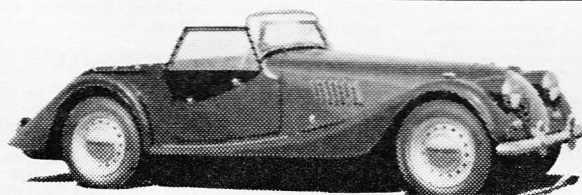
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WANTED: Peerless, Austin-Healey or A.C. with wire wheels. Up to £300 cash.—Box 4553.

WANTED.—TR3A overdrive, occasional seat, dark blue.—Jones, 19 Finch Road, Eastney, Portsmouth.

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TRIUMPH TR3, Berkeley Square Garages, Ltd., London area dealers. TR3 specialists, cash or H.P. Special repurchase terms for overseas visitors.—Berkeley Square, London, W.1. GROsvenor 4343.

MOTOR RACING A WOMAN'S EYE VIEW

SOMETIME, somewhere, I read the necessary things a man needs to become a racing driver, or indulge in motor racing as a hobby. They include money, enough at least to buy a kit, if racing is to be performed on a shoestring. Or, more ambitious, a second-hand car. More wealthy still; a Cooper, Lotus, etc.

Added to this he must have the interest and capacity for working all hours of the day and night to service such a vehicle, if he has the know-how, and similarly affected friends to help him, or sufficient wherewithal to pay someone else, if he has not.

He must also have transport and equipment, a trailer at the very least, to get him, his car, his spares, to and from the circuits.

What isn't often mentioned is the necessary girl friend, wife, or female relative, who is either a fanatical motor racing enthusiast, or mad enough to accept what this entails.

For the benefit of the uninitiated female, who thinks a crash helmet spells glamour with a capital "G", I wish to record what it's all in aid of, and some of the things to be expected.

I am the latter type—a female relative.

Being this means you are called upon to produce pots of tea, coffee, bowls of hot soup at any hour of the day or night, and sandwiches at a moment's notice.

You must be prepared to carry said beverages into garages, round paddocks, up hill, down dale, "through bush, through briar", to begrimed individuals, whose heads are invariably stuck inside

a car's innards, and a grunt will be the thanks for your labours.

Upon entering the male bedroom you must also be prepared to be confronted, when wishing to run a cleaner over the place, with car wings, hard tops, removed and never put back, parts of car bodies on the only available open floor space. Bits of car engines under the bed; screws, nuts, bolts and gaskets on the dressing table; wipers, polishing pads, etc., etc., on the chairs. To say nothing of piles of motor magazines from the year dot in odd corners.

All this, despite having a large garage and all mod. con. for the motor enthusiast.

I once spent a morning "Cardinalling" a red tiled kitchen floor, only to find, upon returning several hours later, three or four types squatting on their haunches round a carburetter which was sitting on petrol-soaked newspapers on my clean floor. Their innocent and aggrieved expressions when I hit the roof had to be seen to be believed!

Just a few of the things to be expected on the home front. I could go on and on. . . .

On race days you are dragged from your bed at an unearthly hour, before even a decent lar flickers its eyelids. Then dumped into the boot, if there is no other space, and you are off. After that, until it's all over, silence is golden.

You will need unlimited patience, a sense of humour, a very great tolerance of types of all shapes and sizes, and a positive flair for knowing when to speak and when to stay silent. A knowledge of first aid (I recommend a course of St.

John), and a capacity for cooking on a Primus.

As for personal appearance, you may rest assured you cannot hope to compete with the sleek beauty of that metal cylinder on wheels. The pleasure of your presence is overshadowed by the thrill as he puts his foot down and the wind whistles by him!

Your clothing must be of the strictly utilitarian type, slacks, sweater, gumboots, stout shoes, windcheater (mink lined, if possible) and a mackintosh.

It is essential to learn how not to worry, not to panic and to preserve a calm exterior.

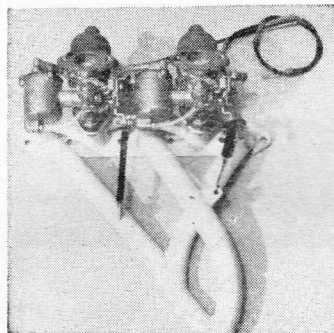
You will be drowned, frostbitten or sunburnt, according to the time of the year and the place.

Above all, you will meet some fine people. Have a wonderful time! I do. I love 'em all.

"LONG SUFFERER."

QUOTE from the January issue of the U.S. magazine *Cavalier*, in an article on Phil Hill: "They're all nervous", one of the Ferrari people said, "only most of them, they like not to show it, Fangio, for one. He was scared to death. That's why he quit. But he never showed it. This boy (Phil Hill) is different. He tells the truth. But what does that matter? He wins races, too".—So now we know!

WIPAC have announced that they have developed a horn note reverberator called the Tremulo which provides a more significant and distinctive note from standard-type horns. The Tremulo, which is easy to fit and involves no re-wiring, retails at 17s. 6d.



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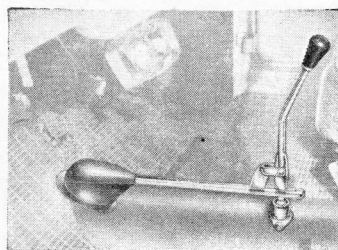
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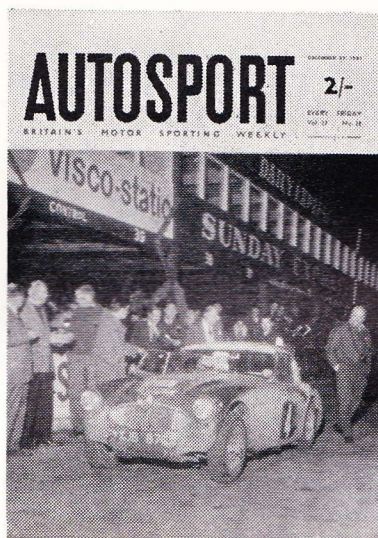
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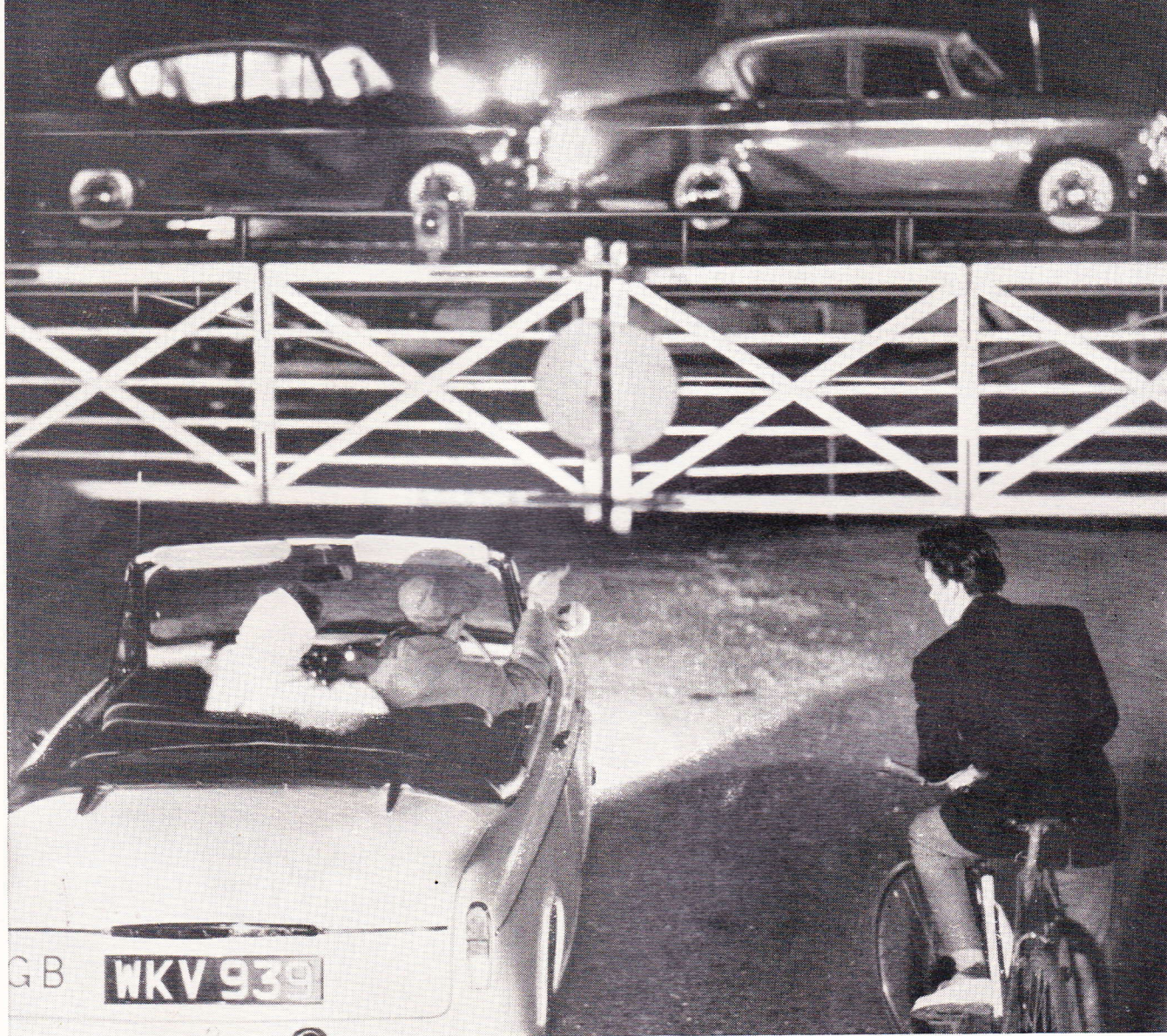
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