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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

MARCH 9, 1962

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EVERY FRIDAY
Vol. 24 No. 10

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



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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 24 No. 10

March 9, 1962

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EDITORIAL

THE GROWTH OF MOTORING SPORT

IN 1960, there were 446 clubs in Great Britain, recognized by, and affiliated to, the R.A.C. This number has increased in 1962 to 687, a rise of no less than 42 per cent. Two years ago, 2,700 permits were granted for various events, but this year the total has swollen to 3,800. Competition licences have not shown the upward leap of clubs and permits, but, all the same, 18,639 were issued this year, as compared to 18,267 in 1960. In other words, motor club activity in this country continues to increase. Rallies comprise the largest percentage of R.A.C.-permitted events, and now have become a problem in these crowded islands. So much so, that several county councils have formed a committee to discuss the future of rallies with the Government. As rallies are the most popular form of event for ordinary club members, it is obvious that organizers will have to take the greatest care to avoid anything that could turn these discussions into grounds for disapproval. Already residents in certain areas have complained that the noise of exhausts disturbs their rest, and, no doubt, the committee will be forced to communicate any objections on these lines to the Government. The latter could quite easily bring regulations into effect that would ban the use of all public highways for any form of competitive event, which would, of course, mean the end of club rallies as we know them today. One solution is a reduction in the number of events, and more joint organization by clubs situated in adjacent districts. The total number of competitors would not be affected, but there would not be the same repeated use of areas, which means that residents would not be subjected to week-end after week-end of possible disturbance. Altogether it is a highly delicate situation, and it is probable that the Competitions Committee of the R.A.C. will have to offer suggestions to satisfy the Government that something tangible is being done to avoid giving any offence to the general public.

WELCOME BACK

THE announcement that Mr. David Brown is entering a prototype Grand Touring car for Le Mans will be welcomed by all motor racing enthusiasts. Aston Martin is a name that will always be associated with the 24 hours race, and although this entry is part of a development project, it will be interesting to see whether or not the concern can produce a machine capable of offering a definite challenge to the products of Maranello. Since Aston Martin withdrew from racing, the onus of participation in International events has been borne by John Ogier and his Essex Racing Stable DB4G.T.s. Although the drivers and cars put up many splendid performances, the 250G.T. Ferrari appeared to have the edge of them, despite their larger capacity engines.

OUR COVER PICTURE

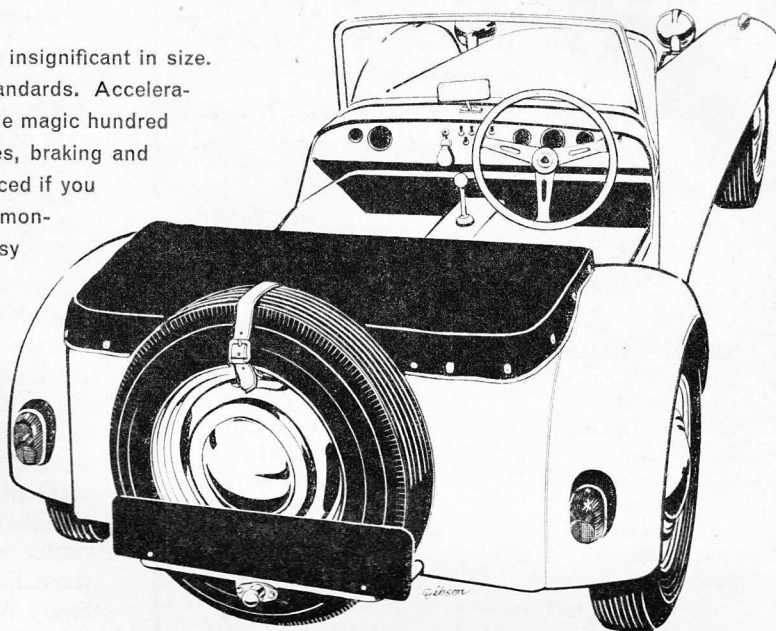
ICE-RACING—in temperatures well below freezing point—is among the most popular of winter motor sporting events in Scandinavia. Here Stig Eklund slides his Dauphine on the way to a touring category win.

An average sportscar ?

Purely functional in appearance, not unattractive; quite insignificant in size. But what a fantastic machine to drive, even by Lotus standards. Acceleration to 60 m.p.h. occupies a mere seven seconds and the magic hundred is at your beck and call. The superb handling qualities, braking and acceleration of the Lotus Super Seven may be experienced if you telephone Waltham Cross 26181 and arrange your demonstration run. You will then be convinced that in its easy to assemble component form the Lotus Super Seven represents true value for money, performance motoring at the low, low price of £599.

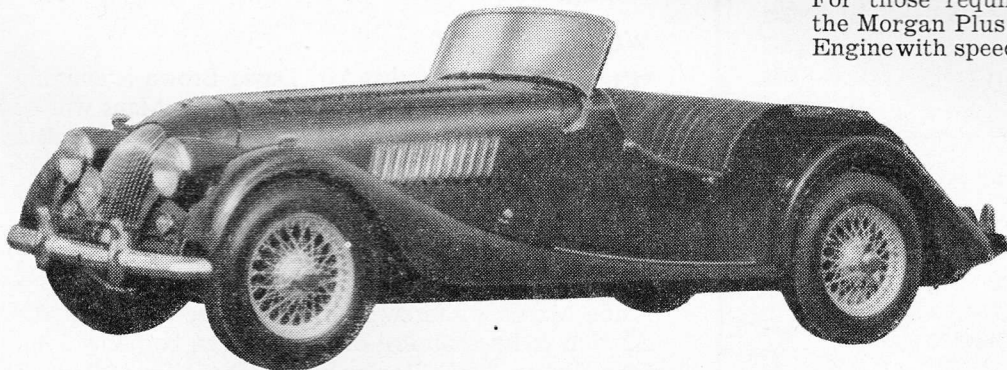
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JOHN SURTEES, driving a Bowmaker-Yeoman Cooper-Climax, beat Jack Brabham (Cooper) at Longford, in Tasmania, last Monday.

THE Citroën Bijou has been reduced in price from £599 to £523 (including purchase tax).

RECORD NUMBER OF ENTRIES FOR LE MANS

THE Le Mans organizers have received a record number of 114 entries for this year's 24-hour race. The following marques are represented: A.C.-Bristol, Austin-Healey, Alfa Romeo, Aston Martin, René Bonnet, D.B., Chevrolet Corvette, DKW, Ford Falcon (? really), Ferrari, Fiat-Abarth, Gitane (we always thought that was a cigarette), Jaguar, Lola, Lotus, Maserati, Morgan, M.G., Marcos, Osca, Porsche, Panhard, Sunbeam, T.V.R. and Tojeiro.

WORKS Fiat-Abarths will be competing in the Sebring 3 hours race for G.T. cars up to 1,000 c.c. Drivers will be Alfonso Thiele, Teodoro Zeccoli and the American Paul Richards, who drove so well at Nassau.

TWO B.R.M.s have been entered for the International Lombank Trophy race at Snetterton on 14th April. Graham Hill and Richie Ginther will drive. Other entries include Stirling Moss in a U.D.T.-Laystall V8 Lotus.

AN F1 STRAIGHT-EIGHT, AIR-COOLED FERRARI FOR MONZA

THE Italian newspaper *Gazzetta dello Sport* last week published details of a new Formula 1 Ferrari, said to be now under construction. This is a 1,500 c.c. car using an eight-cylinder, air-cooled, in-line engine mounted transversely behind the driver. The power take-off is in the middle of the crankshaft, and the engine is inclined towards the front.

The engine and gearbox unit is mounted between the driver and the rear wheels. The main bearings, big ends and twin overhead camshafts are all mounted on roller bearings, which permits 11,000 r.p.m. to be attained. 215 b.h.p. is developed and maximum torque is attained at 8,500 r.p.m. Four twin-choke Weber carburettors are employed and there are two plugs per cylinder. The valves are operated desmodromically.

The chassis is apparently made up of small diameter tubes. The rear disc brakes are mounted inboard. The car's dimensions are: wheelbase, 2.35 metres; track, 1.20 metres, and weight, 450 kgs.

An interesting point is that the new air-cooled engine is apparently the result of a collaboration between Ferrari and Gilera. The car is expected to make its debut at Monza in September.

WISCOMBE PARK PROGRAMME

THE major meeting at Wiscombe this year will be a National Open hill-climb on 19th/20th May which will count towards the R.A.C. Hill-Climb Championship. A new drive has been opened which will enable competitors and senior officials to reach the paddock without using the course itself. The complete calendar is as follows:—

19th/20th May.—West Hants and Dorset C.C. National Open.
11th June.—West of England M.C. Closed.
12th August.—West of England M.C. Closed.
22nd/23rd September.—B.R.S.C.C. (S.W.) National Open.
13th/14th October.—Seven-Fifty M.C. Restricted.

PIT and PADDOCK

GRAHAM HILL and Joe Bonnier will probably share a V12 front-engined Ferrari at Sebring.

COLIN CHAPMAN has entered two Team Lotus cars for the Pau G.P. on 23rd April. Jim Clark, last year's winner, will drive one and either Trevor Taylor or Peter Arundell the other.

THE 1962 edition of the R.A.C. Continental Handbook has just been published. It includes a special new colour atlas and a new appendix on touring in Russia in addition to the usual features.

BRIGGS CUNNINGHAM'S entry for Sebring will comprise two Tipo 64 Maseratis and a Cooper-Maserati. Drivers so far lined up are Walt Hansgen, Bruce McLaren and Roger Penske.

HAVING recovered from his injuries, Roy Salvadori is to drive a 2.6-litre Bowmaker-Yeoman Cooper-Climax in this Sunday's Sandown Park meeting in Australia. Other entries include John Surtees (2.7 Bowmaker-Yeoman Cooper), Stirling Moss (Rob Walker Cooper or Lotus), Jack Brabham (Cooper), Bruce McLaren (Cooper), Jim Clark (Lotus), Ron Flockhart (Lotus), Angus Hyslop (Cooper), Pat Hoare (Ferrari) and possibly Chuck Daigh in the new Scarab.

GRAND PRIX OF BRUSSELS

THE Grand Prix of Brussels for Formula 1 cars will be held on the Heysel circuit on 1st April. As in 1961, it will consist of three heats, totalling 300 kilometres. Practising will take place on 30th and 31st March. The race will start at 3 p.m.

THE TULIP RALLY

THE 14th International Tulip Rally takes place from 7th-12th May, starting from Noordwijk, and going down to Monte Carlo via Holland, Germany and France. After an overnight stop in the Principality, competitors drive through France, Luxembourg, Belgium and Holland to the finish at Noordwijk.

There will be no "special stages" as such, but, depending on permission from local authorities, average speeds on certain sections may be raised from the standard 50 k.p.h. However, there will be a number of eliminating tests, mainly of the speed hill-climb type. Quite a few of the normal road sections will possibly be reasonably difficult to maintain the set averages. Penalty marks will be at the rate of one point for each minute of lateness. Secret controls may be set up, competitors averaging over one-third above the average speed risking non-classification. In any case, no competitor will be permitted to be more than 60 minutes ahead of the time schedule at any point.

Only competition marks acquired by competitors who have been classified will count towards the final results.

Classes will be decided on the basis of the lowest number of penalty and competition marks. In general classification, the positions will be determined by the best results as compared with the average in competitor's own class.

Entries close on 9th April, and the fee is 400 Dutch guilders (£40 7s. 6d. for British entrants).

FERODO TROPHY FOR ROB WALKER

LAST Tuesday evening Rob Walker was presented with the Ferodo Trophy for his outstanding contribution to British motor racing.

The trophy was presented by the Chairman of Ferodo, Ltd., Mr. N. A. Morling, during a ceremony at the Dorchester.

ASTON MARTIN ENTERED FOR LE MANS

ASTON MARTIN have entered an experimental 4-litre Grand Touring car for Le Mans. They emphasize that it is not intended to compete with the sports-racing cars in their class—they are just taking advantage of the 1962 regulations in order to extend the normal testing of an experimental car.

B.M.C. WORKS DRIVERS FOR 1962

THE following "pairs" will be driving works B.M.C. cars in all or some of the major international rallies: Pat Moss/Ann Wisdom, Donald and Erle Morley, David Seigle-Morris/Tony Ambrose, Peter Riley/Derek Astle and Tommy Gold/Mike Hughes. When Geoff Mabbs has recovered from his injuries, his privately owned Mini will be rallied under the works wing.

NEW CAR-CLEANING AID

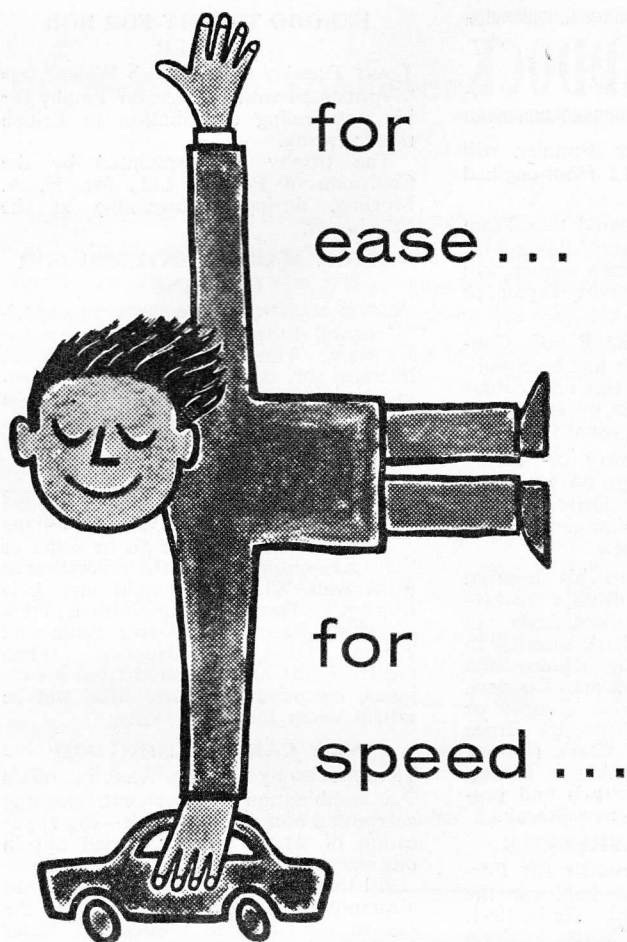
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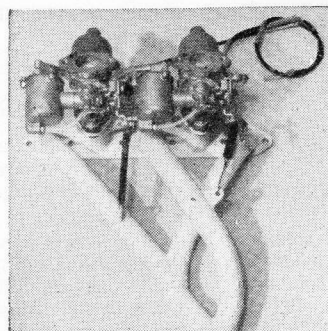
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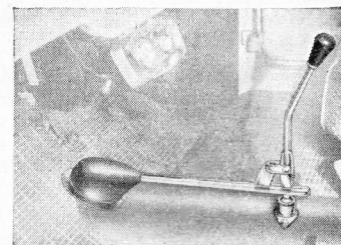
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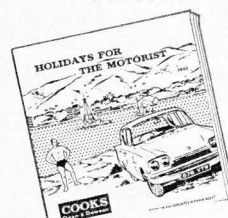
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SPORTS NEWS

THE EUROPEAN COMMON MARKET

Little Prospect of Low-Priced Continental Cars

By GREGOR GRANT

THE European Common Market has been the subject of a great deal of comment in the Press and on radio. The fact that Great Britain has applied for membership raises many points of criticism, much of it justified, particularly the possibility that our trade relations with Commonwealth countries may deteriorate. The *Daily Express*, probably one of the most influential newspapers in the English-speaking world, is set against E.C.C., and cannot see any possible reason for this country to join it.

Many people firmly believe that the advent of E.C.C. in Great Britain will mean greatly reduced prices for imported goods, especially motor vehicles. This is unlikely to have any effect for several years, and it is worth while quoting the views of the directors of Daimler-Benz A.G., which concern builds and markets the Mercedes-Benz range of passenger and commercial vehicles.

The Germans anticipate that Great Britain will not become an active member of E.C.C. till about 1963, but even if membership is confirmed within the next few months, there are many difficulties to be surmounted before any appreciable lowering of costs can take place. They feel that the amount of initial tariff reductions would be comparatively small, not more than one-fifth of the present 30 per cent. levy which is applied to imported passenger vehicles. Roughly speaking, this would mean a total reduction in duty of 6 per cent., plus 4 per cent. less on the landed duty. Therefore, a car costing £2,500 today would be reduced in price something under £100.

Any saving, of course, is attractive, but the Germans themselves do not believe that this will be feasible. During the past few years, cost of labour in Western Germany has been steadily rising, a shorter working week has been introduced, and a general 6 per cent. rise in wages (together with paid holidays) has been granted. This commenced on 1st January, 1962, following an overall wage increase in factories of 12½ per cent. during 1961. In point of fact, although West German car factories have greatly increased production, profits have tended to become smaller. Price increases have already been effected in domestic markets, but, by and large, these have been absorbed by importers themselves, and not passed directly on to customers. However, it is stated that further price increases are inevitable, and these will almost certainly have to be passed on to buyers, both at home and abroad.

It is believed that even an initial reduction of 20 per cent. would not compensate for manufacturers' price increases. In consequence, the majority of foreign car importers are convinced that higher costs will prevail, and these are expected to be announced within the next few months—not only for cars, but for other consumer goods such as cameras, radios, binoculars, electrical equipment and so



THE INTERNATIONAL RALLY CLUB (formerly the Monte Carlo Rally British Competitors Club) presented its awards for the 1962 event last week. Above are some of the rallying personalities who were there: left to right, they are Christabel Carlisle, Don Morley, John Sprinzel, Erle Morley, Piet Nortier and Jack Kemsley. Worthwhile trophy (below) was the gallon bottle of whisky presented to John Cuff by Hartley W. Whyte (on behalf of Hugh O'Connor Rourke) for the fastest lap of the Monaco circuit by a car registered in the owner's name.



on, the makers of which are much concerned with the upwards spiral in production costs.

There is a grave shortage of skilled labour in Western Germany, and it is the key workers in industry who have been mainly responsible for demanding wage increases. In many factories the steady influx of refugees from the Eastern sector was more than welcome, but during recent months this has practically ceased. It is a fact that Western Germany now employs a large number of other nationals, and could do with many thousands more.

The days when the average German worker put in many extra hours of labour seem to have gone. It was due to this that the country's remarkable financial recovery was made possible, but now the bosses are extremely worried, and in busy factories the wage bills for overtime have risen to an alarming degree.

MOTORING SPORT IN CANADA

A RECENT article in a special Canada supplement to *The Times*, by C.B.C. radio commentator, Bob MacGregor,

draws attention to the way in which organized motoring sport is booming in Canada. He points out that at the first Mosport race meeting, at which Stirling Moss, Olivier Gendebien and Jo Bonnier competed, over 40,000 spectators paid for admission—the second largest crowd that has ever watched a sporting event in Canada.

Interest in rallies has been increasing by leaps and bounds, this year's Winter Rally attracting 150 entries. There is no lack of sponsors, and the International event scheduled for 7th April has been renamed the "Shell 4000". Small-circuit racing, sprints and stock-car events are multiplying with astonishing rapidity. Two Canadians, Peter Ryan and Ludwig Heimrath, will be seen racing in Europe this year, the former with Team Lotus, and the German immigrant with Porsche.

Canada now has two road circuits, namely Westwood, a 1.8-mile course near Vancouver, and the 2.4-mile Mosport circuit near Toronto, which, when completed with the support of the motor trade, will cost about \$750,000.



PATRICK
McNALLY TRIES A

Racing M.G. —

BOB OLTHOFF'S "TWIN-CAM"

So many harsh words have been spoken and written about the M.G. "Twin-Cam", it is very pleasant to be able to report on one which is almost beyond criticism. The car tested was Bob Olthoff's very successful M.G. Twin-Cam YRX 310 with which Bob had such a good season last year. Having personally clocked Bob on the short circuit at Silverstone at 1 min. 13 secs., I was interested to see whether this time was achieved by driver or car! At the end of the test I decided it was without doubt the combination of both.

Bob raced the car a lot in South Africa before he brought it to England in the summer of 1960. Over there he won four races, and finished third in his class in two other meetings. His first meeting over here was M.G. Silverstone, where he finished second in a scratch race and later third and then second at B.A.R.C. Members' Meetings at Goodwood. Last year the car was entered for the 1,000 kms. at Nürburg where Bob finished seventh in his class, whilst later in the year he entered the Gold Flake and Holmpatrick Trophy meetings in Ireland, finishing sixth and third respectively in these.

Bob also took third place overall in the AUTOSPORT Championship and a first and two seconds in marque sports car

races at Goodwood and Crystal Palace. However, the most fantastic drives of all, and where Bob showed his and the car's ability best, were at the Clubman's Championship and the B.R.S.C.C.'s Boxing Day Brands meetings. At the Clubman's meeting Bob finished fifth overall in the G.T. race after harrying and finally passing Ian Walker in the David Dixon Healey. Bob also finished third in his class behind the Elites of Warner and Hobbs and ahead of an "E"-type. During the Boxing Day meeting Bob was only beaten by Les Leston's Elite, with which he had the most monumental dice.

After this showing it is not surprising that Bob has been selected to drive for B.M.C. at Sebring, and to drive David Dixon's Healey 3000 at Le Mans and elsewhere. Bob will also be seen driving a B.M.C.-engineed Brabham Junior when he is not otherwise engaged.

Modifications to the car are fairly extensive—in fact, the ultimate permissible by Appendix J. In an effort to lighten the car fibreglass front and rear wings and aluminium propeller shaft tunnel replace the standard steel components. And aluminium splash pans under

the wings also help in weight reduction.

When brought to the line the car is just a few pounds over the 5 per cent. permitted weight reduction. Though in full road trim plus half a tank of fuel it topped the scales at just over 19 cwt.—a lot of motor car.

One of the most important mods. was reducing the roll centre on the rear by 1½ inches by using spacers and lower rate springs. This naturally lowers the whole car on to the road increasing the stability considerably. Armstrong shock absorbers, with special breathers and stiffer settings, are employed on the front, whilst on the rear adjustable Armstrongs are used.

Bob has also fitted removable front wing arch side covers for ease of access to distributor, oil filter, starter, dynamo, carburetter, chokes, and exhaust manifold. If you have ever tried to work on a Twin-Cam you know why!

The engine is specially built and Bob gas-flowed the head, which is fitted with standard size valves, himself. Twin Weber (42 DCOE) with tuned length intake manifolds replace the SU H6s normally fitted. These are fed with air by an intake on the right-hand side

of the radiator grille. A louvred lightweight bonnet relieves under-bonnet pressure, and also keeps the temperature lower. An oil cooler is fitted to the front grille and the services of the fan are dispensed with.

When the car is being raced a tuned length exhaust pipe which emerges in front of the near-side rear wheel is incorporated, as well as a racing distributor with its advance curve matched to the engine.

For most British circuits a 4.55 limited-slip differential replaces the 4.1 ratio, the M.G.A gearbox being ousted in favour of a close-ratio M.G. unit.

Other extras include a 17-gallon fuel tank, twin SU fuel pumps (high pressure), laminated windscreen, removable hardtop, two-speed wipers, heater, ammeter, headlight flasher, wood-rim steering wheel, Microcell lightweight seats, and other less important sundries.

The thing that strikes you first as you take your seat is what a big car it is. On first acquaintance YRX 310 felt like a big Healey—it certainly didn't handle like one though! The roadholding is of

the limit. The rear suspension damped out any tendency to hop—a failing with so many hard-sprung cars that reduces cornering speed on rough surfaces.

Four-wheel disc brakes are, of course, standard and these were fitted with Ferodo DS11 pads which gave the car progressive and powerful braking. The brake pedal had been considerably enlarged which made it easier for heel-toe and was generally much more efficient than the original flimsy piece of equipment. However, the brakes did require rather heavy pedal pressure as no servo was fitted. The handbrake was extremely efficient—one of the best I have tried on a four-wheel disc-braked car.

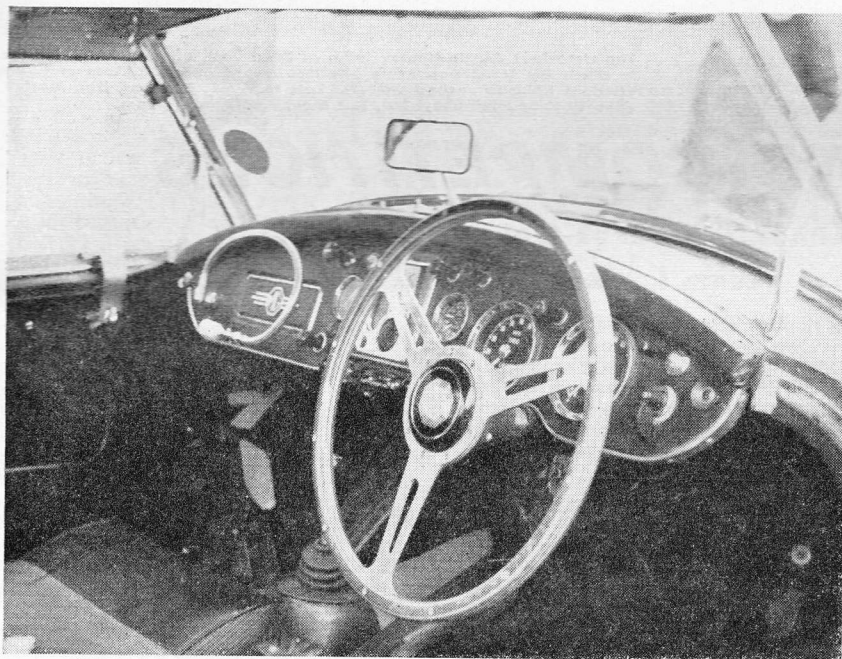
The acceleration was very good once the car was under way, the 0-30 figure being spoilt by the 4.1 axle ratio. Times of 8.1 secs. to 60 m.p.h. and 14.5 secs. to 80 m.p.h. showed the car to have plenty of power available and the quarter-mile was covered in a mere 16.2 secs.

Had the axle ratio been lower (4.55) the acceleration times to 60 m.p.h. would



quart per hundred miles when the car was being driven fast, and petrol was consumed at the rate of a gallon per 15 miles. But as the car was in full race tune—including Webers—this wasn't really too bad.

The Twin-Cam is a very safe, fast car, but to make it go as fast as Olthoff's does would take a really good driver.



FULLY EQUIPPED: The cockpit of the M.G. "Twin-Cam" is fitted with most of the things that an enthusiast might need for any kind of competition from racing to rallies—the machine must be almost an ideal "clubman's car".

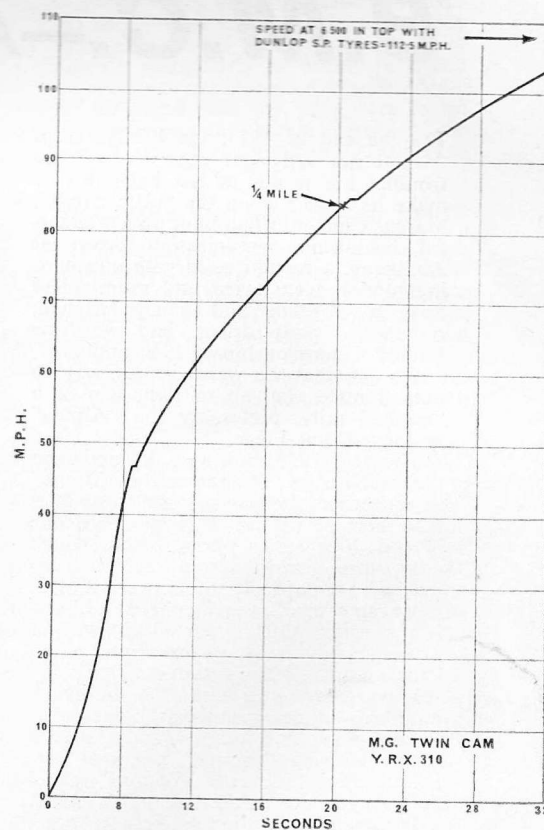
a very high order, but to obtain best results it was necessary to really drive the car through the bend. For if the car was driven, let us say, at 50 per cent. of its cornering speed, it made as much fuss as at 95 per cent. of maximum cornering speed. Given half a chance the car would slide through a bend, and it was found that the transfer from understeer to oversteer in extreme conditions was slow and predictable. The car revelled in really high-speed corners, being best on 100 m.p.h.-plus bends where its stability was incredible. On slower bends its passage was more clumsy.

Steering was heavy for a "racing car", but became progressively lighter with increased speed; the caster return action being strong, but not objectionably so. Also the lateral support afforded by the Microcell seat contributed to the driver's confidence when cornering near

have been improved. However, the 4.1 axle did afford very useful gear ratios giving speeds of 47 m.p.h., 72 m.p.h. and 85 m.p.h. The maximum speed with S.P. tyres using 6,500 r.p.m. was 112.5 m.p.h. The car would have undoubtedly gone faster, but as it was privately owned and Twin-Cam engines are expensive, we didn't risk driving at sustained speeds using over 6,500 r.p.m. At near its maximum speed, the car sat well down on the road and imparted confidence to the driver—cross winds making little impression.

When making fast getaways there was no tramp from the rear, and the M.G. close-ratio gearbox was a delight to use, making racing take-offs a simple affair. The clutch was strong and always "bit well", although it was not heavy in operation.

Oil consumption was approximately a



PERFORMANCE DATA

Acceleration: 0-30 m.p.h., 3.3 secs.; 0-50 m.p.h., 5.2 secs.; 0-60 m.p.h., 8.1 secs.; 0-80 m.p.h., 14.5 secs.

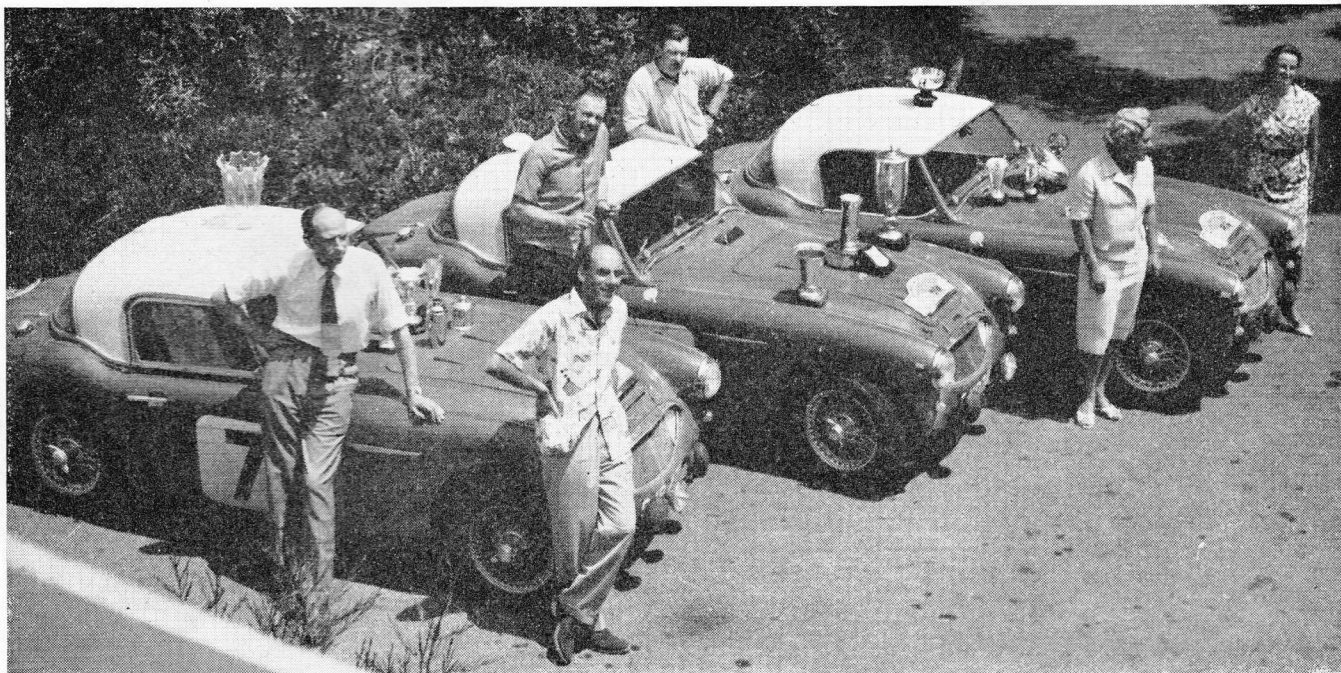
Standing Quarter-Mile: 16.2 secs.

Maximum at 6,500 r.p.m.* with S.P. tyres: 112.5 m.p.h.

Speeds in Gears: 1st, 47 m.p.h.; 2nd, 72 m.p.h.; 3rd, 85 m.p.h.

Petrol Consumption: 15 m.p.g. driven hard.

*See text.



The victorious Austin-Healey team at Eden Rock after the 1960 Alpine in which the team won every possible award and Pat Moss and Ann Wisdom finished second overall. Left to right: Erle and Don Morley, John Gott and Bill Shepherd, Pat Moss and Ann Wisdom.

B.M.C.—AND COMPETITIONS

PART TWO—1958-1961

Team Leader

By the end of 1957, the B.M.C. team had not only got over its teething troubles but it was at last beginning to make its impact upon the "rally circus". Marcus Chambers had built up a wonderful back-room organization down at Abingdon, a regular team with outstandingly good team spirit and morale had been got together and Nancy Mitchell, our No. 1 lady driver, had won the Ladies' Championship in 1956 and 1957.

We felt that we were on our way to our ultimate aim, an outright win of a "classic" rally, preferably the "Alpine" or Liège-Rome-Liège.

The year 1958, however, did not open too well for us. As far as the "Monte" is concerned, I need say no more than that most of us started from Paris, one of the three starting-points from which only three crews from 123 starters reached Monte Carlo—none were B.M.C. Even our "saver", the Shepherd/Williamson Austin A105 from Glasgow, got caught by the same blizzard which had knocked out the Paris starters.

It was easy to be wise after the event, but Paris offered many advantages as a starting-point and, quite frankly, after a series of easy "Montes" we had forgotten how "General Winter" could defeat even the crackest of crack crews.

I, personally, am never likely to forget that "Monte", which was the hardest rally, in terms of physical effort, that I have ever done—but by far the least successful. Chris Tooley and I were rammed from behind, which shot us into a drift. Aided by some of the team, we dug out and were about to move off when we were again shunted back into the drift. We dug out again, this time helped by the local police, only to be hit a third time and shoved yet farther into the drift where we just dug on in the

The rise to the top of the B.M.C. in only five years has been one of the striking features of the recent rally decade. In this series of articles JOHN GOTT, who led the team almost from its formation till the end of 1961, tells of how that rise was achieved.

falling snow until our maximum lateness ran out.

The R.A.C. was much more successful. Pat Moss/Ann Wisdom, in the faithful Liège-Rome-Liège Minor 1000, now nicknamed "Grannie", won their class (29 starters), the Coupe des Dames (nine starters) and finished fourth overall, the highest place yet attained by a ladies' crew in a championship rally.

The Tulip produced no advertisable success, due to several mechanical breakdowns and too many shunts, but it brought home to me the potentialities of Pat Moss and demonstrated publicly the possibilities of a car which up till then no one had taken very seriously as a rally-winner, the Austin-Healey 100/6. I had not myself driven in the R.A.C. and some people unkindly suggested that the girls' success had been due more to the fact that they had a good car in a weak class than to Pat's brilliant handling of it. Her drive in the Tulip convinced me that this comment sprang more from jealousy than from expert knowledge. We were both driving Riley 1.5s and in a particularly "tight" section, made even "tighter" by slashing rain, I caught Pat, who had been held up by some slower competitors. We got past together. Pat tucked in behind me, turned off her headlights and hung on to me for 20 desperate kilometres, in which

I was on "ten-tenths", without being dropped. This convinced me once and for all that we were privileged to have in the team a driver who was surely to set new marks for lady rallyists.

As far as the 100/6 was concerned, Tommy Wisdom had run the Healey Company's "demo" car in the "Monte" and the Sestriere without any success, but Jack Sears took a fancy to the big car and did very well in the tests in the R.A.C. In the Tulip he put up a fantastic drive with it at Zandvoort. He was very well-placed in the rally until the distributor drive sheared; this put him right back so that he started on the rear of the grid in the unlimited G.T. class race, which included Aston Martins and Mercedes-Benz 300SLs. However, Jack ran away from the lot, which more than surprised the Mercedes drivers, and caused some lifted eyebrows amongst the British teams as well.

Five Austin-Healeys were accordingly entered in the "Alpine", which must be the best-known rally of all, due to Shell Film Unit's wonderful "Coupe des Alpes". At the end of the first stage at Brescia, out of 56 starters only 16 crews remained unpenalized, amongst them the Healeys captained by Jack Sears, Pat Moss, Bill Shepherd and myself. At the end of the second stage at Megève, 11 crews only were still "clean", three of them on Healeys, as Jack had unfortunately lost time in a collision with Ronnie Adams's Ford.

We looked all set for a clean sweep, but on the run back to Marseilles Chris Tooley and I lost a wheel, when still "clean" and lying fourth, and the girls lost marks owing to clutch slip. This was caused by a journalist, trying to be helpful, who closed off the breather pipe which caused oil to be pumped back

through the rear main bearings. Even so, the girls easily won the Coupe des Dames, and Bill Shepherd/John Williamson won a Coupe des Alpes and finished second in their class of 24 starters. As three privately entered Sprites finished 1, 2 and 3 in their class, headed by the Sprinzel/Cave car, and Terry Mitchell, our travelling "Boffin", worked out a modification to prevent wheels coming off again, it wasn't too unsuccessful a sortie after all.

Things went better, however, in the Liège-Rome-Liège, for which Marcus entered four Healey 100/6s, crewed by Pat Moss/Ann Wisdom, Gerry Burgess/Sam Croft-Pearson, Nancy Mitchell/Anne Hall and Joan Johns/Sam Moore. We lost Joan and Sam early on when they hit a rock, but out of the 22 finishers from 98 starters, the girls finished fourth, Gerry and Sam 10th and Nancy and Anne 14th to take the make-team prizes, first in the class and first and second in the Coupe des Dames.

Ray Brookes and I backed up the Healey effort in a Twin-Cam M.G.A, in which we finished ninth, so that we took the club team prize for the R.A.C., as well. Although naturally overshadowed by the girls' brilliant fourth place, the highest up to then attained by a British crew, I always felt that the Twin-Cam run was the best drive I ever did for B.M.C. Owing to production delays and the "works" holidays, the car came almost straight off the assembly line and, being a new model, was a type that the boys in the competitions shop then knew little about. Several people, including Ken Richardson, said that we were crazy to take a new model into such a tough event and gleefully prophesied that we would assuredly break down in Yugoslavia. If it had not been for intermittent misfiring on two crucial sections (later traced to the distributor vibrating loose and retarding itself when full power was urgently wanted), we would have finished even higher and it was a real tonic to me to drive a 1,600 c.c. which was capable of holding its own with even the quickest Porsches.

Unfortunately, we never again achieved such success with a Twin-Cam, which type had a fairly short production run in that it was admittedly a "driver's car" with a beautiful engine for which the r.p.m. were critical. Nevertheless, I always felt that it could have been developed to equal the Healey, and its racing potential was amply demonstrated by Dickie Jacobs and Bob Olthoff.

Our Liège success was by far the team's best performance to date, and it did not pass unnoticed in high places. We were delighted to receive congratulatory telegrams from Sir Leonard Lord himself, and 1958 saw the first of a delightful series of functions, later known as "Thornley's Party". These are yearly luncheons to which are invited not only the team drivers but also the private owners who have done well on B.M.C. cars. They are attended by the B.M.C. "Top Brass" (usually James Woodcock, O.B.E., the deputy managing director, Reg Bishop, the publicity chief, and Syd

Enever, head of the development department at Abingdon), and at them John wittily reviews the season's results and presents each driver with a token of the factory's appreciation. This personal interest of top management in the team's work is a great factor in maintaining team spirit and morale and it is greatly appreciated by the drivers.

To round off a successful season, a team of undergraduates led by Gyde Horrocks took seven International Class D records on an Austin-Healey 100/6, at distances from 5,000 miles to 15,000 km., and at an average speed of just over 97 m.p.h., whilst Pat Moss and Ann Wisdom carried off their first Ladies' Touring Championship.

The Healey's success set Marcus an unexpected problem, for he received far more requests than normal for a "works" drive. These came not only from the usual hopefuls who thought that a success in a restricted rally was an automatic passport to an International drive, but also from some famous "names", who were anxious to get hold of what was obviously going to be an outstanding rally car. John Thornley and Marcus, however, with their usual mixture of sportsmanship and shrewdness, appreciated that it was neither fair nor conducive to team morale to get rid of drivers who had struggled cheerfully against odds when the team's cars were outmatched just at a time when better cars were available. Equally they realized that the founder-members of the team were not getting any younger when the team cars were getting faster and more "hairy", and that it was essential to experiment with "young blood", especially "young blood" which could spare enough time to do a protracted "recce." before each important rally. More and more we had come to realize that a "recce." was vital to success. It was easy to get out a team route-card which kept the drivers on track and gave them some idea of the difficulties of each stage, but in our objective of winning the "Liège" and the "Alpine" outright we were up against Continentals of class who had practised on the vital sections as often as five times; even if our cars were as good as theirs, our drivers were handi-



Jack Sears with the Austin-Healey 100/6 at Zandvoort in the 1958 Tulip Rally. This was the first demonstration of the rally potential of the big Healey.

capped if they had not had the same amount of practice.

Marcus's policy for 1959 was therefore to give the old hands a reasonable number of drives in the rallies in which they were experienced, but to try out "new blood", particularly in events in which we were not mounting a full-scale sortie. At the same time the girls were to go for their second championship and so run in as many point-scoring rallies as possible.

1959—Enter The Austin-Healey "3000"

The season opened promisingly enough with success in the "Monte" for the first time in four years. Despite 1958, we again chose Paris as a starting-point (but not for all our entries!) and our two Paris starters came up trumps. Pat Moss and Ann Wisdom, in an Austin A40 on its very first International, finished 10th



The victorious Austin-Healey team on its return from the 1960 Liège in which the team won every possible Award and Pat Moss/Ann Wisdom scored a double first—first ladies to win a Championship rally and first British crew to win the "Marathon".

in general classification and won the Coupe des Dames, also taking second place in their class, as did John Sprinzel and Willy Cave in a Healey Sprite.

Having established an immediate lead in the Ladies' Championship, the girls went to Italy for the Sestriere, in which they won the Coupe des Dames in a Riley 1.5 outriving Annie Soisbault in a "works" Triumph TR3A, on level terms, in four of the six tests. To keep the B.M.C. male drivers in the picture, Tommy Wisdom and Tony Lucas won their class in a Sprite.

Pat and Ann continued on their winning way with an Austin A40 by carrying off the Coupe des Dames in the Lyons-Charbonnières (in which they were also 17th in general classification), and in the Canadian Winter Rally, whilst to show the Nuffield side of the B.M.C. flag they took the veteran Liège Minor to Ireland for the "Circuit" and returned with the Ladies' Cup and another second place in their class.

In the Tulip and the Acropolis, however, they suffered a set-back, for in both they crashed in an Austin-Healey 100/6, fortunately without injury. Jack Sears and Peter Garnier made up for the girls' error in the former by winning their class and finishing eighth overall and the Acropolis was not a complete dead loss, for if Johnnie Sprinzel crashed his Twin-Cam too, the returning crews made an extensive "recce." of the "Alpine" course on the way home.

A study of the "recce." times caused us much head-scratching because they showed that the touring cars had been set too low a schedule and the big G.T. cars an impossible one. However, the Austin-Healey 3000, with some chassis modifications and an engine enlarged to 2,912 c.c., had just been announced and Marcus felt that it should be tested under rally conditions as soon as possible. Our proposed entry of five big Healeys was accordingly switched to three Healeys, captained by Jack Sears, Bill Shepherd and myself, backed up by a Twin-Cam (with an eye on the class win), captained by John Milne, to support our main hope, a very "hot" Austin A40 driven by the girls. As the A.C.M.P. had not been very clever—or had they, as Régie Renault were in the field in strength?—in not making any time allowance between a standard and a fully modified touring car, we thought that the A40 would startle some people. As long as it was going, it did; at Monza it lapped quicker than any of the "works" Rapiers and even quicker than Tommy Wisdom on a Sprite entered by the Donald Healey Motor Co., and was lying fifth overall until eliminated by gearbox failure on the Vivione. The Twin-Cam had gone out within 100 miles of the start in a crash and Jack Sears was put out in the first stage when the fan met the radiator as a result of hitting a gully too hard, so, all in all, we were not having a very good rally, although Chris Tooley and I were amongst the eight G.T. cars left "clean" at Cortina. However, although we managed to beat the "works" Mercedes 300SL over the crucial section in Austria, no big G.T. car could do the impossible schedule and shortly afterwards we had a stone damage the radiator, repairs to which dropped us right out of the money, although we did finally manage to finish second in the class and fifth in G.T. category. As Bill Shepherd cracked his sump through also

hitting a gully at speed, we were the only B.M.C. finishers and the rally was not a happy one for us, as it is not good for morale to know, before you start, that the premier award of a Coupe is not within your reach, however well you drive.

Still, even under this handicap the team spirit remained excellent, the retired crews doing all that they could to keep us going, and we learnt a great deal about the new car, which was put to good use in preparing a 3000 team for our next rally, the Liège.

For the first and last time, the Liège that year had no general classification, but was split into touring and G.T. categories. To cover both, Marcus entered four 3000s and the girls in their "hot" A40, as we reckoned that the combination was strong enough to beat any other ladies, whatever they drove. Our calculations were not too far out, for up to three-quarter distance the girls were well ahead of their nearest rival, Annie Soisbault on a "works" TR3A. However, fatigue did



The author, John Gott, in a thoughtful mood as he ponders the times returned by the team in a test. Strategy and tactics played a large part in the team's successes.

for them in the end, as it did for Jack Sears and Peter Garnier, both crews being just too tired to cope with unexpected patches of mist on the St. Jean circuit where both were excluded for a few minutes lateness under the Liège "sudden-death" system which allows no lateness at all. So it was left to newcomers to the team, Peter Riley/Rupert Jones, to be one of the 13 finishers from 97 starts and chalk up the 3000's first class win.

After an excellent start, the girls were now lagging behind in the championship race, but redeemed things by finishing second to Ewy Rosqvist in the Viking and by a brilliant second place overall in the German Rally, which not only gave them the Coupe des Dames but also the 3000's second class win.

The R.A.C. Rally was also a successful outing. Although the girls could only finish third in the ladies' class, the Morley twins, also newcomers to the team, finished fourth overall and gave the Healey 3000 its third consecutive class victory, whilst Douglas Johns showed the sports cars the way home by winning the 1500 G.T. class in a Wolseley saloon.

As far as the Ladies' Championship was concerned, everything now hung on the Portuguese Rally; this was not really worthy of championship status at all, being no more than a series of driving

tests, reached by an easy, boring road section. The girls won the Coupe des Dames in a Healey 3000, just beating Nancy Mitchell in a Mini-Minor, but the win carried no championship points, Annie Soisbault scratched her TR3A almost on the start-line, apparently thinking that she was in the lead for the championship and wishing to prevent the girls getting points which might give them the title. Some people thought that this was a clever piece of "rallywomanship", but I felt that it betrayed a cravenly negative attitude of mind which no regulations should allow. When Annie was announced as the 1959 Champion, I therefore wrote to the F.I.A. pointing out that at best she could only be a joint-champion with Ewy Rosqvist, who should in my view be declared as Champion by virtue of a better performance in fewer events. My figures being correct, the F.I.A. later amended their original announcement, but I think the situation should never have been allowed to arise. As B.M.C. have won the Ladies' Championship more often than any other "works" team (four times in the last six years), I do not feel that I can fairly be accused of "sour grapes" if I say that we do not think it worth making a major objective because the rules as framed do not necessarily produce the best ladies' crew as champions. For example, if three ladies' crews start, the best of those will get maximum points irrespective of whether they finish first or 99th in general classification. This is surely wrong and the best lady drivers would prefer to see the more logical marking on the points scored in either general classification or in their own class. The days are long since gone by when the ladies were not good enough to score points in direct competition with the men and had to have a separate class of their own to score in.

1960—The Zenith

The year 1960 was not only B.M.C.'s most successful season, it was the most successful season enjoyed by a British "works" team, or for that matter by a Continental one either. Ecurie "Safety Fast", as the team was now officially known, won the Liège, was second in the "Alpine", eighth in the Tulip and the Geneva (all placings by Pat Moss/Ann Wisdom, Austin-Healey 3000), third in the R.A.C. (Don and Erle Morley, Austin-Healey 3000), eighth again in the German (David Seigle-Morris/Stuart Turner, Austin-Healey 3000), and took the Ladies' Championship for the fourth time, as well as eight class wins, six Coupes des Dames and make team prizes in the "Alpine", Liège and R.A.C.

From the new names amongst the B.M.C. *palmares* it will be seen that in introducing new blood, Marcus had made sure that it was of the highest quality, the Morley twins (who had won the 1959 Tulip) and David Seigle-Morris (who had had a good run with Triumphs) being particularly good "signings-on".

This fantastic run of successes not only established Pat Moss and Ann Wisdom as the greatest ladies' crew of all time, but it equally established the Austin-Healey 3000 as one of the most successful British rally cars of recent years.

Of their six Coupes des Dames, those won by the girls on Austin A40s in the "Monte" and the Viking were perhaps the most meritorious; in the former they defeated all Europe's crack lady drivers for the second consecutive time and in

the latter they defeated the Scandinavian lady experts on their home ground in a very specialized rally, in which local knowledge plays a big part in any success.

The team's performances in the "Alpine" and the Liège were, however, even more remarkable, for in the two toughest rallies in the calendar, run virtually off scratch and without the misleading results a handicap can introduce, *Écurie "Safety Fast"* made virtually a clean sweep.

The main "Alpine" striking force consisted of four Healey 3000s, crewed by the girls, Don and Erle Morley, Ronnie Adams/John Williamson and Bill Shepherd and myself, supported by assorted Mini-Minors and Healey Sprites. The Healeys ran in the largest class of all, made up of the complete "works" team of Ford Zephyrs with the fullest possible modifications, a Jaguar and two Ferraris. By the end of the first stage at Chamonix, only 15 of the 66 starters had not lost time either on the road or in the tests; three of these were the big Healeys, already lying 1, 2 and 3 in their class, headed by the girls, who were an incredible second overall, just behind the Alfa GSV Zagato of Oreiller/Masoero. Ronnie and John were out with a broken gearbox, but the other cars were running well. On the run to Cannes, the girls held their second place and also won one of the six Coupes des Alpes awarded, this being only the fourth in the history of the "Alpine" to be won by a ladies' crew. I spun my Healey within two kilometres of the end of the vital Quatre Chemins section and Bill and I lost our Coupe by 20 sec., although retaining second place in the class. Don and Erle Morley, however, put in a drive which was in its way perhaps even more remarkable than the girls' wonderful effort. Despite having only top gear for the last 200 kilometres, Don dropped only four minutes; how fine a show this was may best be gauged from the fact that the fastest Ford, with a five-speed gearbox, dropped three minutes over the Quatre Chemins section which several times required bottom gear to make a really quick time.

As a result, the big Healeys finished second, fourth and sixth in G.T. category, first, second and third in their class, and won a Coupe des Alpes, the Coupe des Dames and every team prize (except that, wisely perhaps, reserved for French cars only). To prove that one need not have a big, "hairy" car to win classes, Tommy Gold/Mike Hughes won their class in a Mini-Minor!

At the time it seemed impossible that we could ever improve on the "Alpine" showing, but in the even tougher Liège-Rome-Liège we did just that, the girls improving on the second place by scoring an outright win, the first ever by a British crew on a British car (and the first-ever victory in a championship rally by a ladies' crew) and the team adding the Interland Trophy (another first-ever) to the bag of team prizes, class placings and Coupe des Dames.

It was an exceedingly difficult Marathon, as only 13 crews from 83 starters were classified as finishers, of whom the girls finished first, David Seigle-Morris/Vic Elford fifth, Rupert Jones and myself 10th and, a quite fantastic drive, John Sprinzel/John Patten third, in a Healey Sprite.

It was the greatest moment in a long rally career when I shepherded the beautifully polished Healeys into the *parc fermé* at Spa to hear the National Anthem played and realized that what Marcus and I had so often dreamed about over our cognac had come true—the team had won the greatest rally of all, about the only one of which it can always be said that it is a straight scratch race in which the best crew and the best car emerge the victors.

The honour for this wonderful victory, which rightly brought the girls more awards than have ever before been given to a British rally crew, did not rest with the drivers alone. The back-room planning, the detailed "recce." and the "support", both of cars and crews, had been of a superb standard and without this the sweep could never have been so clean.

1961—The Parting of the Ways

In motoring, as in any other sport, one cannot expect to maintain peak results for too long. We did not, therefore, hope that 1961 would be such a brilliant year for us. Nor was it, although the results would have been considered very good had not 1960 been so exceptional.

Forced by the publicity which this over-rated rally attracts to enter cars in the "Monte" which we knew were handicapped out of the picture, we saw our pre-rally calculations proved disastrously right. The girls finished third in the Coupe des Dames and second in their

any success and the entry was of a good deal higher quality than in the Tulip, including the "works" Rapiers which carried off the team prize.

In the Midnight Sun, Peter and Tony drove equally well, but the big Healeys' almost monotonous run of class wins was broken, for they could only finish second to the Porsche of Walter/Bengtsson, although their 12th place in general classification was by far the best British performance to date in this very specialized event.

Once again our season's efforts were concentrated upon the "Alpine" and the Liège and Marcus left no stone unturned in his efforts to repeat the 1960 results. I feel that our planning and support could not have been improved upon by any team, and was perhaps our own best effort yet. The cars used were 1961 Austin-Healey 3000s, with light-alloy bodies, and developed to almost their maximum. The "support" parties were more numerous and covered greater distances—in the Liège, for instance, they went almost into Bulgaria—and the crews had all done long "reccees." Moreover, we seized every opportunity to make last-minute checks so that there could be no slip-ups.

In the "Alpine" the crews were informed of route changes on arrival at Marseilles, this meant, of course, that the crews had not done a "recce." over that stage, which could have been difficult as it was very "tight" and there was a choice of ways. Marcus accordingly



Some of the team at a farewell party to Marcus Chambers. Left to right: John Thornley, John Gott, Pat Moss, Rev. Rupert Jones, Tony Ambrose, David Seigle-Morris, Bill Shepherd, Don and Erle Morley, Marcus Chambers, Ann Wisdom and Peter Riley (later to be Mr. and Mrs. Riley).

class, but that was all we could show from a six-car entry and the Minis were wiped out to a car, two by accidents and the other by a crew unable to continue through food poisoning.

The Tulip, however, went much better. For the second year running the girls won their class and the Coupe des Dames on an Austin-Healey 3000; Tommy Gold and Mike Hughes won theirs on a Sprite, as did Peter Riley/Tony Ambrose on a Mini-Minor, and the Austin-Healeys carried off the make team prize.

Tony and Peter were in top form and followed up their class win on a tiny car by switching to a big one and finishing third overall and notching up yet another class win in the Acropolis, on an Austin-Healey 3000. This result was particularly gratifying as the Acropolis so far had defied our efforts to secure

left early, did his own "recce." of the route and each B.M.C. car captain was handed a large-scale marked map, with route notes, on arrival at the start of the section. As a result, all the B.M.C. team did it with nearly five minutes in hand, but some other top drivers were up to that amount late. This caused a flood of complaints from team managers who had not had enough forethought to do as Marcus had done and the section was eventually "scrubbed"; to me this always seemed a case of the foolish virgins scoring over the wise ones, but Marcus's approach was by far the most "professional" and top-class rallying is very much a "professional" business these days.

However, despite the thought and the careful preparation, we did not finish a high number of cars in either rally,

although those we did finish did extremely well.

In the "Alpine" the girls and David Seigle-Morris went out on the first night with accidents, and Peter and Tony crashed on the Stelvio, due to brake failure, when lying second. I misjudged a corner and took Bill Shepherd 30 ft. over the edge, but we managed to recover the car and get going again although the time lost doing so dropped us right off the leader-board. To make up for all this, Don and Erle Morley drove a superb rally, to be the only crew unpenalized at Cannes, so that their outright victory in a very tough event was quite undisputed and their Coupe must be a vintage one, to rank besides

1958 (4th), Keith Ballisat/A. Bertraut (Triumph TR3).

1959 (3rd), Paddy Hopkirk/Jack Scott (Sunbeam Rapier).

1960 (2nd), Pat Moss/Ann Wisdom (Austin-Healey).

1961 (1st), Don and Erle Morley (Austin-Healey).

It is perhaps worthy of comment that no private owner has managed to defeat the "works" teams since 1954 and that the B.M.C. team has been the most consistent in obtaining top placing in the summer "classic", just as Sunbeams have been the most consistent in the "Monte".

The Liège, which this year ran to Sofia and was probably the most difficult rally ever run, saw only one "works" Healey finish at Spa. Crewed by David Seigle-

Wellman, Duggie Hamblin and the boys in the shop for whom no hours were too long to turn out a perfectionist job, the names of B.M.C. drivers would not have appeared so often upon the palmares of Europe's principal rallies.

But there was another architect of success, John Thornley. Thus, I felt it most appropriate that at the last "Thornley Party" the team should spring a surprise on John, who had sprung so many on us, with a presentation by the Morleys to show how much we appreciated his work behind the scenes.

Just before that party, and after much heart-searching, I had written to John to offer my resignation as team leader. I



CARRYING ON THE TRADITION:
The B.M.C. team ran only four cars in the 1962 "Monte". Three of them finished first, second and third in the sports category, each winning its class. No. 169—the Seigle-Morris / Ambrose Austin-Healey 3000; No. 44—the Riley / Hughes M.G. Midget; No. 314—the Morley brothers' M.G.A.

that won by Georges Gautruche, who did the same thing on a Citroën in 1949.

This wonderful drive was also the first time that the "Alpine" had been officially won by a British crew on a British car, although there have been several unofficial claims to that title.

The A.C.M.P. only started to issue an official general classification in 1952; up to then the outright win was shared amongst the winners of Coupes des Alpes, and sometimes all the prize-money was so shared also.

For the record, the official highest placings in general classification by a British crew in a British car have been:

1952 (4th), Ian and Pat Appleyard (Jaguar XK 120).

1953 (5th), Ian and Pat Appleyard (Jaguar XK 120).

1954 (4th), Hal O'Hara Moore/John Gott (Frazer-Nash).

1955 No rally held.

1956 (7th), Cuth and Edward Harrison (Ford Zephyr).

1957 No rally held.

Morris and Tony Ambrose, it had led at Liège, but later ran out of road, so dropped back to finish sixth and claim the inevitable Healey class win. To finish at all in such an event was, however, a fantastic achievement, for of 85 starters only eight got back in time to Liège. Of the other Healey crews, the girls, then lying fourth, went out with suspension troubles in Yugoslavia as did Don Grimshaw and Rupert Jones, whilst Bill Shepherd and I retired with a split sump. Marcus had been far-sighted when he decided to send his recovery crews deep into Yugoslavia!

The Liège was Marcus's last rally, for, having worked his way to the top as a competitions manager, he had decided that he was spending too much time away from his family, wandering round Europe for six months in the year after his rally crews, so had taken up an executive post with the Appleyard group where he could spend more time at home.

There can be no doubt that without Marcus's drive and determination, loyally supported by Duggie Watts, Tommy

no longer had time to do the job properly, was slowing down as a driver, and the team was now more than firmly established. With Marcus going, it seemed only right to give Stuart Turner a completely free run, so Bill Shepherd and I, the last founder-members of the team, bowed out as "works" drivers.

Stuart inherited a wonderful team, top drivers and magnificent mechanics, and the results in the R.A.C. and the recent "Monte" prove that he knows how to direct it to good effect. It looks as though Ecurie "Safety Fast", the creation of John Thornley and Marcus Chambers, "The Poor Man's Neubauer", will still be the one to beat in the years to come.

As far as I am concerned, I have done 38 Internationals—and 40 is a nice, round number! At the beginning of this article I wrote that I felt that dedicated private owners could give the "works" teams a run for their money. I wonder if it will be possible to prove that theory seven years later?

(To be continued)

FOLLOWING the introductory article on Motor Race Marshalling, when brief details were given of the various official jobs that are required to be carried out at a race meeting in order that it runs smoothly, it is now the intention to give a more detailed description of what the individual official's job entails. It is essential that, with the forthcoming season almost upon us, only officials who know what they are doing should carry out some of the responsible duties that are expected of them.

It is proposed firstly to deal with the Observers, who are the eyes of the circuit, and are placed at vulnerable positions around the circuit, and under whose responsibility all officials in the area come.

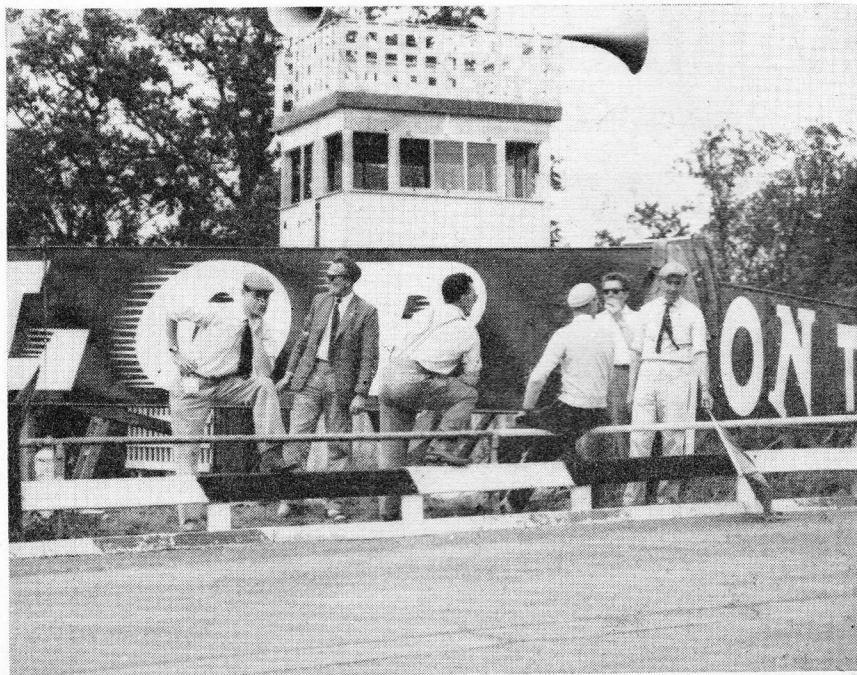
Their main job is to ensure that all runs smoothly, both during practice and actual racing. An especially keen eye must be kept open to see that drivers do not baulk, or drive dangerously, and furthermore to see that the flag signals given to the drivers are not disregarded. A weather eye is also kept on the flag marshals themselves to ensure that they do not give indiscriminate flag signals, and that they are precise in the signals that they give.

The First of a New Series of Articles by PETER FULKE-GREVILLE in which he will deal with the Individual Functions of Motor Racing Officials

All incidents on the circuit are recorded by the observer, on an observer's pad, and this report is handed to the Clerk of the Course when he tours the circuit between practice and races. Additionally, the observer has at his disposal a telephone link-up with race control, whom he will contact in the event of any incident in his sector that he feels requires immediate action from race control, such as having a driver black-flagged into the pits, either because of some infringement he has made, or because of some technical trouble unknown to the driver that the observer has spotted, thereby safeguarding him and others on the circuit.

It is usually found that officials in the area coming under the observer's jurisdiction are the flag marshals, fire marshals, the doctor, St. John Ambulance men, and the course marshals. In the event of an incident taking place, no one must make a move onto the circuit until the observer is quite satisfied that it is safe to do so. Then he and the other officials will attend to the incident accordingly. The observer takes charge, and duly makes out his report of the cause of the incident, and this is where absolute team work, and confidence in those other officials, is most essential, in being able to rely upon them to know what is expected of them without any panic arising.

It is essential that the observer sees that the officials under him are correctly placed, especially bearing in mind that they are placed in positions of relative safety in order to carry out their jobs. Once in the position allocated, they must not vacate it, unless he authorizes them to do so. This especially applies



Observers and officials getting into position before the start of the racing.

OBSERVERS

to the flag and fire marshals. He will also ensure that no unauthorized persons enter the area or hinder the officials carrying out their duties. He will ensure that all equipment necessary, including flags, fire-fighting equipment such as extinguishers, brooms, shovels, drag-rods, asbestos gloves and blankets, buckets of cement powder, the ambulance (if one is allocated to his position), his report books, and the telephone is in working order, where applicable, and ready for use.

The observer comes under the orders of the Clerk of the Course, who alone will issue any instructions to the observers, apart, of course, from the chief observer.

Prior to the start of practising and racing the observers, having synchronized their watches and ensured that all equipment and personnel are in place, will either report to the Clerk of the Course that everything is in order, when he makes his tour round to close the circuit, or will ring race control and report accordingly, as it is essential that all deficiencies, both in personnel and equipment, are made up before racing commences.

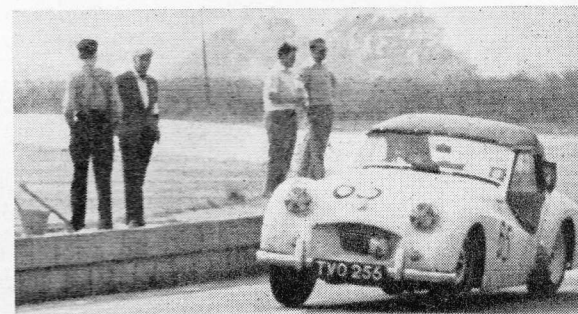
To become an observer one must have had, if possible, all-round experience in all aspects of officiating, which takes time. One must have a keen eye, be familiar with racing procedure, have some knowledge of the cars and drivers, and their form of driving, and be able to report accurately an accident or incident that takes place. It is often said that the best observers are ex-racing drivers, but I would not agree with this fully, as I feel that, having had all-round experience, having attended numerous

meetings over the past few seasons, and having at times been on the scene at an incident, and assisted, and having acted in the official duties of flag marshals, fire marshals, paddock, pit and course marshals, then to become an assistant observer would give one an all-round working knowledge. An observer must not be the type who flaps, but must keep a level head, and react immediately, by knowing what course of action he and his officials must take in the event of an accident or incident.

The observer's job is a most responsible one, and it is therefore most essential that only those with the qualifications should be given this job to do. It is the carrying out of the job that matters.

In the next article I shall deal with the flag marshals and the various flags used at race meetings in this country.

"Observer" on duty at Copse Corner at a Silverstone meeting. With him are the Fire Marshals.



Wilshire Trophy Trial

Mid-Cheshire M.C. Event Won by Rex Chappell



THE Mid-Cheshire Motor Club's Wilshire Trophy Trial, a B.T.R.D.A. Gold Star and R.A.C. Championship event, took place last Sunday. Blessed with brilliant sunshine, even if most of the ground was snow-clad, an extremely cheerful atmosphere prevailed at the Bickerton Hill country, where can be found just about everything dear to the heart of trials organizers.

Clerk of the course Peter Crummack had really let himself go. No easy pipe opener for the boys to warm up on, the first four sections in the heart of a wood stopped the entire entry.

Hill one, on snow-clad bracken, traversed up and over a bump to a taped left, right and again left turn, on to a very tight adverse-cambered left-hander—which no one reached, the highest section being the fifth, which was visited by G. L. Holdrup and G. Hodgson, both late numbers.

The second was on a similar surface, but looser and somewhat wider. It wound round a tree, turned left, then went down a slope to turn right again up a very rutted snow bank. Again, no one passed section eight, arrivals being E. J. Chandler and W. G. Harris, both tail-enders.

Hill three ran straight up a 1 in 2
(Continued on page 352)

TRIALS IN THE SNOW: Geoff Newman swings his Cannon through a tricky bit on snow and ice—a feature of this wintry event.



ABOVE: J. Haden (Austin) storms on in the National Car Production Trial of the Shenstone and District Car Club.

BELOW: B. M. Jenkins just fails to get the nose of his Volkswagen round a tricky muddy bend in the trial.



SHENSTONE & D.C.C.

PRODUCTION CAR TRIAL

Results

General Classification: 1, R. G. Fry (Ford), 31 marks lost (Index of Performance, 54); 2, R. D. Broad (Austin-Cooper) 91 (63); 3, R. Oakes (VW), 53 (64). **Class P.n.c.s.** **Front engined saloon cars, standard tyres, wheels less than 16 ins. diameter:** 1, R. D. Broad (Austin-Cooper); 2, P. L. Cracknell (Austin); 3, F. D. Woodhall (Triumph). **Front engined open cars, standard tyres, wheels less than 16 ins. diameter:** 1, A. Eadon (Triumph); 2, M. Hazlewood (Austin-Healey); 3, D. R. Yates (Austin-Healey). **Front engined cars, standard tyres, wheels of 16 ins. and over:** 1, R. N. Embley (Ford); 2, H. Rose (Ford); 3, R. W. Bates (H.R.G.). **Rear engined cars, standard tyres:** 1, R. Oakes (VW); 2, J. Tavernor (VW); 3, R. J. Cull (VW). **Front engined saloon cars, tyres other than standard:** 1, R. G. Fry

(Ford); 2, M. Hindle (Ford); 3, E. Green. **Ladies' Award:** Mrs. S. M. Light (Austin). **Best Shenstone Member:** A. Eadon (Triumph). **Newcomers' Award:** S. R. Waine (Mo ris). **Club Team Award:** Hagley and District (Hazlewood, Embley and Hinde). **Individual Team:** Hazlewood and Embley.

ABOVE: Up and over the top for W. P. Clayton (Triumph) to form a striking silhouette against the tree-lined skyline.

BELOW: M. Hazlewood (Sprite) clips a marker post as he slides wide on a muddy corner.



CORRESPONDENCE

More on Mr. Motor Racing

I AM always interested to read letters such as your "Moan from Ely" published on 16th February. I do not recall having read a similar one since 1st September, 1961.

Naturally, one can only regard the subject matter as the very poor projection of an extremely disgruntled customer whose maladjustment to motor sport should discourage him from penning his concepts of any of the masters.

The thinly veiled treatment of the driver to whom reference was made showed a lack of subtlety which was in keeping with the general lack of thought which pervaded the whole article.

Regarding the use of Christian names, a person of only modest intelligence can usually understand the pleasantly cryptic phraseology which enriches AUTOSPORT. When I read that a race has been won by Stirling, then I regard it as a happy way of expressing that the winner is Mr. S. Moss. Similarly, I would readily identify the soloist in a violin concert if he was referred to as "Yehudi", or the author of a war-time speech composed by "Winston", or the batsman who made a century when referred to as "W.G."

To be identified by one's public when only limited information is given about one's identity is an achievement which is the hallmark of notoriety, generally coupled with affection and respect; and, happily, is a truly English idiosyncrasy.

AUTOSPORT! Please continue to flatter us, that we may reassure ourselves that our brains are still active; and to those who are on the losing side, give them strength to maintain the grace to apportion credit honestly.

MAJOR T. W. BROWN, R.A.M.C.

TIDWORTH, HANTS.

I WAS rather puzzled by the letter from Dudley Fitch in your issue dated 16th February. In this letter, which refers to Stirling Moss, he says that in his opinion there are quite a few drivers of Stirling's class. Perhaps Mr. Fitch can tell me who these drivers are. Who else could take a car with an engine developing about 150 b.h.p. and win races against Ferraris which were developing over 180 b.h.p.? If there are other drivers capable of doing this, why didn't they do it?

Stirling was the only driver to offer any serious challenge to the very powerful Ferraris last year, but it wasn't only in *grandes epreuves* that he showed his superlative skill. He won many other Formula 1 races against top-class opposition, sometimes starting at the back of the grid due to not practising, e.g., Karlskoga last August. In an 80-lap I.C.F. event at Silverstone last year, Stirling lapped the whole field, and the opposition consisted of such great drivers as Jack Brabham. In another I.C.F. event at Silverstone, Stirling lapped all but John Surtees and Graham Hill. He proved his versatility by winning the Gold Cup race in the Ferguson, which, according to what I have heard, has completely different handling characteristics from a car with two-wheel drive. In two-seaters Stirling is equally at home.

I think I am right in saying that out of nine starts that Stirling made with the U.D.T.-Laystall Lotus 19 in this country, he won each time. He had similar success in G.T. cars, the most important British race for these cars being the T.T. which he won by over a lap. Surely there can't be other drivers of Stirling's class? Or is there someone on the circuits who drives better, but travels so quickly that no one ever sees him?

JOHN PULLINGER.

BIRMINGHAM 11.

MAY I once again take the opportunity, through your magazine, to express my point of view on this latest and stupidest attack on Stirling Moss.

Mr. Fitch in his letter of 16th February, would make one think that he does not read your columns very carefully, for if he did, or if he ever visited a major motor race he would then know why everyone rates Moss so highly.

For those of us who were fortunate enough to be at the Nürburgring last year, and witness what is probably the finest display of skilful driving since 1957, the statement seems even more ludicrous that there might be other drivers in Moss's class.

As for Mr. Fitch's attack on AUTOSPORT's nickname for Stirling Moss, they are simply stating what everybody else is thinking. "Mr. Motor Racing" is the title which only Stirling Moss deserves.

RUSSLIP, MIDDX.

I. GOLDBLATT.

Reply from Ely

MAY I, through your correspondence column, reply to Mr. Evans and Mr. Holgate.

In Mr. Evans's letter he says, and I quote, "If Mr. Fitch cares to investigate he will probably find the title 'Mr. Motor Racing' used by other magazines. I agree, Mr. Evans, but for crying out loud, does that mean *our* magazine has to use it? After all, if you put your head in a gas oven it doesn't mean to say everyone else has to!"

I would like to suggest to Mr. Norman Holgate that he reads my letter again. I think he will find that I said, "In my opinion" and I am sure that even Mr. Norman Holgate will realize that this is vastly different to "claims to know" as Mr. Holgate put it. Everyone is entitled to their opinion, Mr. Holgate, even you.

Thank you, AUTOSPORT, for giving me this chance to air my feelings. I hope you will keep up the good work of your excellent magazine.

DUDLEY FITCH.

ELY, CAMBS.

"A Remarkable Thing"

IN the Editorial column of the 23rd February issue of AUTOSPORT there appeared an article entitled "A remarkable thing" attacking Paul Grant's article in *Weekend* on motor rallies. I must support the Editor in his statement that it is perfectly obvious that the writer knows absolutely nothing about the subject on which he has written. I have never been in for big rallies, but in the small rallies the atmosphere is sporting and friendly as any rugby match, athletics meeting or any sport. Foul play is right out of the question.

But after all, if you like pin-ups, corny jokes, etc., then read such magazines as that: If it's sound and interesting motoring news and views you want—read AUTOSPORT—it's the greatest!

KETTERING, NORTHANTS.

S. G. BUCKLEY.

The Future of Motor Racing

JOHN BOLSTER's article on the future of the sport provides food for thought. Please accept an outsider's further ramblings on this subject.

The highest form of motor racing, the *Grande Epreuve*, should be contested by the fastest combinations of racing car and racing driver. If the sport is to thrill as a spectacle, the definition of "fastest" must convey not maximum speed—and be disputed in a straight line on salt flats—nor, at the other extreme, average speed around a group of pylons—and be decided on the hand brake. Therefore, with the circuits as data, I advocate a formula in which the constructor is sovereign in respect of engine capacity, his aim being to build that car which, on aggregate, will lap the *Grandes Epreuves* circuits in the shortest time, be it powered by Chevrolet or NSU. We would thus have cars of slightly different engine sizes to add interest and "David and Goliath" battles would be commonplace. The optimum average engine size for the current *Grandes Epreuves* circuits, towards which the new formula would converge, lies, I would suggest, between 2½ and 3 litres.

Now Mr. Bolster and several leading drivers have pinpointed the trouble with the present Formula 1: shortage of power, which detracts both from safety and excitement; it eliminates throttle control, thus minimizing differences in driver potential, and the racing deteriorates, necessarily, into cut-throat braking-distance competition. The modern racing car is too fast for its engine, and so it would appear that a larger engine would tend to redress the balance between power and roadholding, rather than increase the danger level.

Since "hairiness" is virtually synonymous with "danger", we cannot, unfortunately, accede to those who bemoan the passing of the big pre-war cars and the advent of tyre-adhesion, but we could meet them half-way by including rather faster circuits in the *Grande Epreuve* curriculum, with the resultant larger optimum engine size—in this connection may I insert a hint of national propaganda and recommend the fast and historic Phoenix Park circuit as being worthy of championship status once again.

I would conclude by suggesting that the future of the sport may be less black than Mr. Bolster predicts, for the failure to entice crowds rests largely with public ignorance. The omission is glaring: I refer, of course, to the inadequacy of Press coverage. A brief footnote in an obscure corner of a newspaper announcing that Moss won at such-and-such a speed, from so-and-so, and somebody crashed, is all that the uninitiated public can read of a race. Were the daily newspapers to carry full reports, photographs, and prospects of meetings throughout the season, public interest would be fostered and motor racing would surely thrive. Weekly magazines satisfy the enthusiast, but a struggling, professional sport must attract a wider audience by all businesslike means possible, even at the cost of sensationalism.

Let racing occupy the advertising, as well as the research, department of the motor industry.

LINGARD GOULDING.

DUBLIN, EIRE.

Club Racing

NO, AUTOSPORT, this is too much! The Seasonal Survey of club racing gives saloon car racing 21 lines and dismisses the Mini brigade in one sentence. Now I must remind you that throughout the season not only has there been more Mini racing than any other type of saloon, but there have also been several races devoted entirely to these wonderful cars which have provided a great deal of excitement both for the drivers and the spectators.

Also, to state that Mr. Aley "won if he entered" seems to me a gross misrepresentation of the facts. It is my recollection that Mr. Aley confined his motoring to Group 2 events with very little success, and his attitude to club racing is the same as most drivers who race under that formula, namely, if there is no money in it, why bother.

If you were writing about club racing I suggest you might have mentioned Peter Eva, who not only competed in more races than any other Mini driver (in this country), but also was faster than Mr. Aley at Brands, Goodwood and possibly at Snetterton—I am now talking about official timings!

I forecast that if we see Peter Eva behind the wheel of a Mini-Cooper this season in Group 2 racing, there are going to be a lot of red faces, and one of them is going to belong to Mr. McNally!

LONDON, S.W.7.

IAN HOLMS.

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

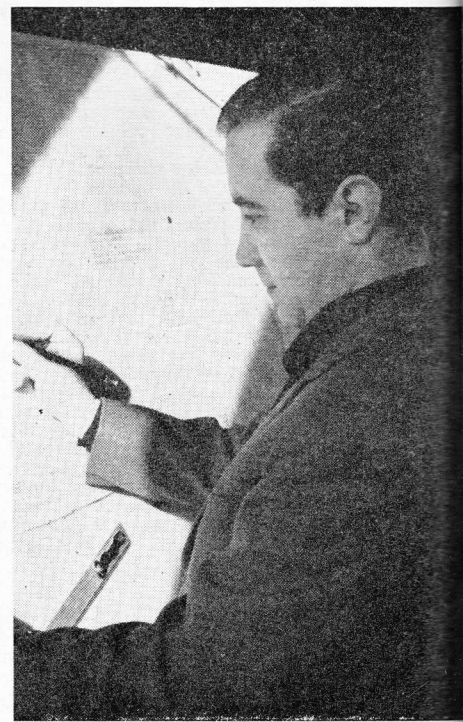
More Correspondence on page 352



ALF FRANCIS



IDEAS UNLIMITED



VALERIO COLOTTI

Gears-Speed-Developments is a two-man organization designed to cater for the varying mechanical needs of today's Grand Prix teams. Here's the story of its beginning, its achievements so far, and a preview of some of its plans for the future.

TAKE the Autostrada del Sole out of Milan, drive south for about 1½ hours and you will find yourself in a medium-sized town called Modena. It is a compact, fairly busy town and a centre of activity of the Italian woollen trade, but mainly it is known as the home of Italian motor racing.

Ferrari and Maserati are to be found at opposite ends of the same street, although whereas Maserati actually build their cars on the spot, Ferraris are built in Maranello, a village a few miles out of town, the buildings in Modena housing offices and a repair shop.

Stanguellini is also in Modena; so, too, is the body builder Scaglietti. Alessandro de Tomaso builds his cars there and the Scuderia Centro Sud has its headquarters near the Modena Autodrome.

Over the past couple of years yet another name has emerged from this town, to become synonymous with motor racing. That name is Valerio Colotti.

Born in Modena some 36 years ago, Colotti has been involved in automobile engineering since his school days. He studied engineering at college and was the despair of his instructor, for he was a very poor draughtsman. Finally when the time came to leave college, his instructor asked young Valerio what he proposed to do with himself.

"I am going to work for Ferrari," replied Colotti.

"Dio mio!" exclaimed the other, "Ferrari will never survive now!"

Undeterred by this vote of no confidence, Colotti went to work for the Prancing Horse in 1948. He joined the design staff under Colombo and got down to designing chassis, suspension systems and gearboxes. Colombo left in 1953 and went to Maserati to design a new G.P. car, but was made managing director. He took Colotti along with him and Valerio, not yet 30 years old, became chief designer.

Whilst Colombo left after a few months (he was a great engineer but as a managing director he was not so hot), Colotti remained and went on to design the chassis and suspension of the beautiful and highly successful 250F Maserati. This was followed by the 300S sports racer (chassis and suspension) and the huge 450S sports racer, for which he did the chassis, suspension and gearbox.

He then designed the chassis for the prototype 3500 G.T. car and this was followed by the chassis and suspension of the ill-fated "Eldorado" Maserati, in which Stirling Moss came unstuck at Monza. This car was the last job he did for Officine Maserati, for in July, 1958, he left.

The past 10 years had been divided equally between Ferrari and Maserati, and with the experience gained from

working with such brilliant minds as those of Colombo and Lampredi, Valerio decided that he could now well afford to set himself up as a designer in his own right. This he did, in conjunction with Alf Francis.

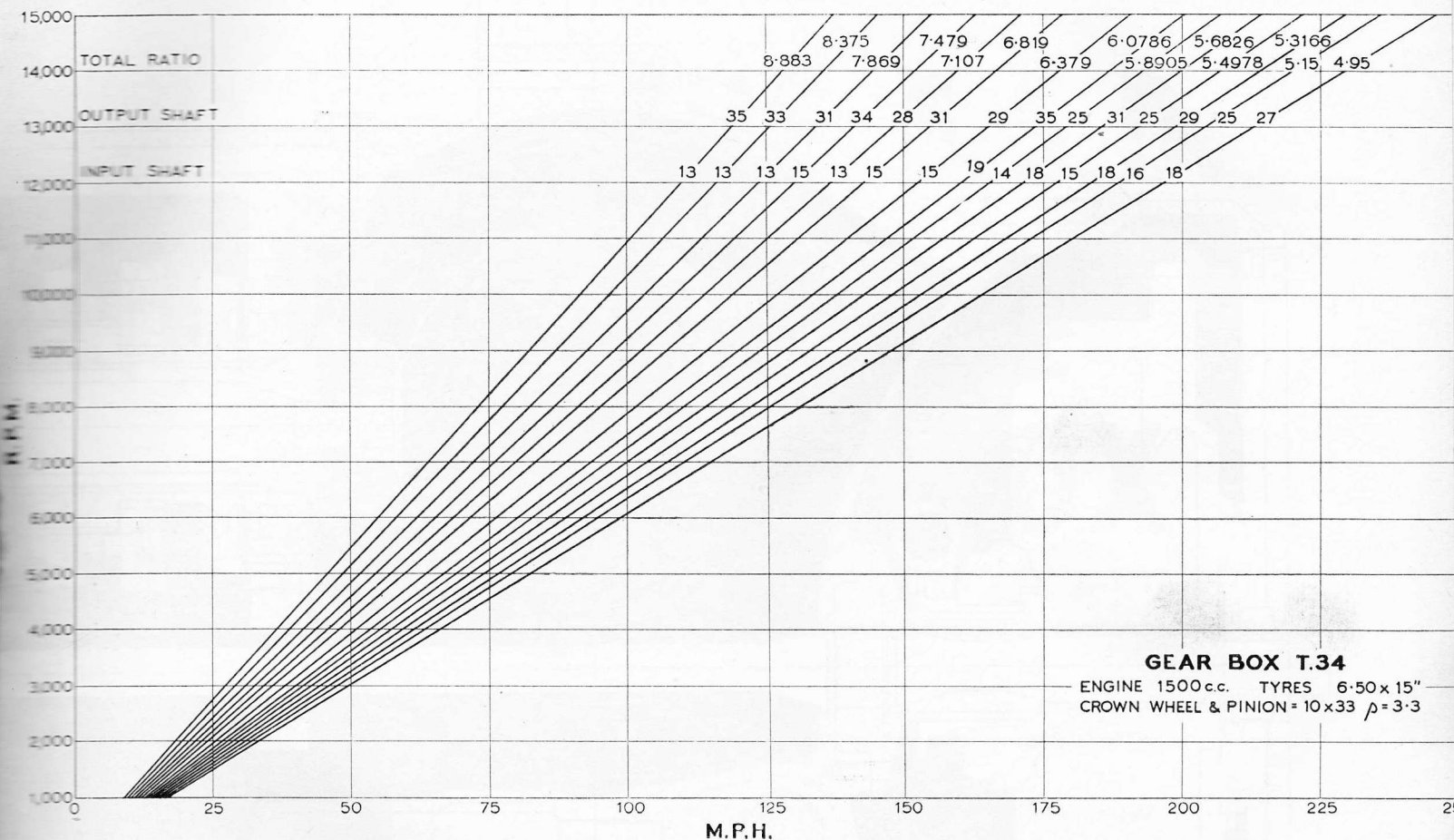
One of the many side streets off the main road through Modena is called via Cesare Battisti, and it is at number 34 that you will find the offices of a firm called Gears-Speed-Developments (Directors Valerio Colotti and Alf Francis). In these offices, which are bright, airy and quiet, you will find Colotti and his assistant, Rebecchi. There are three large drawing boards, a couple of chests of drawers containing hundreds of drawings, and a large desk, where sits Valerio when he is not drawing.

He is a very small man, slightly balding, with a quick, warm smile and sparkling eyes. Possessed of a natural charm which puts one immediately at ease, he is only too happy to display his latest designs and his enthusiasm for his work is infectious.

The Colotti-Francis partnership was formed two years ago and is now flourishing. The two men first got together in

By

CHRISTOPHER NIXON



November 1958 when Rob Walker commissioned Colotti to design a gearbox for the Cooper-B.R.M. Alf went out to Modena to discuss the project with Colotti and so the seeds of the present association were sown.

This was the gearbox which gave Stirling so much trouble in 1959, and cost him a victory nine laps from the end of the Monte Carlo Grand Prix and brought him, throughout the season, the completely unwarranted reputation of a car breaker.

The actual reasons for the breakdowns could be pin-pointed to two main considerations. In the first place, before the order was placed by Rob Walker to design the transmission, there was a complete lack of information about the engine which was to be used—there were details available about the B.R.M. engine, the 2-litre Coventry-Climax and also the existing 1½-litre F2 engines, but Coventry-Climax were busy developing a 2½-litre engine on which no information was available at that point. Time was getting short, as the gearbox had to be ready for the Aintree 200 in April, and therefore G.S.D. had only four months in which to design in detail, make the patterns and manufacture the complete gearbox—undertaking the almost impossible. Colotti worked 12 hours a day, six days a week, including Christmas, and by the end of December he had managed to finish the design. Then there was a great problem to find an engineering firm to undertake such a rush job in producing the necessary parts. There was no choice, and the work was sub-contracted to a firm which unfortunately did not follow the drawings accurately, using inferior

tools, and so the gears were undercut—in some cases by as much as ¼ in. Modifications were attempted, but the time factor was against them.

Also the engine which Coventry Climax had managed to develop produced an incredible torque at much lower ranges of r.p.m. than the normal Continental practice, which is to produce maximum b.h.p. at high r.p.m.

This was Colotti's first free-lance assignment, and was designated Type 10.

While the gearbox was being produced, and finally tested in Italy, another project was engaged upon. The experience gained in the Argentine Grand Prix had convinced Alf Francis that in a race of over 200 miles duration it was vitally important to have knock-on wheels, so that a tyre change could be effected with the greatest possible speed. So Colotti designed hubs and shafts to fit on to Cooper F1 cars. With the approval of Rob Walker the appropriate parts were made and the wheels ordered from Borrani. This project bore fruit in the famous Italian Grand Prix of 1959 at Monza in rather an indirect way; it was obvious that a tyre change would ordinarily have to be made, and the bits were flown from England and fitted the night before the race. However, everyone in the Walker team knew that with the great skill of Stirling Moss in preserving rubber the race could be run without a tyre change. On this occasion

GRAPH for the Type 34 gearbox (see drawing on centre pages) shows details of all 14 available ratios and speeds attainable. It can be reasonably assumed that the British V-8s for which this unit is designed will have a maximum r.p.m. of around 10,000.

the knock-on wheels were not used in the exact manner for which they were designed, but rather as an indication to the other teams that the Walker team were expecting to change tyres. In actual fact Stirling won the race on the original set of tyres, although the knock-on wheels were used to great advantage at other times.

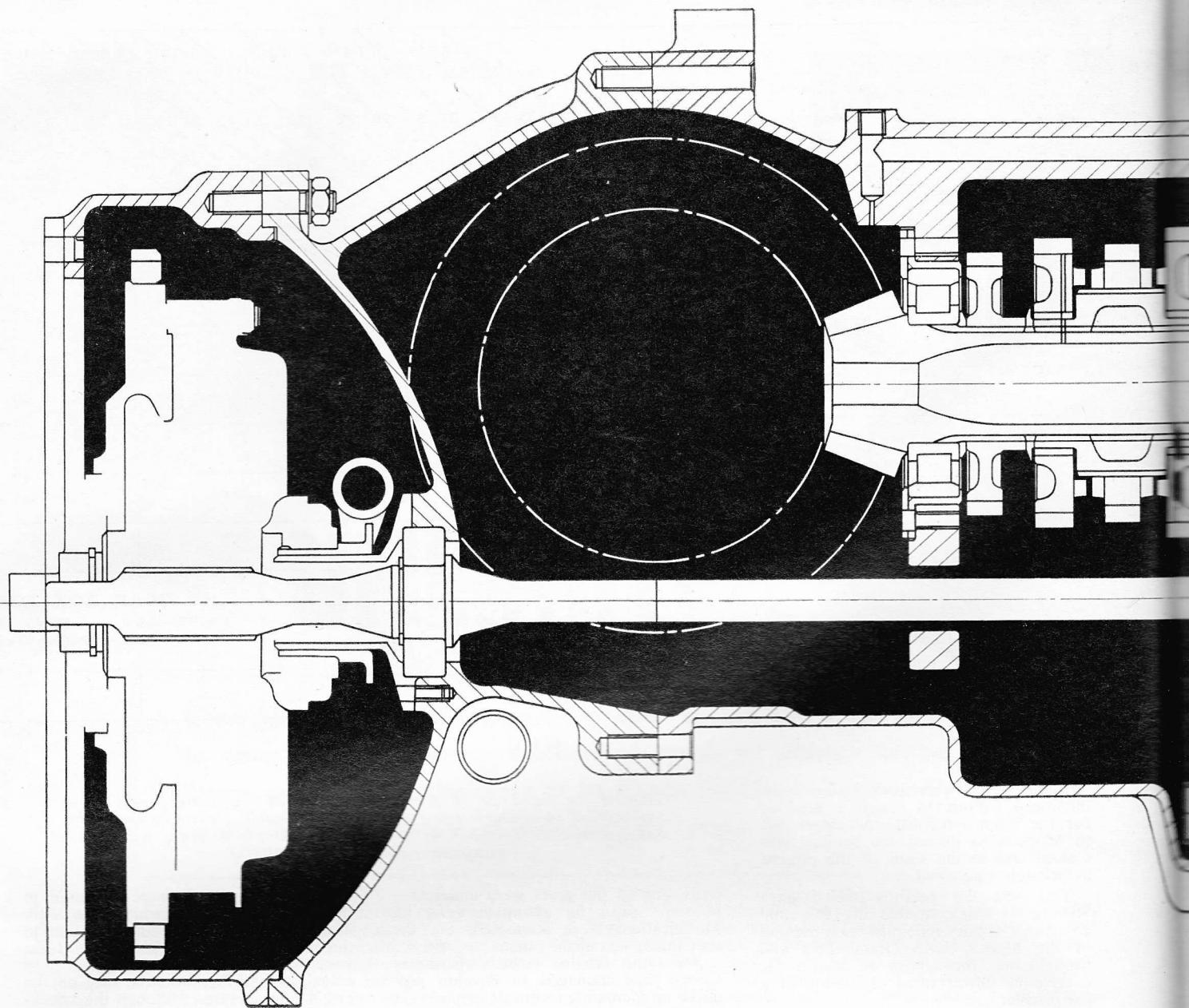
Colotti's next work was the ill-fated Tec-Mec, a Grand Prix car designed to the 2½-litre formula. Powered by a 250F Maserati engine, the Tec-Mec hardly got through the development stage before it was abandoned.

Jean Behra then asked Colotti to design a single-seater chassis for his proposed Porsche special, which he intended to race in Formula 2 events. This machine was built, and raced on quite a few occasions. After the Frenchman's tragic death the car was sold, and now resides in America.

Next he journeyed to England and Tony Vandervell's factory at Acton, where he worked on a five-speed gearbox for the Vanwall. During this period he also designed the Walker Special, a 2½-litre Formula 1 car that only just saw the light of day and now languishes at Pippbrook garage.

Five different gearbox conversions now followed: a five-speed and reverse VW conversion for Alessandro de Thomaso's Osca, a four-speed box for 2,000 c.c.

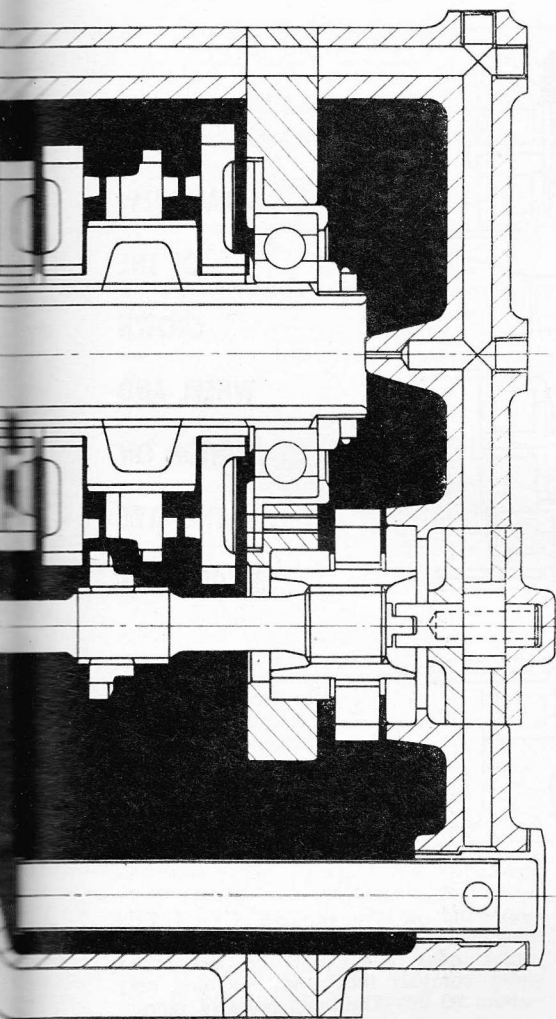
(Continued on page 348)



MONACO SPECIAL

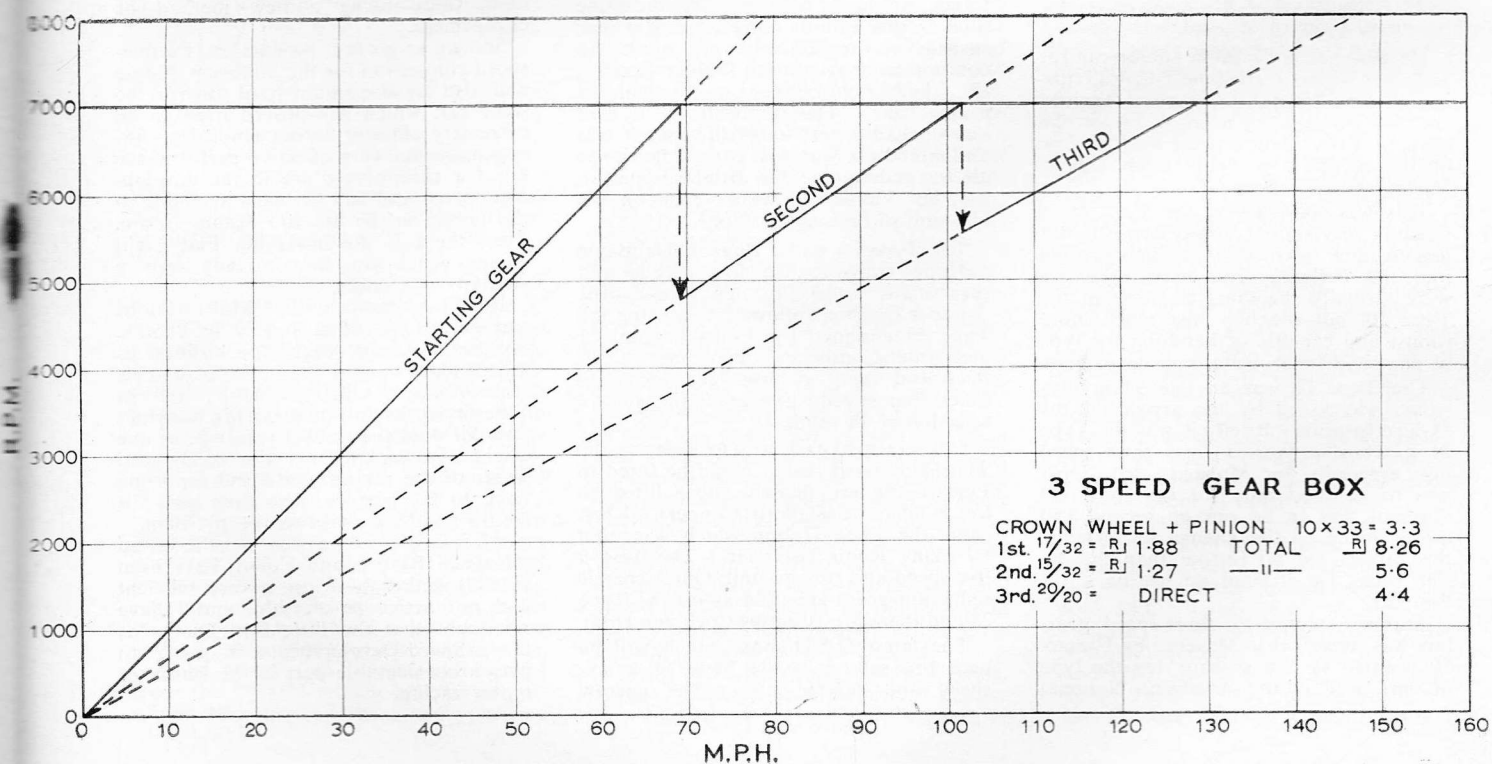
This three-speed box
was designed specifically

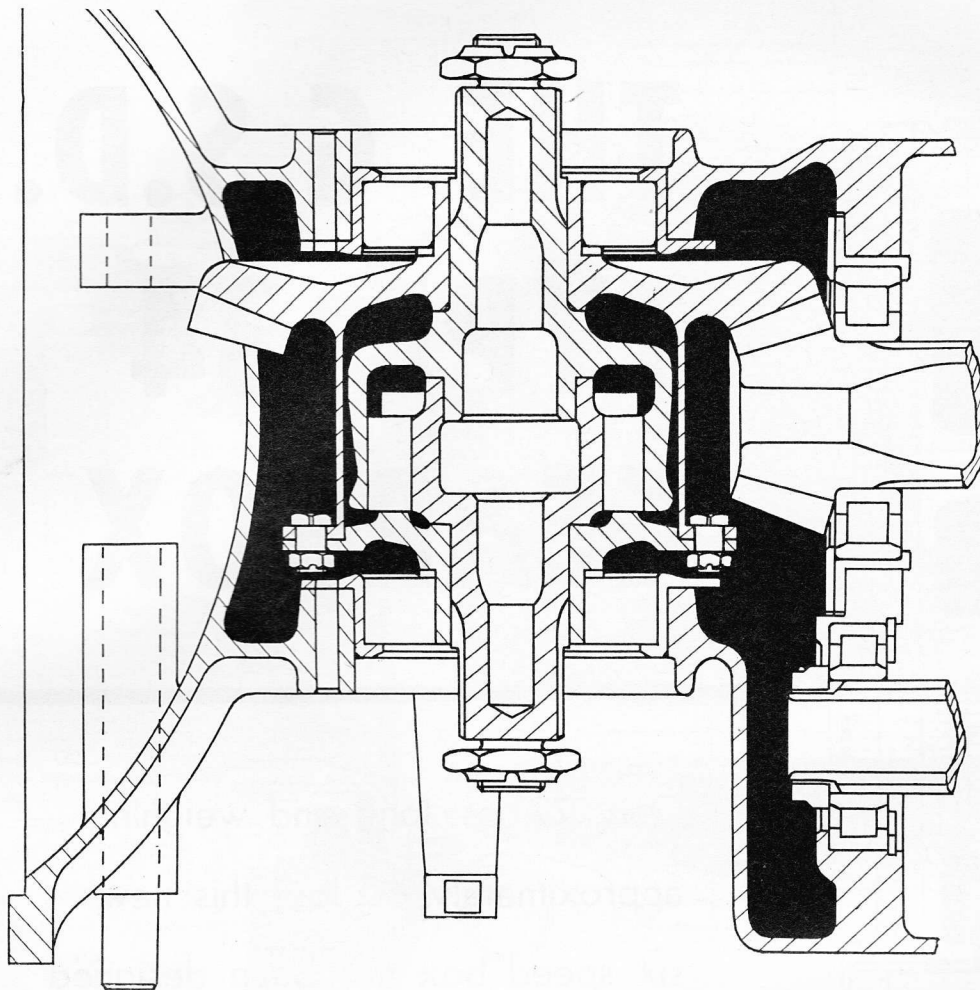
for Monaco but never
appeared due to the
change of formula



THE G.S.D. TYPE 34 GEARBOX

Only 22 ins. long and weighing approximately 60 lbs., this new six speed box has been designed for the British 1½-litre V.8s





★
PLAN VIEW
OF THE
CROWN
WHEEL AND
PINION ON
THE TYPE
34 GEARBOX
★

Ideas Unlimited—continued

sports racing cars, a five-speed and reverse conversion for the Fiat 600, a four-speed and reverse conversion for a front-engined Formula Junior car, using a Fiat 600 casing mated to the back axle, and a five-speed and reverse box for the DKW 1000.

He designed a Formula Junior car for Taffy von Trips. Called the T.C.A. (Trips-Colotti-Auto Union), it was a rear-engined machine powered by a DKW two-stroke engine. Taffy spent a great deal of time on this project and put in many laps at Modena whilst testing.

This was followed by the Type 21, a gearbox very similar to the Type 10, but lessons now learned were incorporated into the design. The parts therefore were virtually the same as those in the Type 10, but the box was much more robust and capable of handling the type of engines Climax were now developing.

The Type 22 was an interesting idea which was killed by the arrival of the 1½-litre formula. Briefly it was the Type 21 gearbox converted to a three-speed unit especially for Monaco. First gear was to be used only for the start and the race was to be run on second and top. Owing to the change in formula, this project got no further than the design stage, for it is of no use on a 1½-litre car.

Another interesting three-speed gearbox was suggested to Maserati by Fangio. He wanted such a gearbox for the type of cars used in the Argentine National

Formula races. Maserati thought about it and then passed it on to G.S.D., but the two firms had a difference of opinion and nothing more was done.

The Type 24 was a five-speed and reverse gearbox for the rear-engined Inter-Continental Vanwall. At the same time as this Colotti designed a new rear suspension for this car, very similar in concept to that of the Walker Special, i.e., double wishbones and articulated radius rods. This Vanwall, as is well known, had a very short life, but it was undoubtedly a very fast car. Colotti was all for redesigning the front suspension too, but Vandervell wasn't keen on the idea and so nothing was done.

The Type 28 was a Renault Dauphine gearbox converted to five speeds and reverse for Lotus Formula Junior cars. Another gearbox followed, this being the Type 29 designed for Lotus Formula 1 and Inter-Continental machines. This five-speed and reverse gearbox uses quick-change reduction gears and gives a selection of 14 ratios.

Colotti's next task was to redesign the Type 21 box so that it could be fitted to Ferrari engines, namely those fitted to the Scuderia Castellotti Coopers. Then came the Type 32 box which was used by many teams last year. This was a five-speed and reverse unit. Quick-change reduction gears are used as on the Type 28 and there are 10 ratios to choose from.

The latest G.S.D. box, which will be used this season, is the Type 34, a six-speed and reverse unit. The narrow

rev-band of the modern Grand Prix engine virtually makes a six-speed box a must today, and Colotti has designed a very compact little unit, weighing only about 60 lb. The main point of interest in this unit is that no sliding dogs are used, there being a new method of engagement.

Shortly to go into production is a five-speed conversion for the Sunbeam Alpine and also an aluminium hard top for the same car, which has proved itself to be extremely efficient aerodynamically. Inexpensive but very effective performance kits for certain cars are in the development stage and will be made available to the public in the not too distant future. Then there is the intriguing Flat Eight engine which you have already seen in AUTOSPORT's pages.

It will be realized that whilst Colotti can devote his time entirely to G.S.D., Alf Francis must regard the business as a secondary career, for he is, of course, Rob Walker's chief mechanic; and so Valerio works full-time on his drawings and Alf does the market research, as one might say, seeking out the mechanical needs of the racing world and reporting back to his partner, who then puts his fertile mind to work on the problem.

All in all, it can be seen that the varied talents of Francis and Colotti have been fused together to form a very efficient and productive partnership, and I have no doubt that the little firm known as Gears-Speed-Developments is going to play a considerable part in the future of motor racing.

Club News

By MICHAEL DURNIN

The Annual Conference of R.A.C. Recognized Clubs

IF it did nothing else, the 1962 Clubs' Conference proved that motoring sport is booming as never before. While attendance appeared to be more sparse than usual, Competitions Manager Dean Delamont reported that, where there were 446 recognized clubs in 1960, there are now 687 and that the 1960 total of 2,700 events had grown to 3,800 in 1961 and would almost certainly top that figure this year.

Mr. Delamont then discussed the Government's decision to abolish the tax subsidy on racing cars and said that it cast a shadow over Great Britain's participation in Grand Prix racing and would impose a very severe burden on that small group of manufacturers who bring this country's engineering industries so much prestige and publicity.

On the subject of rallying, it was made clear that the volume of public complaint was showing no sign of diminishing. The R.A.C.'s view was that a small of the majority of complaints.

Within the past few weeks the County Councils' Association have asked the Government to set up a committee to investigate the problem of rallying.

The discussions opened with an item put forward by the Association of Eastern Motor Clubs, "That there should be compulsory co-promotion between clubs in area associations with a minimum of three and maximum of six clubs in each co-promotion with an entry limit increased to 100 for such events. Clubs participating in such co-promotions would be required to reduce their road events to the following:—

- (a) Clubs holding 'National' permits—
 - 1 National Rally
 - 1 Restricted Rally
 - 1 Co-promoted Rally
- (b) Clubs holding 'Restricted' permits—
 - 1 Restricted Rally
 - 1 Co-promoted Rally
- (c) Clubs holding 'Closed' permits—
 - 1 Co-promoted Rally.

However, clubs wishing for an upgrading might be allowed to run an additional event for the purpose of R.A.C. observation."

These proposals evidently did not meet with the delegates' approval, particularly as they made no provision for clubs to maintain their basic right to organize closed events for their own members. Among the delegates who opposed the Eastern Association were those from R.A.F.M.C., London Counties Association, Midlands Association, East Midlands Association and the Shenstone and D.C.C.

The Association of Central Southern Motor Clubs' item that "(a) The present maximum entry limit of 210 for closed and restricted rallies is too high. The Association recommends that the maximum figure be 100 with a proportionate scaling down of the permit fees payable. (b) The Association recommends that as from the 1963/64 season no club is permitted to hold more than one restricted

event using the public highway" attracted little comment save the old chestnut that the big rally creates less disturbance than, say, three small ones. The perennial arguments were disinterred but no one seemed inclined to be terribly interested.

The Cumberland Sporting Car Club suggested: "That a condition of issuing a permit for a Restricted, National or International Rally shall be that the organizing club shall have contacted the secretaries of any Associations through whose area the Rally is routed in order to obtain the views of local clubs in respect of possible noise and/or other nuisance."

The ensuing discussion made it clear that delegates felt that the position of the Area Associations should be strengthened but that any suggestion of "territorial rights" was out of the question.

Speaking for the R.A.C., Basil Tye said that a central register of information was being compiled along the line of the Cumberland S.C.C.'s suggestion and that observance of more nominated noise and/or nuisance areas was to be made mandatory.

The Alvis Owners' Club's request that "In view of the increasing difficulty in running rallies will the R.A.C. state what steps they are taking to obtain extra spaces for the running of driving tests?" met with little sympathy and they were told that the finding of such sites was purely a matter of local contact. In the course of his speech the Alvis O.C.'s delegate made the rather peculiar submission that rallies, in his opinion, involved no skill at all! This expression of patently uninformed opinion did little to impress the other delegates.

The Hartlepool and District Motor Club thought that: "When classes in speed events and driving tests have to be merged, a statutory handicap should be brought into operation to bring the difference in cars together, thus ensuring that the skill of the driver is the telling point in the competition. This handicap could be either devised by the R.A.C. itself, or the Associations of car clubs and be included in the R.A.C. Year Book." Several speakers pointed out that speed and driving tests could scarcely be bracketed in this context and that, while separate handicaps could perhaps be evolved, they would be complex in the extreme. Denis Flather said that the B.T.R.D.A. would give the matter their attention.

The A.C. Owners' Club proposals "That encouragement be given non-recognized clubs to become recognized by the R.A.C. by the introduction of graded registration fees according to the size of the club's membership, and that the R.A.C. should stipulate the maximum number of events to be organized by each grade of club; and That crash helmets must be worn at all times by all drivers and passengers of any cars on a race track, unless such a car is driven by an official of a race meeting" met with little response. No one wanted to know about *per capita* fees, as no one has wanted to know (to my certain knowledge) for the past four years.

Tea was just about to be served (Earl Howe had been telling us that it would be for the past half-hour) and the Conference came virtually to an end.

Then, as an oasis in a desert of trivia, John Gott made an impassioned plea to the clubs to try to preserve the sport of

rallying. "Organization," he said, "is the answer."

"Let the club secretaries inform the police and the local inhabitants of their rallies. Public relations must be the first concern of rally organizers. Try to keep the organizers of 'pirate' events in the R.A.C. picture so that they may try to avoid public annoyance. All gates must be marshalled to keep animals under control."

This is all common-sense stuff and we must hope that it will be heeded.

Coming Attractions

- 10th March. Eastern Counties M.C. Spring Rally. Starts near Boxford, Essex. M.R. 149/960423.
- 10th-11th March. Blackfriars M.C. Crocus Rally. Starts at Chesham, Bucks.
- U.H.U.L.M.C. Rosette Rally. Starts Beeden's Garage, London Road, Northampton, at 9 p.m.
- Birmingham Y.C.M.C. Border Rally. Starts Newbury Motors, Manor Lane, Halesowen.
- 11th March. M.G.C.C. Speed Trial, Brands Hatch, near Farnham, Kent. Starts 1 p.m.
- Cambridge U.A.C. Speed Trial, Snetterton, near Thetford, Norfolk.
- Yorkshire S.C.C. 4/44 Trial.
- 17th March. B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
- 18th March. B.R.S.C.C. Race Meeting, Snetterton, near Thetford, Norfolk.
- 17th-18th March. Wolverhampton and South Staffs C.C. Express and Star Rally. Starts Wolverhampton at 9.30 p.m.
- East Surrey M.C. Martini Rally. Starts Queens Hotel, Farnborough, Hants.

IN between his efforts with the London M.C. Tom Hazlem is to be clerk of the course on the M.G.C.C. (S.E.) April Rally which will take place on 7th-8th April. From a start at Abingdon the rally, plotted on straightforward map reference navigation, will cover some 225 miles. Open to Harrow C.C., T.E.A.C., Cemian M.C., B.A.R.C., Hants and Berks M.C., Romford E.C.C., London M.C., U.H.U.L.M.C. and Maidstone and Mid-Kent M.C. The entry list for the event closes on 28th March. Regs. from Miss Anne Colvin, 74 Great Russell Street, London, W.C.1. . . . The East Surrey M.C.'s Martini Rally (which this year is to take place on 17th-18th March) has never yet failed to attract a full entry. No further recommendation should be needed. The rally will start and finish at Farnborough and there will be a tough and exacting 250-mile course over metalled roads which will "demand full concentration from both driver and navigator". The event is open to B.A.R.C., B.R.S.C.C., C.S.M.A., Craven M.C., Farnborough D.M.C., London M.C., Mid-Surrey A.C., Sevenoaks and D.M.C., Sutton and Cheam M.C. and Central Southern Championship contenders. Secretary of the rally is M. H. Sherwell, 19 Grosvenor Road, West Wickham, Kent. . . . Outstanding event of the Newcastle and D.M.C.'s jubilee year will be the revival on 7th-8th April of the Edinburgh Run, an all-night event first promoted by the club before the 1914-18 war. Details are available from S. Farthing, 19 Carlton Terrace, Gateshead, 9. The event is open to all. . . . The Wirral 100 M.C. are to run a sprint at Rhywymwyn on 24th March. There will be classes for all types of machinery and the sprint is open to B.R.S.C.C., Liverpool M.C., Lancs A.C., Bugatti O.C., B.A.R.C., Bolton-le-Moors C.C., Chester M.C., North Staffs M.C. and the Knowdale C.C. Regs. from K. Allbright, 51 Upton Park Drive, Upton, Wirral. . . . The Porsche Club of Great Britain are

to have their first event on 12th-13th May at the Balmer Lawn Hotel, Brockenhurst, Hants. There will be driving tests, a concours and a visit to the Montagu Museum. Details of the events from Miss Betty Haig, Kings House, Tillingworth, Petworth, Sussex. Details of the club itself from P. L. Barraclough, 39 Endway, Surbiton, Surrey.

Malden and D.M.C. are to run their March Hare Rally on 24th-25th March over 250 miles from a start at Harwell. The event is open to London Counties Championship entrants, A.E.R.E.M.C., B.A.R.C., East Surrey M.C., Hants and Berks M.C., Harrow M.C., Guildford M.C., London M.C. and N.L.E.C.C. Entries close 19th March and regs. are available from Mrs. Pamela Hoile, 19 Birchfield Close, Addlestone, Weybridge, Surrey. . . . Richard Binns tells me that the **Wolverhampton and South Staffs C.C. Express and Star** national rally will be almost a "Mini-Alpine". The entry list of 176 includes all the top names in British rallying. Dates are 25th-26th March. . . . On 14th-15th April the **Cemian M.C.** are to run their Coronation Rally over 300 miles from a start at Farnborough. The event is open to B.A.R.C., Craven M.C., Hants and Berks M.C., Guildford M.C., Mid-Surrey A.C., East Surrey M.C., Harrow C.C., A. and P.O.C., 750 M.C. and M.G.C.C. Regs. from E. Van Dooren, c/o 28 Ealing Road, Wembley, who should have all entries by 4th April.

HAGLEY AND DISTRICT L.C.C. DINNER-DANCE

THE Raven Hotel, Droitwich, was packed to capacity for the annual dinner-dance of the Hagley and District L.C.C. In the chair was the president, Frank Livingston. Despite interruptions by Ken Rawlings with a hunting horn and a starting pistol, the various speakers managed to make themselves heard.

"The Guests" was proposed by Frank Lewis, the reply being undertaken by Derek Hill. The Editor of AUTOSPORT was given the honour of proposing "The Club", the response being made by Frank Livingston. Mrs. Livingston presented the awards—both Harry and Frank coming in for a good share.

Dancing was enlivened by the "Dominators", a Black Country band of youths discovered by toastmaster Ron Lowe. This talented combination certainly made the party go with a swing—especially when they started on the "Twist".

SWANSEA M.C. DRIVING TESTS

FOR its first competitive event for 1962, the Swansea Motor Club was perhaps a little unfortunate in selecting a snowy day for the driving tests organized recently at a new venue in Caswell Valley. Fewer entrants than usual turned out, and the field was further depleted by the absence of the ex-Tony Marsh special T.M.S.1, normally piloted in these events by Club Champion Duncan Atkinson who had, however, been married to another popular competitor, Miss Anne Goldie, on the previous day.

Competitors tried their hands at five tests, most of which were fairly long and fast, and were further enlivened by snow on the ground. Test 1, which started in reverse, went to Tim Bassett's Austin Mini with 34.4 seconds, while Test 2 was taken by Tony Knowles (M.G. Midget), also with 34.4 seconds. Test 3, which

included a short wiggle-wobble and two garages, gave Bernard Taylor an opportunity to display the underside of his Triumph Herald 1200 to the spectators; fortunately the car came down again right way up, and Taylor pressed on without lifting off. Chris Williams, having returned from an overnight excursion on the Welsh Marches Rally, gave an impressive display with his Cooper-Mini, particularly on Test 4, which incorporated an interesting variation on spinning in a box, wherein competitors were required to enter the box forwards and leave, on the opposite side, in reverse; however, fastest time in this test went to Howard Strawford's standard Mini-Minor with 31.4 secs., and B.T.D. was also eventually to go to this car with an aggregate of 161.3 seconds.

Best time on Test 5 went to Dave Scott's M.G.A., which got down to 38.2 secs., challenged closely by Strawford's time of 38.9 seconds.

H.M.B.

Results

Class 1: First and B.T.D.: Howard Strawford (Mini-Minor); 2, Tim Bassett (Austin Mini); 3, Chris Williams (Cooper-Mini). **Class 2:** 1, Dave Scott (M.G.A.); 2, Brian Howells (Austin-Healey Sprite); 3, Tony Knowles (M.G. Midget).

B.M.C. SUCCESS IN SWEDEN

OVER the week-end 3rd-4th March, Tom Trauna, of B.M.C. Sweden, driving a Mini-Cooper, scored a brilliant victory in the Marstokaen Reliability Trial. There were over 100 entries in the competition, which was pretty international, including DKWs, SAABs, Renaults, etc. Won over icy, snow-bound roads, this victory means that Tom Trauna now leads the Swedish Championship.

TULIP RIDE?

BRIAN CULCHETH, whose spirited and skilful driving of his Sebring Sprite has resulted in six wins from the seven rallies in which he has entered it, is looking for a ride in the Tulip.

MORGAN 4/4 CLUB

Inter One-make Team Driving Tests

ON 4th March the Morgan 4/4 Club held a driving test meeting, organized by Barrie Phipps and Alan Smith. This is an unusual event as the major award (the Climax Trophy) is for the winning team of three cars all of the same make.

The event was held at Honeybourne Aerodrome, near Evesham, in biting cold weather and was organized with the efficiency that regular competitors have come to expect from this team of organizers.

Among the 60 entrants were some well-known names in the field of driving tests headed perhaps by the 1961 Flather Star winner, H. L. Livingston (Mini-Minor), who drove in his usual immaculate manner. Not far behind him was his brother J. F. Livingston, who returned some remarkably good times with his TR3. Peter Morgan himself put up some very good times in a Classic-engined Morgan (perhaps the first to appear in tests), but spoilt his aggregate with penalties. Ian Mantle (Mini-Cooper) drove with great precision and returned some good times, and R. Richards (Sprite) was notable in several tests. Good times were returned by D. B. Smith (Austin-Cooper).

For the third year running the Climax Trophy went to the Midland Centre of

the M.G. Car Club. A team of Austin-Healey Sprites, driven by R. Squire, E. J. S. Townsend and M. S. Barber, made best time and the Link Trophy (awarded to the best team in the opposite class) was won by the Hagley and District Light Car Club Morris team of H. L. Livingston, N. Porter and M. R. Evans, all driving Mini-Minors.

The best time of the day by an individual was made by R. Squire (Sprite) of the M.G. Midlands, who beat H. L. Livingston (Mini) of the Hagley Club by only 1.8 sec.

W. W. WALLIS.

THE TARGA RUSTICANA—ON ICE Brilliant Performance by John Sprinzel and Graham Robson (Sprite)

THE 69 competitors who gathered at "Bishops Meadow" Café near Brecon to compete against each other for honours in the Oxford University M.C.'s principal rally found they had to unite to fight a common enemy—newly fallen snow, up to four inches deep, over most of the route.

The basic route comprised two loops each with about 30 time controls, centred on Brecon. Ingeniously devised "supplementary stages", 19 in all, could be tackled to earn bonus marks. But although extra time was given for these stages, the maximum permitted lateness remained at 30 minutes after the basic scheduled time at a control. Hence a competitor would have to make up time in order to be able to attempt many of the supplementary stages. In normal road conditions these stages would have been all important but in the diabolical weather which prevailed these extra stages were soon forgotten in an attempt to cover even the basic route.

The first car, Don Grimshaw's big Healey 3000, slithered away at 9 p.m. After only six controls all but the first few cars were delayed when competitors got stuck on a steep hill. Less than half the field managed to get up to the next control.

Shortly after this Val Harper failed to negotiate a slippery downhill bend and her Sprite ended up on its roof. As it was blocking the road willing hands soon righted it and damage seemed surprisingly mild.

South-east to the Black Mountains, where everyone who attempted to get up a steep hairpin to control 14, on a track south of Hay-on-Wye, failed at the first "go". Stan Annis and Richard Binns were helped by an enthusiastic farmer as they pushed the cars up. The farmer even told competitors to use his farm yard so that they could get a better run at the hill.

The Pat Moss/David Stone SAAB wrong slotted shortly after this and lost 20 minutes when they rammed the bank backwards as they tried to turn round and the SAAB's exhaust became choked with mud. As a result they had to cut out the next five controls, the only ones they missed during the whole night.

A wonderful band of marshals suffered bitterly cold conditions. Those manning Control 17 were unable to get their car up to the control point, so they walked the last mile and spent the night with no shelter from the snow. The Stewards of the rally also had their troubles—their car was seen in intimate contact with a wall near Tredegar.

(Continued on page 352)

Geoff Newman in his Cannon negotiates a downhill stretch in the "Colmore", held on 25th February.

ALWAYS knocking at the door of any trial, Ivor Portlock won the incredibly difficult Colmore Trophy Trial by 15 clear points from his runner-up, Charles Pollard, and, by so doing, deserves the congratulations of all concerned; a great effort!

For 1962 Sunbac, or to give the club its full title, the Sutton Coldfield and North Birmingham Automobile Club, forsook their age-old venue, i.e., Fish Hill area, for some entirely new and untried terrain at Sewell, a private estate some five miles from Stow-in-the-Wold.

There were 16 well-marked—three-foot black and white poles with yellow numbers—well-planned and extremely difficult climbs, each to be attempted twice. There were complaints about too narrow taping and the use of multiple trees too close together, but these were unfounded as, in the morning round, only three hills remained unclimbed. Two drivers visited section two on the first of these, one made section one, one the second, whilst on the third, which admittedly was impossible, three experts arrived at section three.

The following report on the hills is factual and taken from the morning round, so with apologies in advance for "cleans" not seen and missed, here goes.

Hill one comprised an adverse cambered climb round a bush, down to loop left over a bad bump, then finished atop a mound. Most people were clean to section one, where they became entangled with a wire and stopped! Cleans by G. D. White, J. B. Mein, G. V. Simpson, B. R. Potts, G. J. Newman, C. W. Pollard, J. S. Jenkins, C. Taylor and M. R. B. Cannon.

The second hill left along a grass track, then right up a grass bank, round a bush, on to adverse camber and finally left up a bank. Only R. Chappell, G. L. Holdrup and K. B. Lindsay made clean climbs.

From a rough track hill three climbed up and over a severe bump, went right along a ridge then turned left and right on adverse cambered grass. Cleans by Chappell, Pollard, Jenkins, I. Portlock and Taylor.

From a similar start hill four turned left around a tree, went over a bump, down a 1 in 2 dell, then up a steep grass hillock, then through a very tight left-hand turn around a big tree to veer to the right. Cleans by Chappell, D. D. Render, F. T. Lewis, Pollard, Portlock, Taylor and Cannon.

Hill five went up a steep earth bank, turned left and right around a tree (a very tight one!) to climb a left-hand mound between trees. This latter was deemed impossible! Chappell, Simpson, Pollard and Cannon made section three.

Number six. Long and winding, in and out of walls, trees and bushes, then to climb up high alongside a wall, rather rutted and not at all as easy as it looked. To the top went White, Chappell, Render, Mein, Lewis, Holdrup and Simpson.

Hill seven was simply a maze on the side of a grass hill, with very tight taping around every available bush. Those who made it were Mein, Holdrup, Simpson, Newman, Pollard, Jenkins, Portlock and Cannon.



IVOR PORTLOCK WINS THE "COLMORE"

REPORT AND PICTURES BY
FRANCIS PENN

Up a grass bank, right then left, around a tree, down and round a bush went hill eight. This was the easiest so far, around 50 per cent. being clean.

Hill nine was short and sweet—a left and right turn on a steep grass bank. This time rather more were clean.

Number 10 was very tricky indeed—down a bump, then into a tree-strewn maze running round and round between tight tapes, the top being just that little too tight! Portlock and Cannon managed section two.

Hill 11 travelled up, round, down and up again and was lined with trees, bushes, tapes and even a couple of red

arrows to guide the lost ones! Chappell, Mein, Holdrup, B. H. Dees, Portlock, W. J. Warr, Taylor and Cannon made the top.

Number 12 was on an adverse camber, along a grass hillside to a "wobble-wobble" finish. Cleans were performed by Render, Holdrup, Newman, Pollard, Jenkins, Portlock, Warr, Taylor and Cannon.

Thirteen was rather similar but longer with a bad left and right turn about the halfway mark. Chappell, Render, Pollard, Portlock and P. A. Barden went to the top.

Hill 14 comprised a long "Esse" on a hillside. One only to section one, J. A. McLaughlin the name; the rest failing by touching markers between sections five and six.

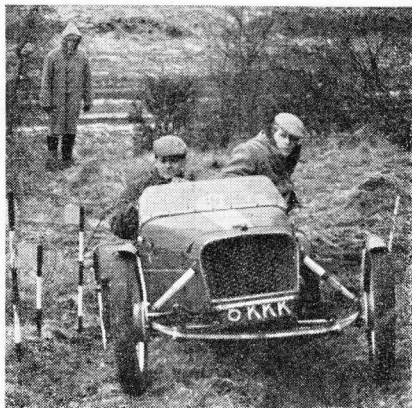
Number 15 was taped zig-zag with just about every kind of turn. Most intricate! The three making the top really deserved to do so, namely, White, Portlock and Barden.

The last was very similar but included a bad right-hander round a large tree—which most people tried to remove! Those who did not and reached the top were Chappell, Render, Mein and Taylor.

The weather alternated between bright sunshine and heavy snowstorms; however, at all times was perishing cold!

Results

Colmore Trophy: I. Portlock, 36 marks. First Class Awards: C. W. Pollard, 51; R. Chappell, 60; M. R. B. Cannon, 62; G. L. Holdrup, 63. Best Sunbac Member: A. W. Francis, 143.



Mike Cannon had a good day, finishing fourth, driving his Cannon . . . what else?

Targa Rusticana—continued

At the half-way mark back at Brecon the position was—John Sprinzel, 0 fails, Roy Fiddler, 1 fail, and Pat Moss, 5 fails. About half the field left on the second loop where clearing skies brought even colder weather.

Car after car either missed or could not get round a deceptive left-hand hairpin at M.R.047248 which only appears as a left junction approaching from the south on the 1 inch O.S. map. Only one car (T. Paton's Cooper-Mini, navigated by Ted Rowland) got round it at one attempt with the aid of a perfect hand brake turn. He was eventually rewarded with 14th place for his long trip from Kilmarnock, in Scotland, to compete.

Few competitors who dived over the snow covered Epynt ranges realized that the marshal at the end of a 55 m.p.h. average stage was no less than the Monte Carlo Rally winner himself—Eric Carlsson. A route card signed by him would surely be a prized possession among autograph hunters!

A further 20 controls—north to Llan-drindod Wells—and then thankfully back to the finish at Brecon. Only Pat Moss and John Sprinzel visited all the second loop controls. Few cars had avoided contact with a solid object at some time, the most popular form of modification being damage to the nearside front wing!

Speedily published results made interesting reading. The manufacturers' "score" in the first six was two Sprites, two VWs, one Anglia and one SAAB. All were on studded tyres except Pat Moss with Weather Masters and Brian Harper with Durabands.

There was a protest concerning the use of studded tyres. The sponsor maintained that these constitute "non-skid attachments" which are forbidden in R.A.C. regulations. He made this protest so that the R.A.C. could be asked to give a ruling for the benefit of all British rallies, and not with the idea of affecting the results of this event.

VALERIE DOMLEO.

Results

1. John Sprinzel/Graham Robson (Sprite), 0 fails; 2. Roy Fiddler/John Hopwood (Anglia), 3; 3. Pat Moss/David Stone (SAAB), 5; 4. Bill Bengry/David Skeffington (VW), 11; 5. Brian Harper/Ron Crellin (Sprite), 11; 6. John Latrobe/Julian Chitty (VW), 13; 7. R. Sutcliffe/R. Dixon (VW), 14; 8. S. Clippston/John King (VW), 17; 9. A. W. Blore/X (Austin-Mini), 19; 10. J. G. Bullough/John Middleton (Rapier), 19.

Wilshire Trial—continued

hump, around a large tree and then down to an impossible left-hand turn. Thirteen got as far as was "possible".

A swinging right-hander on loose bracken to a very steep, left-hand finish, the fourth hill was very tricky, no one passing section nine. Into eight came D. Render, E. Jackson and W. G. Warr.

No. five commenced a new series on the other side of the main hill. From the road on to a very bad deeply rutted right-hand hairpin, then around a tree and up two severe humps, the latter rock ledge guarded. Cleans by nearly half the entry.

The sixth ran right, left and then right in a series of swings and zig-zags on the side of a hill, which was quickly cut down to enormous ruts. Cleans here by C. W. Pollard, D. M. Paul, I. H. Portlock, Lees, Highwood, Chappell, Lindsay, Lee, Edward Harrison, Allen, Eaves and Warr.

There was snow on the seventh hill which comprised a climb around a tree, left over a high earth mound then right over another. Highwood, Lindsay, Hurt, Chappell and Harris reached the top.

A left-hand start on the eighth led to a right-hand turn on and in deep pot holes, then turned right, left, right to hairpin round a tree guarded by an enormous hole just before the summit. Cleans by Highwood, Chappell, Hurt, Kemp and Holdrup.

Next came the Old Tank Testing Ground and in it the ninth climb, which led on deep ruts to a track running high up alongside a hedge. This proved fairly easy, nearly half the entry being clean.

The 10th was more tricky, went over an offset bank; down into a hollow, then right to a 1-in-1 bracken bank which was just too steep! Section nine was the best reached and Lee, John and Edward Harrison, Chappell, Jackson, Eaves and Warr made it.

No. 11 had a left-hand start, led high up a snow-clad bank and finished nearly out of sight. No one reached the top.

The twelfth half circled to a high, very rough and bumpy finish, atop of which most people straddled with front wheels past the finish sign and back wheels spinning hopelessly. One of the best examples yet for rear-wheel marking! Only three cleans—John Harrison, Holdrup and Jackson.

Lunch-stop information revealed that E. Yarwood and W. J. Warr were disqualified by the scrutineer for having "short wheelbase cars". One retirement: G. Hodgson, who had been in the early hunt, suffered a broken axle on the first hill of the second section. The leader board read: Edward Harrison 48, P. J. Highwood 50, R. Chappell 51, E. J. Chandler 57.

In the afternoon they did "them" again, with the taping slightly easier and one or two innovations. Rex Chappell only lost 35 marks—Nuff said!

Results

Wilshire Trophy: R. Chappell, 86. Lilly Trophy: P. F. Highwood, 89. Hall Trophy: I. H. Portlock, 89. 4. E. Harrison, 93; 5. J. Harrison, 96; 6. C. W. Pollard, 104; 7. T. A. Marshall, 108. Knowles Trophy for Navigation: Renee Chappell. Graeme Trophy for Team: "Dad and Lads", The Harrisons.

THE SEBRING "12 HOURS"**Provisional Entry List****G.T.**

Austin-Healey Sprite: Steve McQueen/John Colgate.
Alfa Romeo: M. Leto di Priolo/Carlo Facetti, D. Leto di Priolo/Giancarlo Sala/H. Theodoracopoulos, Paul Richards/Charles Kolb, Ross Durant/Art Swanson, Fred Van Beuren/H. Rebaque, Jake Kaplan/Jack Crusoe.
Chevrolet Corvette: Don Yenke/Ed Lowther, X/X, M. Panch/J. Stevens/G. Robertson, D. Campbell/G. Grant, Rodger Ward/Bob Johnson.
Ferrari: Colin Davis/Lucien Bianchi, Carlo Abate/N. Vaccarella, Bob Grossman/Hammel, Ed Hugus/George Reed.
Elva: E. Smith/H. Whims.
Morgan: A. Rogers/J. Bailey.
Lotus: Tim Mayer/M. Ripley, P. Pulver/H. Carter.
Porsche (2 cars, Porsche Switzerland): X/X, X/X.
Pontiac: P. Goldsmith/X, A. J. Foyt/X, P. Mion/X.
M.G.A.: Jim Parkinson/J. Flaherty, Jack Sears/Andrew Hedges, John Whitmore/Bob Olthoff.
T.V.R.: Peter Bolton/Mike Rothschild, M. Donohue/J. Signore.
Triumph: G. Waltman/X.

Sports Cars

Ferrari: Phil Hill/O. Gendebien, Stirling Moss/Innes Ireland, Pedro Rodriguez/Ricardo Rodriguez, B. Fulp/F. Tavano.
Elva: Ben Warren, Jr./Carl Haas, Chris Ashmore/V. Merino.
D.B. Panhard: H. Hanna/R. Toland, F. Manley/J. P. Barmac.
Abarth: P. Richards/Alfonso Thiele.
Lotus: Sy Kaback/Harvey Snow, R. Henry/E. Harris/Bill Stone.
Porsche: X/X, B. Jennings/B. Wuesthoff, Bob Donner/D. Sessler, L. Hiamrath/J. Palinka.
Osca: J. Bentley/J. Gordon, X/X.
Maserati: Jo Bonnier/Graham Hill, Guido Lollobrigida/P. Ronchieri, Walt Hansen/Dick Thompson, Ada Pace/Nino Todaro.
Chapparral (Chevrolet): Jim Hall/Hap Sharp, Ronny Hisson/Chuck Hall.
Cooper-Buick V8: Briggs Cunningham/John Fitch/Peter Ryan.
Cooper-Maserati: Bruce McLaren/Roger Penske.
Warwick-Buick: J. Todd/W. B. Todd/J. Kimble.

Correspondence—continued**Works Teams in Rallies**

IT is good news that Standard-Triumph are to take part in the big rallies, but this raises an issue in my mind which I would like to advance in the hope that it may call forth your views and those of other readers.

Manufacturers support entries in International rallies as they realize the sales value of good results.

If it is intended that the ordinary motorist should be influenced to select a certain make of car because it has done well in rallies, then ought not these successes to be achieved under ordinary motoring conditions?

I see nothing wrong in a car being carefully prepared at the works, but I feel that teams of mechanics following a rally, and vehicles full of spares, put a very misleading view on results.

I submit that after the start all service work or repairs should be effected by the crew only, using tools and parts carried on the competing car.

During the last R.A.C. Rally one make of car suffered a deal of front suspension trouble, but new units were supplied and fitted. Several cars had new body panels fitted or skilled panel beating attention during the run, in order to avoid penalties for body damage. I believe there were several new back axles fitted and I suspect one engine, at least, was changed.

Surely to permit a manufacturer to provide such facilities, apply them and then advertise his car as a winner amounts to deception.

Furthermore, what chance has the private entrant under such circumstances, unless he has a car which can really last the course? There are, of course, some which can, but do not get the credit they deserve.

Good driving and luck can, of course, cloud the issue, but that must be accepted. Let's have a demonstration of what can be achieved under those conditions which govern the motoring of practically every car user and, indeed, all the lesser rallying types.

A. J. FAIRRIE.

HOYLAKES, CHESHIRE.

Club Racing

PATRICK McNALLY's review of Club racing in 1961 was an interesting and, on the whole, fair record of the past season, giving due prominence to such stars as Michael Salmon. I do feel, however, that some mention should have been made of Major Ian Baillie whose consistent efforts with the Aston Martin DBR1 have been such a pleasure to spectators. His second place in the AUTOSPORT Three Hours alone should have warranted his inclusion. Apart from this, in the course of 25 events entered he finished first (or in the winning team) three times, first in class three times, second seven times and third five times. Throughout the season he retired only once, which says much for the reliability of this three-year-old car.

Needless to say, I have no connection with either car or driver.

BRIAN JOSCELYNE.

WATFORD, HERTS.

Valerio Colotti

Alf Francis



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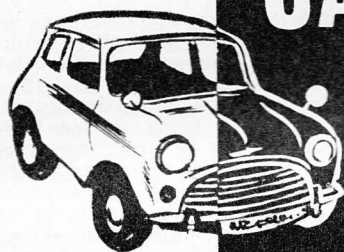
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**VICKERS-ARMSTRONGS
CAR CLUB**

Shaston Trial

THE Vickers-Armstrongs Car Club is now in its second year of fully active competition, and has already established for itself a reputation for keen and efficient organization. The "Shaston" Trial, held on 18th February, was no exception. Clerk of the course Frank Burton had some excellent, though perhaps somewhat limited, terrain to operate upon. A pity that dry weather made things a trifle easy, but this is one of those ever-present hazards that a "C.o.C." has to contend with!

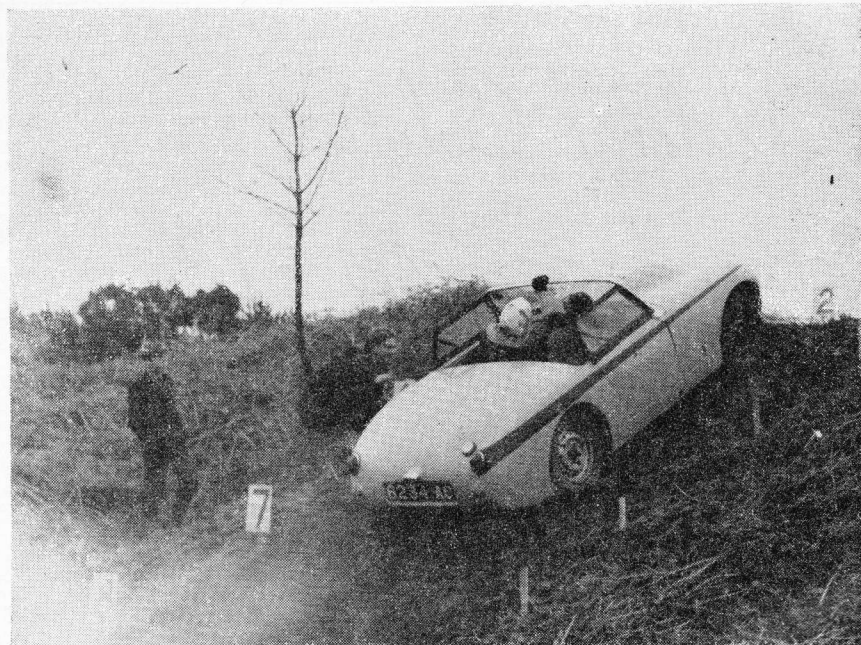
Invited clubs were West Hants and Dorset, Bristol, 750, Burnham-on-Sea and M.G.C.C., with the field consisting mostly of the V.A.C.C. and W.H. and D.C.C. As many of the victims belong to both clubs at once, some keen rivalry resulted in all classes.

From the start at Shaftesbury, the 65 or so starters made their way to the first hill, some two miles away, at Semley. The Semley hill was very short, but not at all sweet, being sub-divided, and stopping everyone. Most of the Minis stopped straightaway, but the Populars got well into the higher sections. Peter Cooper, for West Hants, and Miss Ann Rose, for Vickers on this occasion, both did very well, while S. J. Peckham commenced quite an outstanding day, aided by two small children bouncing enthusiastically in the back seat, under Bristol colours. Some mighty efforts were made by Amie Lefevre (Sprite), A. R. Durrant (VW) and Tom Bryant (Morgan), while Mike Burgess got his special's wheels right on to the top before failing. Even Tommy Wood could get his well-known Messerschmitt no farther than half way.

From Semley, a main-road run of some five miles led to a magnificent natural amphitheatre set in the valley of Charnage Down. It was the spectators' and organizers' dream, but a reporter's

Results

Class 1: 1, E. R. Crocker (Mini-Minor); 2, J. W. Nichol's (Austin 7); 3, D. De Souza (Mini-Cooper). **Class 2:** 1, P. G. Cooper (Ford Popular); 2, J. Taylor (Ford Popular); 3, Miss A. Rose (Ford Popular). **Class 3:** 1, R. Fry (Ford); 2, D. Harris (Ford); 3, L. I. Atyeo (VW). **Class 4:** 1, T. L. Wood (Tiger 500); 2, A. F. Lefevre (Sprite); 3, G. Raggett (VW). **Class 5:** 1, B. J. Drake (R.M. Special); 2, M. J. Burgess (Lilfo) and C. C. Palmer (Cannon).



TAKING his smart Sprite to the top is Amie Lefevre, on the way to a class second place.

nightmare, with a dozen or more sections set in an area of half a mile, with cars going all ways at once! A fierce ADO 15 battle went on all day, honours finally going to Vickers-man E. R. Crocker, in a Mini-Minor. Among the Continental opposition, a strong team of Vickers-owned Renaults performed well, driven by Messrs. East, Johns and T. and P. Durrant, while VWs were driven by Leon Atyeo and R. B. Mayo. All the rear-engined cars climbed a large proportion of the sections, but some of the smaller-wheeled sports cars failed rather dismally. Travelling sedately round was the delightful 1930 Midget of F. Bruce-White, wearing 590 x 14s on the rear wheels, but seeming a trifle underpowered.

After everyone had done all the sections, a mile or so down the main road brought them to the Hunters Lodge Hotel for lunch. After refuelling to taste, a return to Charnage Down was indicated, with a new set of sections in a different valley. Unfortunately the grass was dry, and the surface hard, and

there were not as many failures as the organizers might have hoped. One particularly steep hump stopped all the Minis, and got quite a lot of people well airborne, fortunately without damage. The rear-engined brigade flew quite high, though pride of altitude must go to Messrs. Holland and Knapman, whose Rapiers almost went into orbit!

From Charnage Down it was a return trip to Semley. However, a day of sun and wind had dried things out to such an extent that the hill was something of an anti-climax. Quite unclimbable last year in the wet, in the dry it was a "piece of cake". Those few who failed would probably prefer to remain anonymous!

The finish took place at Shaftesbury, in a pleasantly informal atmosphere, with results promptly announced, after a well-run and very successful day. As is the practice in this event, no main awards were given, results being divided into classes only. As can be seen, these were well shared among the clubs competing, with honours being more or less even between the two main protagonists, Vickers and West Hants. Well done, Vickers-Armstrongs!

TONY HOLLISTER.

Rallying?

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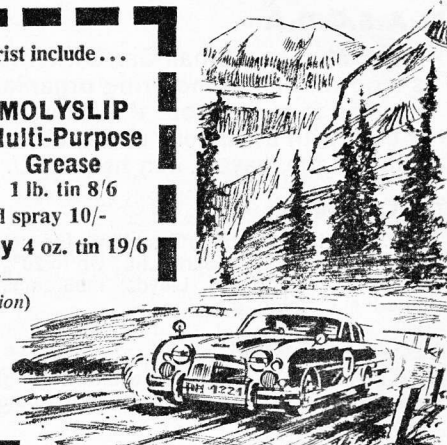
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Robin Rennicks sitting in the "big" Leprechaun at Phoenix Park in 1959, with only seconds to go before the start.

THE chicane at Mount Venus Hill-Climb usually provides quite a few annual thrills for the spectators who gather around this man-made hazard. The record for this hill stands to the credit of John Pringle with his 2½-litre Cooper-Climax, but one man really determined to break this record last June was Robin Rennicks.

Through the years, Robin has had anything but the best of fortune in motor racing. His first racing car was a weird little 1,172 c.c. Ford Special which he bought from Kevin Diffley in 1956. The car was actually shared with Jimmy Barr and the transaction was completed for the princely sum of £25. Robin did only one hill-climb with the Ford "moneyposto" (sorry!) and Jimmy then bought out Robin's share and drove it in quite a few hill-climbs. Rennicks also did a few grass-track races in '56, and one road race on a 350 c.c. B.S.A. In 1958 Robin bought the 499 c.c. J.A.P.-engined Leprechaun and set up B.T.D. for the new Rathmoylan hill-climb, and won the 1,300 c.c. handicap and was second in the general handicap at Mount Venus. Robin then managed to borrow a 650 c.c. B.S.A. vertical twin-cylinder motor-cycle engine, and with this potent motor in the back of the Leprechaun

EIRE ENTHUSIASTS:

ROBIN RENNICKS

Continuing BRIAN FOLEY'S Irish Profiles

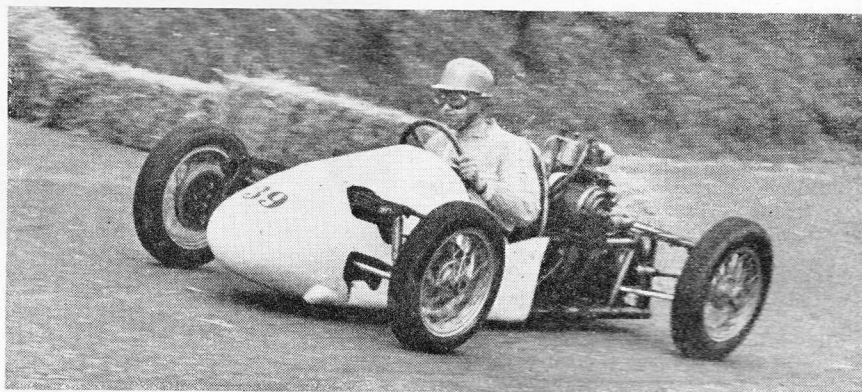
he won the Baird Memorial handicap at Kirkistown. He was second fastest and winner of the open car handicap in the Corkscrew Hill-Climb. Jimmy Barr bought the "small" Leprechaun in September, and Robin acquired the "big" Leprechaun. This bellowing, 998 c.c. Vee Twin, blown, J.A.P.-powered sprint machine was a highly temperamental contraption. The big Leprechaun was owned by several people before Rennicks, and Robin and his faithful band of helpers were continually endeavouring to sort out the gremlins. In '59 Robin set up B.T.D. at Dungarvan and Cork hill-climbs, and a new record for the Cork Sprint. For four glorious laps he dived with Pringle's 2-litre Cooper and Templeton's Lotus Fifteen at Phoenix Park, until he ran out of brakes and had to retire. Even though the J.A.P. was not firing properly, Robin made second B.T.D. behind Pringle at Altidore hill-climb.

The Leprechaun was sold in 1960, and the only drives Robin had were at Dunboyne, in Alex Watkins's M.G. TD, and

at Phoenix Park in the 650 c.c. Leprechaun, which he borrowed from Luke Duffy. Robin revolved at Phoenix Park, and retired at Dunboyne after lapping at 73 m.p.h. in the elderly TD. He bought back the Leprechaun in 1961, and once again set about making it motor properly. He climbed Enniskerry in 43 seconds with one exhaust pipe adrift, one front shock absorber adrift, and one front wheel cylinder rapidly losing its brake fluid!

At long last the Leprechaun was going really well at Mount Venus. Rennicks whipped through the chicane at an absolutely astounding rate but never made the top of the hill. He clipped a bank, the car rolled, and although Robin had a truly miraculous escape the Leprechaun was wrecked. He drove a Sprite at Cluntee in September and was the fastest Sprite driver at that meeting.

He hopes to have a Junior for this year, and after all the years of utter frustration it would be nice to see this fine driver and enthusiast in a really good motor car.



Rennicks really motoring the 998 c.c. supercharged Leprechaun through the chicane at Mount Venus Hill-Climb last year. Seconds later the car turned over and was badly damaged—though the driver, on whose crash helmet the car actually pirouetted at one stage, was O.K.

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Yet, there has been a snag. These delectable machines have not been available with right-hand drive, and steering on the left is a serious handicap in this country. Many prospective buyers must have turned away with regret for this one reason, and so the announcement that Ken Rudd has successfully achieved a conversion is exciting news for many of us.

This conversion was always considered impossible, for so many things "got in the way". However, the persevering Ken has found that the Sprint converts relatively easily and that the Sprint Veloce, although representing a job of considerable complexity, can be tackled successfully. I have recently spent some memorable days at the wheel of a Rudd-speed Veloce, and the wheel was on the proper side, too.

Of course, it is the two big twin-choke Weber carburettors that fill up the right side of the bonnet. The steering wheel is repositioned and a new universally jointed column goes just over the top of the Webers. New ducts had to be made for the air cleaner, and the pipes to the heating and ventilation system were rerouted. The foot pedals all had to be moved to the right side of the car—a major undertaking in itself.

The instrument panel has been rebuilt, and a fair amount of re-upholstering has been necessary. The finished car shows no signs of having been worked upon, however. At the front of the column, a new steering box is mounted high up behind the radiator header tank, and its output shaft leads downwards to the point where it is connected to the former slave arm on the three-piece track rod.

John Bolster tries the Ken Rudd-converted, right-hand drive Alfa Romeo Giulietta Sprint Veloce. With R.H.D., this beautiful car is now perfect in every respect.



The former steering box on the left is "gutted" and acts as the slave arm bearing. In the case of the Sprint, which has a downdraught carburetter, a simpler installation suffices.

I found that the converted Alfa handles just like a standard one. The central gear lever works just as well in the left hand, and what a gearbox it is! With close ratios, really light action, and excellent synchromesh on all gears, it never fails to delight the enthusiastic driver. All the pedals work normally, and nobody could tell that they have been transplanted. The instruments are easy to read at speed, and although the angle of the steering wheel has been slightly altered, the driving position is

This picture shows the rebuilt instrument panel and the repositioned steering wheel and foot pedals. The centrally-mounted gear-lever works just as well in the left hand!

just as good as on a left-hand drive car, if not better.

I thoroughly enjoyed driving the Veloce and the new location of the driving seat made me appreciably faster through traffic. The cornering power of the Giulietta must be the highest of any car with a rigid axle, yet the ride is comfortable and one covers the miles in effortless ease. I found no disadvantage in the converted car and I understand that the Alfa Romeo engineers approve of the work—it should certainly bring them some new customers.

The price of the complete operation is £175 for the Sprint, £200 for the "2000" and £225 for the much more complicated Sprint Veloce. For further details, telephone Worthing 7773/4.

B.A.R.C. THIRD PILGRIM RALLY**Seven Clean Sheets**

THE British Automobile Racing Club (Surrey Centre) annual Restricted Pilgrim Rally held on the night of 24th-25th February lived up to its reputation of being a very well organized rally which attracts a large entry. Although "seven clean sheets" were returned the rally fulfilled its purpose of being possible for Novices as well as Experts; the 102 entries being almost equally divided between the two categories.

Starting from controls at Guildford, Bournemouth and Kidderminster, competitors converged at Membury Airfield near Newbury for a straightforward tie-deciding driving test, the results of which became vital later in positioning the "clean sheets".

To while away the remainder of the early evening hours route cards of 12 map references and signpost questions took competitors in an easterly loop of 58 miles to Rowstock Corner Garage at Harwell, where a compulsory hour's refuelling/supper stop was taken. Most competitors were on time here; there had been a scramble to get the Morley/Newport Triumph Herald in without loss of time after 20 minutes had been spent roadside coping with a difficult wheel change.

Upon resumption competitors were handed Route Card No. 3, which directed a route of 35 miles to Control 17 across map 158 in a north-westerly direction near Abingdon and Oxford. A bitterly cold wind was now blowing sleet across the roads and surfaces were becoming

just a little slippery. The Mini-Minor Traveller of Pettifor/Sivyer executed a most spectacular gillhooley on a left-hand bend on the B4009 at Aldworth!

At Control 17 the business of serious rallying really started with the issue of map 144 bearing a mass of marked controls; times allowed for the first three of these controls were 3, 3, 2 minutes. No doubt the Clerk of the Course had pinned his hopes on penalizing everyone by these three short sharp sections! Continuing sections were more generously timed and caused little bother to crews who were "with it".

Yawing westwards the route led to Control 27 cunningly sited at an airfield in square 0412 on the top of the Cotswold Hills. Cars were seen approaching from most unorthodox directions, yet it was obvious from the time of six minutes allowed that there was only one possible route from 063138, although for the last mile no road appears on the map!

A few easy sections through Birdlip and northwards near Cheltenham gave competitors time to recover their composure before tackling a 4.5-mile "white road" section over roughish surfaces; there was not a lot of waiting outside this control! Continuing northwards by "yellow roads" the route led past Winchcombe to the Broadway escarpment where drifting sleet had frozen on the roads thus transposing this part of the rally into a veritable dice on ice.

The six-minute section from Control 38 to 39 proved tighter than it appeared on the map; navigators who chose the shorter route through a ford at 144/099264 found this quite negotiable

and saved some valuable moments. A further seven sections progressed along and across the escarpment to within a few miles of Stratford-upon-Avon, then south-easterly to the end of the marked map route near Chipping Norton where a 10-minute break afforded an opportunity of replenishing thirsty fuel tanks.

Tulip diagrams configured a 27.5-mile loop along easier roads via Woodstock to a control outside Witney, from where a final route card of map references directed surviving competitors through Kingston Bagpuize to what could have been a tricky five-minute section across a disused airfield.

The last few miles to the finish of this 350-mile rally at Rowstock Corner Garage were not without incident when another Sunbeam Rapier (P. Roberts/I. Roberts) was ditched to the need of heavy recovery at Gallows Bridge only eight miles from the final control.

Upon reflection, this year's Pilgrim was easier than its predecessor, yet, coupled with the road conditions, difficult enough to reduce the field to half by the finish, and a few additional time controls strategically placed along the more tricky parts of the route, could well have reduced the number of clean sheets. The organizers and marshals merit warm thanks from the competitors.

LLOYD ROBERTS.

Results

1. D. de Souza/P. Baker (Mini-Cooper), 0 marks; 2. N. Pocock/H. Duckham (Mini-Cooper), 0; 3. E. Goodman/B. Harvey (Mini-Cooper), 0; 4. D. Thorne/I. Cameron (Ford Anglia), 0; 5. B. Smallshaw/C. Hoare (Ford Zephyr), 0; 6. L. Roberts/B. Burn (Riley 1.5), 0; 7. R. Compton/D. Hope-Mason (Porsche 1600), 0. **Team Award:** N. Thorne, D. Thorne, P. Moon.

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M.G.A. 1958. Two-seater. One owner only from new, beautifully maintained in Old English white with black interior. Fitted with radio, rack, spotlamp, etc. **£535.** Also one other fixed head coupe in red and silver at **£565**

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M.G.A. TWIN CAM. 1959. Two owners from new, unmarked black with pale green interior. Fully tuned engine (modifications costing £400), discs, competition clutch, hardtop, radio, heater, new RS5s, an immaculate and very fast car. **£665**

FAIRTHORPE ELECTRON MINOR. 1961. Two-seater. Very low mileage only, unmarked Royal blue with dark blue interior. One owner only. **£395**

BERKELEY B105. 1959. Two-seater. Two owners from new. A very attractive car in red with black interior, four-speed gearbox, X tyres, etc. **£295**

SWALLOW DORETTI. 1955. One of the last of these very attractive cars to be built. Unblemished in red with beige upholstery and tonneau, wire wheels, heater, Alfins, etc. **£495**

AUSTIN-HEALEY SPRITE. 1960. Two-seater. Very attractive in Old English white with red interior, fitted tonneau cover, heater, washers. **£465**

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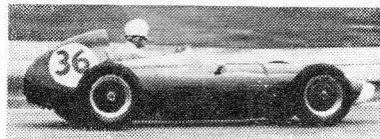
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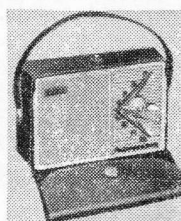
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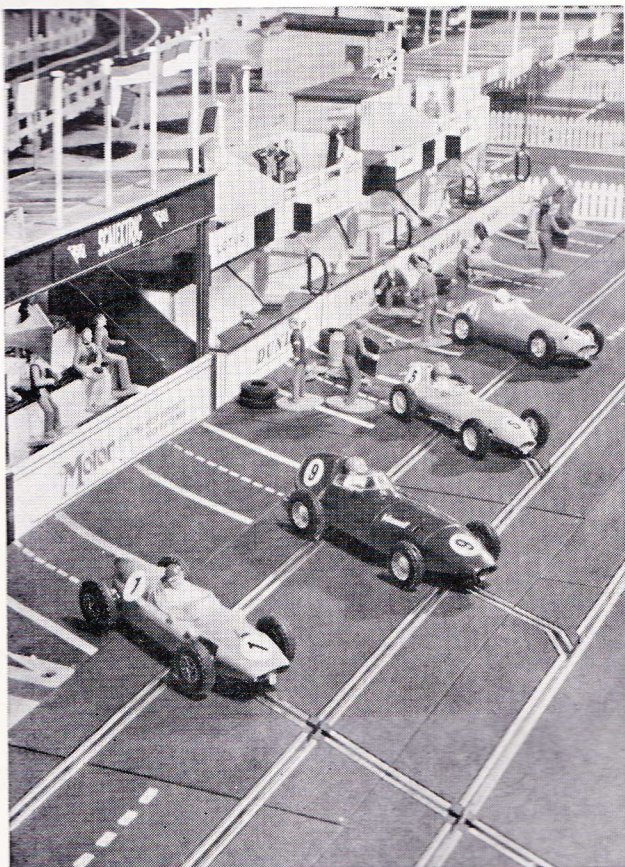
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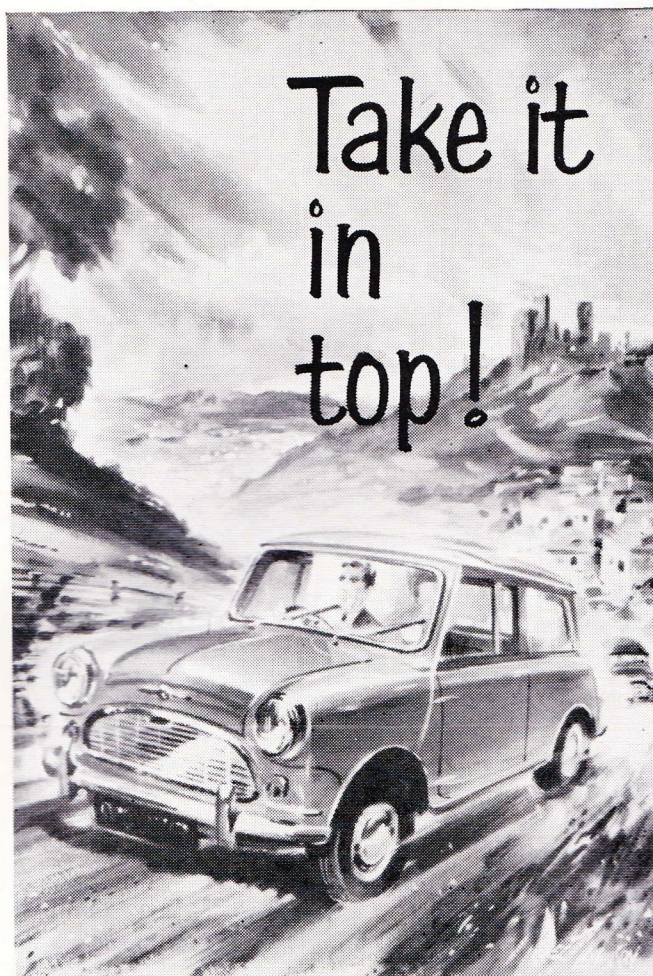
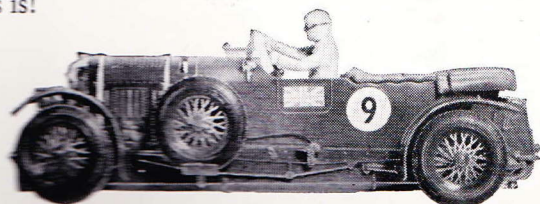
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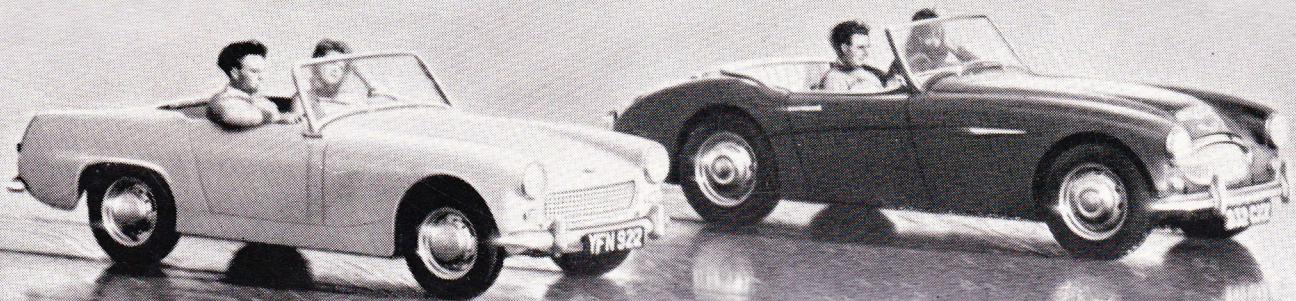
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