

LANGTON  
THE 1962 GEMINI JUNIOR

# AUTOSPORT

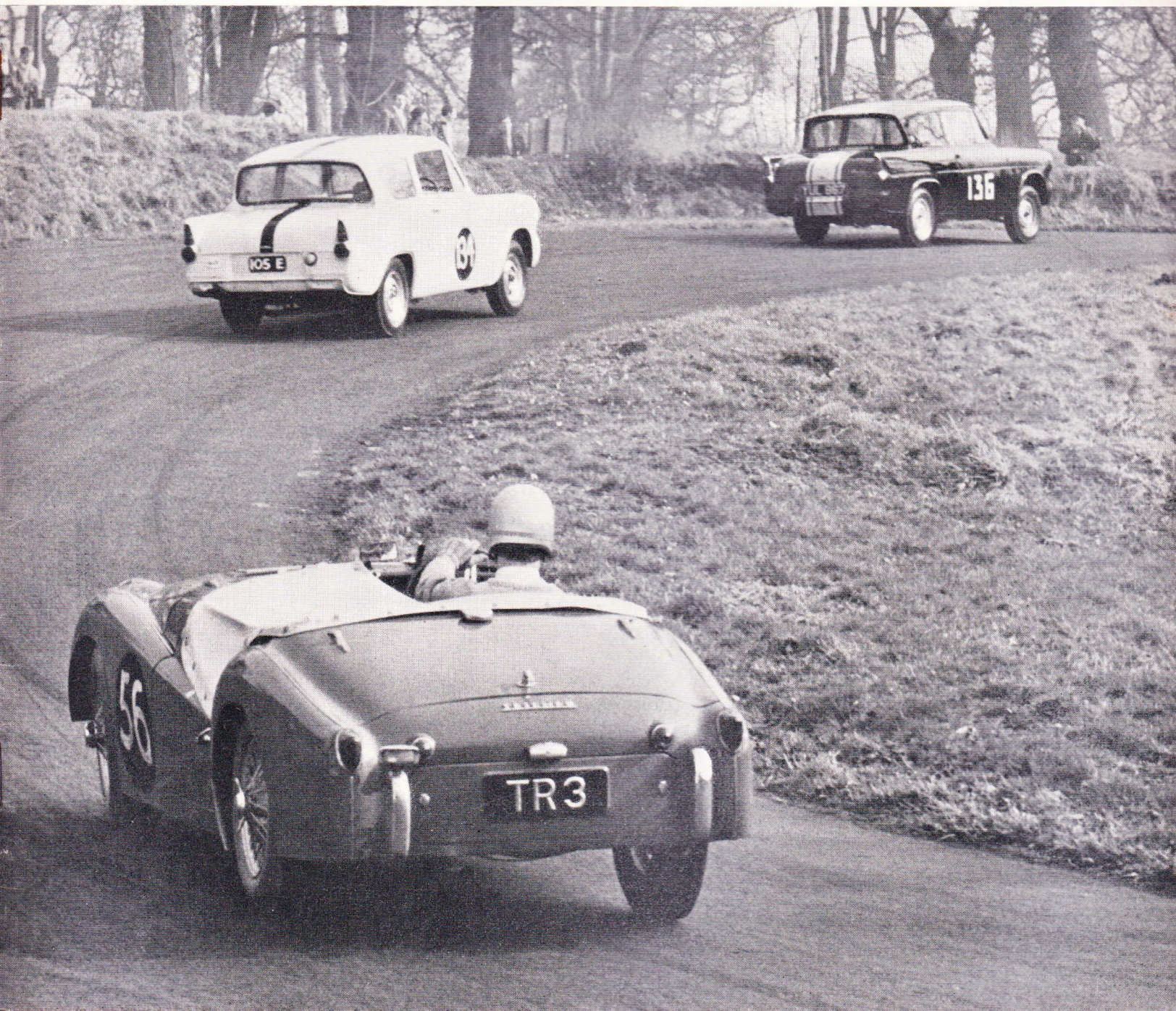
MARCH 23, 1962

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EVERY FRIDAY  
Vol. 24 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY

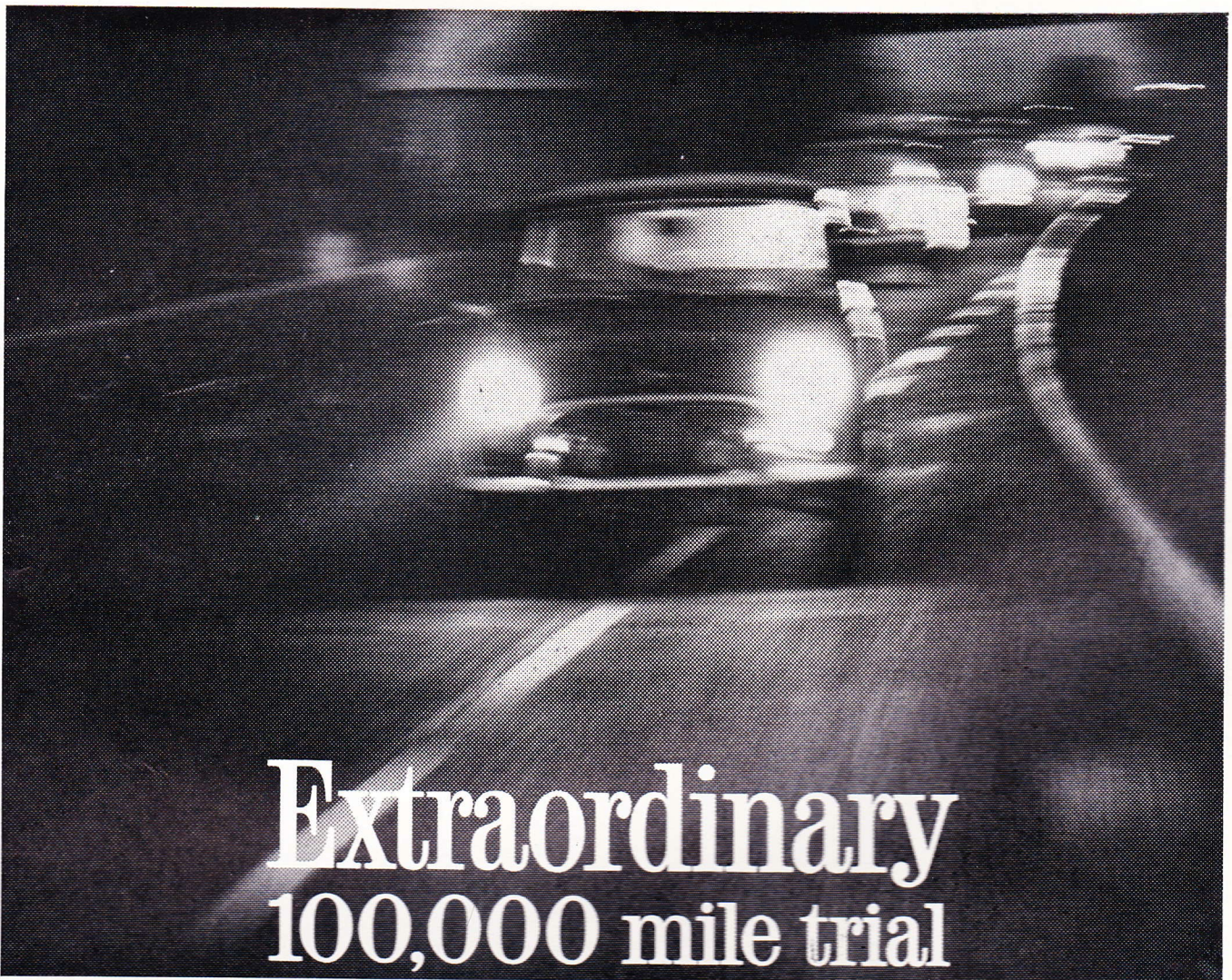
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THE GENEVA SALON — FULL REPORT AND PICTURES  
OPENING MEETINGS AT SNETTERTON AND OULTON PARK





# Extraordinary 100,000 mile trial

## PROVES THAT WITH BP 'VISCO-STATIC' MOTOR OIL YOU GET HIGH PROTECTION – LOW CONSUMPTION

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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 24 No. 12

March 23, 1962

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## EDITORIAL

### EXPERIMENTAL PROTOTYPES

THE Sebring Twelve Hours race, together with Le Mans, Nürburgring and the Targa Florio, count for both F.I.A. Grand Touring Championships, and for the "Challenge Mondial de Vitesse et Endurance", the last-named carrying also a purse of about £2,500. Thus in a year when the C.S.I. of the F.I.A. decided to drop the sports-car constructors' title in favour of three awards for Grand Touring machines, it is most improbable that a G.T. car will be placed first in the general classification of any of those long-distance races. The new "Challenge" is the strangest possible about-face in the history of sports-car racing. After the panic following the Le Mans disaster, it was ruled that Championship events would not be open to sports cars with engines exceeding 3,000 c.c. This step was supposed to be an attempt to check the ever-rising speeds of the bigger-engined sports-racers, and was (so it was stated) taken in the interests of safety. It is therefore difficult to understand why the F.I.A. should accept the award offered by the organizers of the four races in question, knowing full well that this could quite easily result in the fastest "passenger" cars ever to be seen on circuits. Both existing sports cars and prototypes of up to 4 litres are permitted, the latter including experimental machines which manufacturers may have no intention of putting into production. Undoubtedly the bigger-engined sports-racing cars possess a fascination which no G.T. machine can ever hope to emulate, but it is felt that the acceptance of these experimental prototypes will take all the prestige away from the entrants of G.T. cars, competing for Championships which will be completely overshadowed by the presence of much more rapid machinery. At the most, the three F.I.A. G.T. Championships become merely class events and, as constituted, have no attraction for manufacturers—particularly in the larger capacity category. It would appear that to establish a really valuable G.T. Championship, the suggestions of the Soviet delegates at the recent C.S.I. meeting must be taken seriously. These suggestions were to the effect that such Championships should have a far wider scope, and should embrace not only long-distance races, but speed hill-climbs and certain rallies of the Tour de France type. In other words, winners would have proved that they satisfied the term "Grand Touring", not only in the speed sense, but in all-round competition motoring. AUTOSPORT feels that stipulations such as these would attract more support than is at present given by manufacturers to International G.T. events. The sports-car constructors' Championship could quite easily be re-introduced, but the machines designated eligible for this award should not be placed in direct competition with production G.T. cars.

### OUR COVER PICTURE

MOTOR RACING is back in full swing, and this Francis Penn picture was taken at the 1962 season's first meeting, run by the B.A.R.C. at Oulton Park on Saturday. Miss A. Taylor (Anglia) leads "Doc" Merfield (Anglia) and D. S. Jones (Triumph) through Lodge Corner.

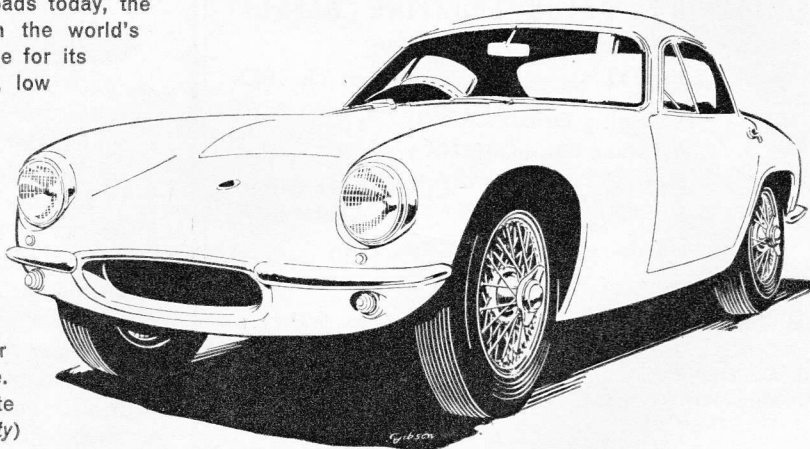


## Join the Elite

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120 m.p.h. and 34 m.p.g. are only two characteristics imparted by a specification which includes all-round independent suspension, 4-wheel disc brakes, OHC Coventry Climax engine, all-synchromesh gearbox and many other unique and advanced features.

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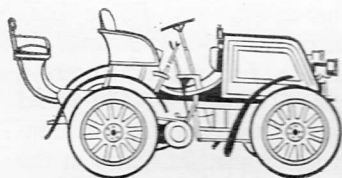
The Factory Sales Department, Lotus Components Limited, Delamare Road, Cheshunt, Herts.  
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## 580 cars that made motoring history!

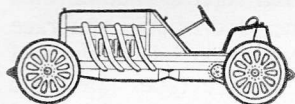
20 POCKET VOLUMES—ONLY 2/6 EACH

THE SUNDAY TIMES

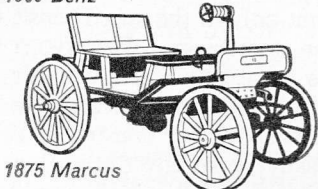
## Picture History of the Motor Car



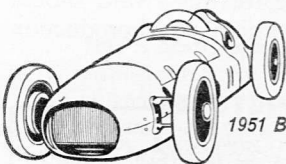
1900 Canstatt Daimler



1909 Benz



1875 Marcus



1951 B.R.M.

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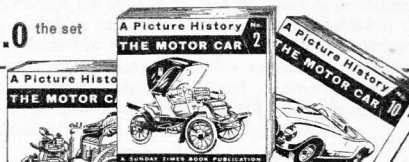
Were you aware that, by contrast, the sixteen cylinders of the 1951 B.R.M. were only 49.5 mm. x 48 mm., and turned the crankshaft at 12,000 r.p.m.?

Nowadays we regard a 6 litre car as enormous. But, would you be surprised to learn that the 1911 Fiat racer had a four cylinder engine of 28.2 litres, and developed 300 b.h.p. at only 1,200 r.p.m.?

Had you forgotten that the 1900 Canstatt Daimler had water-cooled brakes, that the 1914 Isotta Fraschini had cylinders of 300 mm. stroke, and that a world speed record of 128 m.p.h. was set up by a Benz in 1909?

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# PIT and PADDOCK

## SWISS RACING TEAM

**M.** GEORGES FILIPINETTI, the President of the Fed. Suisse des Ecuries Automobiles and of the Geneva Rally organization, has formed Ecurie Filipinetti. Two red and white Lotuses (a Junior and a Formula 1 car) will be driven by Joseph Siffert. It is a long time since Switzerland had a Grand Prix driver, the last one being Emmanuel de Graffenried who raced successfully for many years after the war.

**T**HE Californian Tony Settember will have a full season's European racing this year. In addition to his 5.4-litre Chevrolet Corvette, which has been entered for Le Mans, Settember has bought a Formula 1 Emeryson which he hopes to race in as many important events as possible. Hugh Powell, Settember's sponsor, will also be coming to Europe to race a Formula Junior Cooper-Ford. They have formed the Scuderia Sirocco which is to be based in Modena. The Italian driver Odoardo Govoni will co-drive the Corvette at Le Mans, while Settember will co-drive the Italian's 2-litre Maserati in the Targa Florio.

**W**ELSHMAN Jackie Lewis's V8 B.R.M. will be entered in events this year by the recently formed Welsh Racing Team which is to be known as Ecurie Galloise. This team is sponsored by the Western Sporting Press, Raymond Mays and H. and L. Motors, Ltd. The car will be entered in all World Championship events as well as several other important Formula 1 races.

**T**HE Swiss driver Heinz Schiller will race a Formula 1 Porsche this year, and he hopes to compete at Snetterton on 14th April. Last year Schiller performed creditably in European hill-climbs with a Porsche Carrera Abarth.

**T**HE first edition of the *Motor Racing Register* will be ready by Easter. It will contain biographical notes on more than 200 racing personalities, including all 14 classified British drivers. A limited number of copies will be available to non-members. Enquiries to The Secretary, The Motor Racing Register, 25 Hans Place, London, S.W.1.

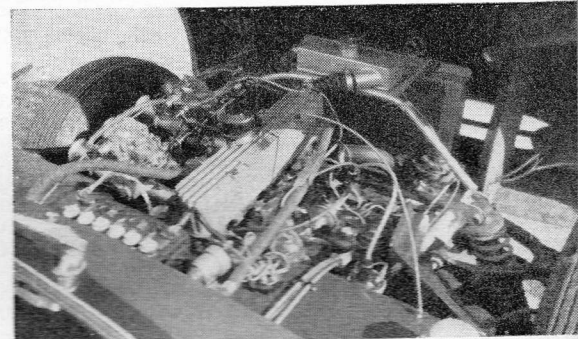
**THE NEW** Aston Martin DB4 Vantage which supplements the DB4 range. The car is basically similar to the DB4 but has a new front-end treatment, an oil cooler, an instrument panel similar to that of the DB4GT and the three-carburettor, 266 b.h.p. special series engine.



## THE TORNADO TALISMAN

**ABOVE:** Patrick McNally tried the new Tornado Talisman at Silverstone recently and found the road-holding excellent, though a slight tendency to lift the off-side rear wheel spoilt it slightly.

**RIGHT:** The Cosworth Classic engine has excellent torque throughout the range. Top speed of the car is something over 100 m.p.h.



## SNETTERTON

**T**HIS Sunday the Snetterton Motor Racing Club are holding their "spring meeting" at Snetterton. An excellent entry has been received, and the first of the five events starts at 2.30 p.m. The new Geminis are scheduled to make their debut in the Formula Junior races—there are two heats and a final—while the Touring Car race should be very interesting as the Jaguar supremacy looks like being challenged by the American P. G. Sachs's 5½-litre Chevrolet and Nicky Byrne's much-modified Mercedes-Benz 220SEb. In the 851-1,600 c.c. class, Doc Shepherd will conduct his Cooper-Mini, while Christabel Carlisle will drive a Don Moore Austin-Cooper. The 850 c.c. class, in addition to the many Minis, includes John Aley's DKW. A G.T. race will also be run.

**J**IM KIMBERLY, who sponsored the 1961 Indianapolis Cooper, has entered a new car for this year's race. It is lighter than the "conventional" Meyer-Drake-engined cars, features independent suspension all round, a rear-mounted V8 Buick engine, and has been designed by Mickey Thompson who is also said to be building two more "different" cars. No driver has yet been named for this car.

**N**ORTHERN motoring enthusiast Eddie Berry is entering three cars in the Tulip Rally. An "E"-type Jaguar will be driven by John Cuff/Doug Anderson, a 220SE Mercedes-Benz by Windsor Scott/Roger Parker and a Mini-Cooper by George Humble/Eric Vanner.

**H**ARRY SPIERS, of Coventry Climax, has been appointed a director of C. W. G. Lacey & Co., Ltd., Slough Trading Estate. Bill Lacey, of course, concentrates on competition engine preparation and super-tuning, specializing in Coventry Climax units.

**O**N 28th April, the Maidstone and Mid-Kent Motor Club will stage their annual National British race meeting on the Silverstone club circuit. In addition to two 20-lap races for cars complying with the 1962 AUTOSPORT Sports Car Championship there will be races for 1172 Formula cars, 1,600 c.c. sports cars, saloon cars, unlimited sports cars, Formula Junior cars and G.T. cars. The meeting will start at 12.30 p.m.

**A**N event counting towards the 1,000 c.c. class of the G.T. Championship, the Monza 12 Hours on 1st May has been cancelled as the circuit has not yet been released by the official commission of enquiry into last September's accident.

## JACK BRABHAM AND HONDA?

**A** VERY reliable Japanese source tells us that Jack Brabham is at present in Japan, where he is reported to be sorting out road-holding problems on the Grand Prix Honda. The engine, a V8, is said to be giving over 200 b.h.p. from 1,500 c.c.

**T**HE Belgian Lucien Bianchi has built a Formula 1 car called the E.N.B.-Maserati. It will be fitted with a 4-cylinder Maserati engine, "breathed on" by Harry Weslake, similar to that used in the Equipe Nationale Belge Emeryson-Maseratis last year. The brothers Lucien and Mauro Bianchi have built the chassis, the suspension is in the modern trend and disc brakes are used. The bodywork, which is reputed to be "different", is being built by the Abarth garage of Brussels and the work is being supervised by Paul Frère.

**T**HE Pescara Grand Prix, scheduled for 15th August, has been cancelled for "security reasons".



# SPORTS NEWS

JOHN BOLSTER TRIES

## THE FIAT 2300S

AS regular readers are aware, we recently awarded high marks to the six-cylinder Fiat 2300 saloon in a road test. By courtesy of Jack Barclay, the London agent, we have now been able to carry out a brief trial of the very exciting "S" version of this car.

The punt-shaped chassis of the standard model is retained, though the wheels are larger and wider, at 6.40-15 ins. on 5 ins. rims, and the dampers have a harder setting. A very beautiful Ghia coupé body is featured, which can be treated as a four-seater for the shorter runs or a two-seater for real journeys. This model can be supplied with a standard engine and will easily exceed 100 m.p.h.

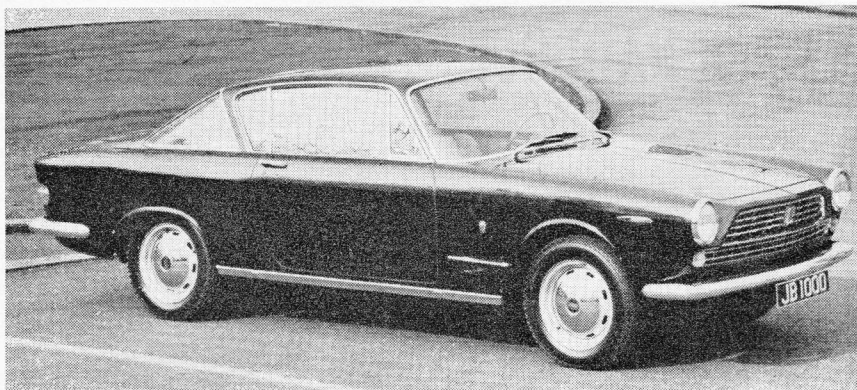
However, the car which was lent to me was fitted with a really "hairy" version of Lampredi's engine. Two twin-choke Weber horizontal carburettors, with compound operation, were fitted to the high-compression 9.5 to 1 light alloy head, and a special camshaft allowing 6,000 r.p.m. was installed. This power unit gives an s.a.e. figure on the bench of something like 150 b.h.p., and has a continuous output of 136 b.h.p. with full silencing and all auxiliaries at 5,600 r.p.m. The axle has a 3.72 ratio and the lower gears in the box are raised.

My trial took place in pouring rain, so accurate timing was out. However, the car has been timed at 123 m.p.h. in Italy and my best speedometer reading of just on 200 k.p.h. confirmed this. The machine was dead steady on slippery roads. The synchronized first speed gives just on 40 m.p.h., second runs up to just under 70 m.p.h. and third appreciably exceeds 90 m.p.h.

The car cruises in silence at 100 m.p.h. but when accelerating hard on the gears the engine can be felt and heard a little, which is entirely in character. The central lever is extremely easy to handle and the clutch grips at once on fast changes.

The characteristic is inclined towards understeer but this can at once be altered by a burst of throttle on the appropriate gear. The steering is quick and accurate and the excellent driving position is backed by first-class all-round visibility. The disc brakes are both smooth and powerful. This very beautiful and most desirable car is a rare combination of the ultra-sporting and practical touring virtues. At its British price of £2,895 it must command a ready sale, and indeed several were ordered on the first day that the model appeared in Jack Barclay's showroom. A cheaper version with a less highly tuned engine will also be available.

THE main race at the B.A.R.C.'s International Easter Monday race meeting at Goodwood on 23rd April will once again be the 100-mile Goodwood International "100" for the Glover Trophy. An interesting race at this meeting will be the 50-mile Lavant Cup event for four-cylinder Formula 1 cars. There will also be a 24-mile Formula Junior race, a 24-mile touring car race and a 36-mile sports cars and Grand Touring event.



The Fiat 2300S with the standard Ghia coupé body

## FERRARI FAVOURITES FOR SEBRING

Maranello Cars Should Win G.P. of Endurance and G.T. Category

BY GREGOR GRANT

ODDS-ON favourites for tomorrow's (Saturday's) International 12 Hours race at Sebring are Phil Hill and Olivier Gendebien, who will probably drive the new SP286 Ferrari. However, they will face fierce opposition from the Rodriguez brothers in another rear-engined car, and from Stirling Moss and Innes Ireland with a prototype 250GTO machine, entered jointly by N.A.R.T. and U.D.T.-Laystall. At the time of writing, however, it is rumoured that Moss and Ireland may be offered an N.A.R.T. sports-racer.

Maserati, however, may supply a major surprise, particularly the new V12 "birdcages" entered by Serenissima and by Briggs Cunningham, with Graham Hill and Jo Bonnier in the former, and Walt Hansgen/Dick Thompson in the American-sponsored machine. Briggs also has a dark horse in the shape of the Cooper-Maserati of Bruce McLaren and Roger Penske, and it will be interesting to watch the performance of the first-ever V8 Cooper sports car, the Cooper-Buick entered by Briggs, to be driven by John Fitch and Peter Ryan, together with the entrant. The Americans also expect great things from the powerful Corvette-based Chaparrals, particularly that of Jim Hall/Hap Sharp. Porsche may also have one of their new 2-litre cars, drivers not so far nominated, but likely to be Dan Gurney and Hans Herrmann.

Corvettes will be there in strength, but the big V8s have never done well against Ferrari in International G.T. events. Rodger Ward will be one of the drivers. Best bets for the big class are Colin Davis/Lucien Bianchi and Abate/Vaccarella in 250GTs. An unusual entry is a team of Pontiacs, one of the drivers being Indianapolis winner A. J. Foyt.

The smaller G.T. class should see a tremendous scrap between Alfa Romeo and Lotus Elite. For the first time, really hot Alfas from Italy will be seen in action. However, works-sponsored Porsches will take some catching in the 1,600 c.c. section, in which M.G. and Sunbeam renew their 1961 duel. For some reason, the Sunbeams were not included in the list of probable runners published in our issue of 9th March. One of the Le Mans-type cars will be raced by Peter Harper and Peter Procter, with American drivers in another Le Mans car, and also a Harrington Alpine. From this country go Jack Sears/Andrew Hedges and John Whitmore/Bob Olthoff to uphold the honour of Abingdon. They will be supported by that strong North American team, Jim Parkinson/J. Flaherty.

Ken Richardson is in charge of the T.V.R. entry, led by Peter Bolton and Mike Rothschild. There is also an Elva Courier, but Frank Nichols's strongest hope lies in a pair of the new Climax-powered, rear-engined sports-racers.

Two new Osca sports-racing machines have been entered, and it is hoped that Paul Richards/Alfonso Thiele will drive an Abarth "1300", with twin-o.h.c. engine. If unavailable, this could well be replaced by the sports-racing "1000" which was seen last year at Le Mans.

Sebring is, of course, noted for last-minute changes of both drivers and cars, and few really know the score until the drivers line up for the Le Mans start, just before midday.

A full and comprehensively illustrated report of the race will appear in next week's issue, together with comments on the 3 Hours G.T. and the Formula Junior events.

MAJOR IAN BAILLIE and June Bellingham become man and wife on 29th March. Reception afterwards will be in the Savoy Hotel.

TWO interesting entries for the Pau Grand Prix on Easter Monday are Jack Lewis (Welsh Racing Team V8 B.R.M.) and the Canadian Sports Car Champion Ludwig Heimrath (Porsche).

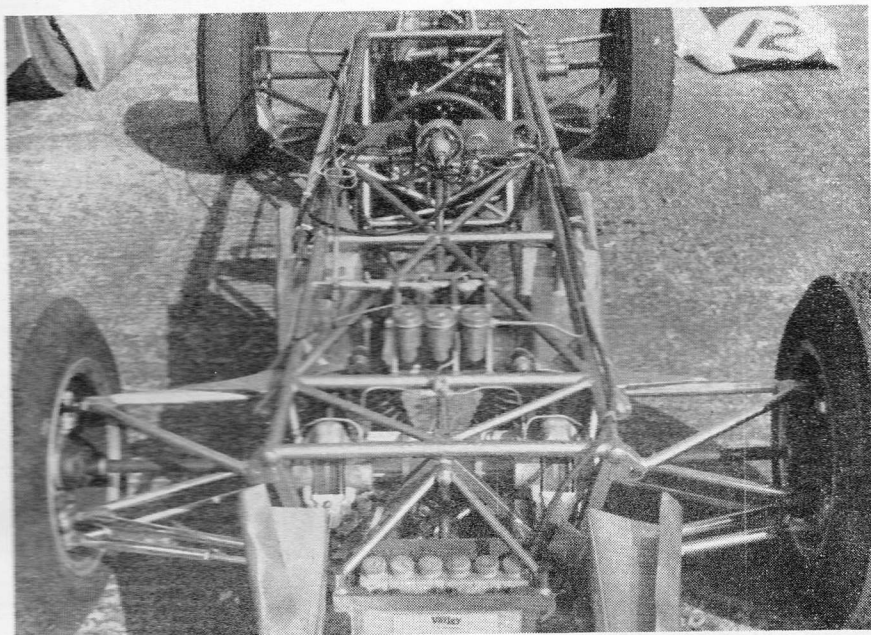
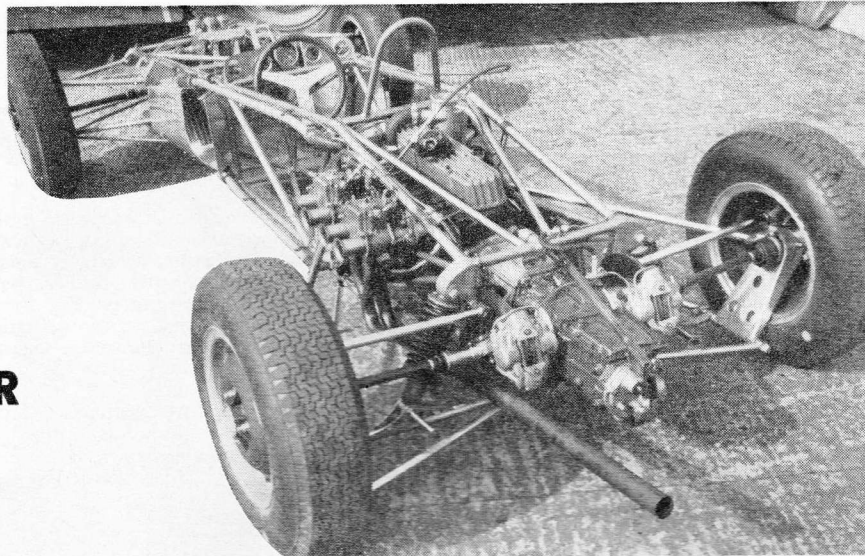
PIRELLI CINTURA tyres are being fitted as standard equipment to the new SAAB 96 Sport.

THE new Formula Junior Ausper will be driven by John Rhodes at Goodwood on Easter Monday. The specifications of this interesting car include a dry sump 1,100 c.c. Cosworth-Ford engine mounted 15 deg. to the horizontal, twin 40DCM2 Webers, a dry sump five-speed Colotti-Renault gearbox, a diaphragm Porsche-type clutch, inboard rubber suspension (mounted horizontally at the rear), disc brakes (inboard at the rear) and the car is "clothed" in a pretty body.

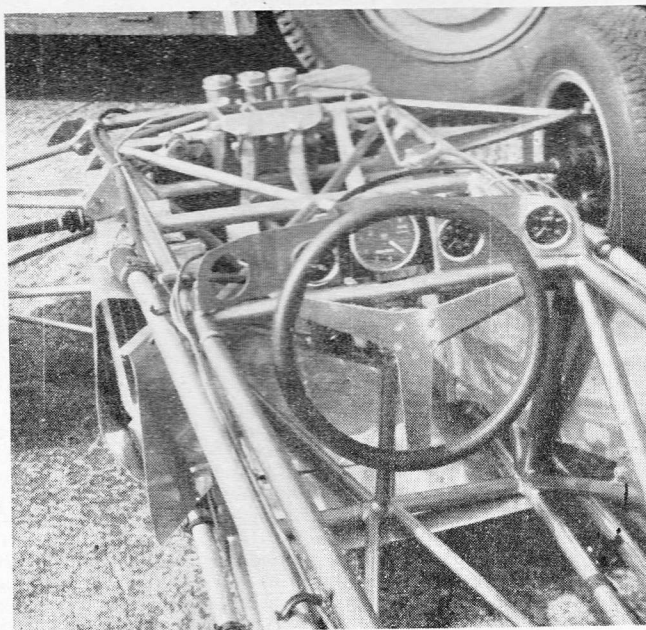
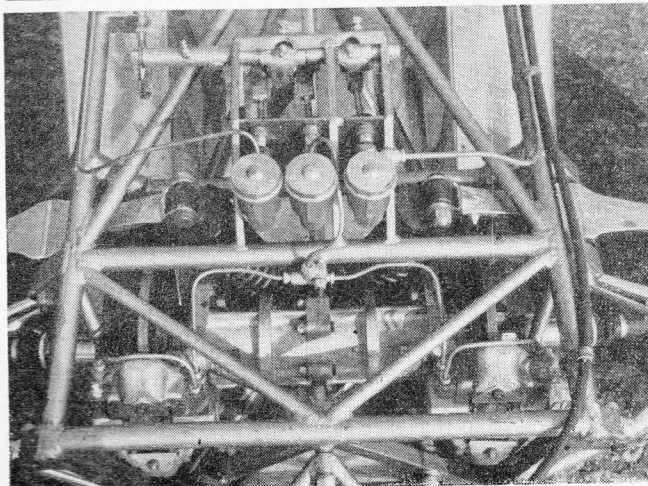


# GEMINI

## FORMULA JUNIOR FOR 1962



**SIGNIFICANT POINTS** regarding the suspension include the wide-base bottom wishbone, with a top link to relieve the strain on the gearbox. Adjustable Armstrong helical spring-damper units are mounted inboard to reduce turbulence, as are the Girling alloy-calliper disc brakes, which incorporate an anti-locking device on the front wheels.



**LONG-AWAITED:** The Formula Junior Gemini for this season has been awaited keenly by a large body of men who were anxious to know how different the machine would be from last year's successful car. Here at last, in these George Phillips photographs, are the answers. The engine is still at the rear, mounted at 12 degrees to the vertical to allow for the lower bottom wishbones, and transmits its power through a six-speed gearbox. There are twin radiators, of larger area than previously, mounted at each side of the car, and Ferguson-type drive shafts are employed, with fabricated hubs. The chassis members do not carry the coolant.





JOHN BOLSTER TESTS

# THE LANCIA FLAVIA

ITALIAN engineers are astonishing people.

They can design and produce new cars at the drop of a hat, seemingly paying no regard to financial stringencies or factory problems. In England or America new models nearly always have many components inherited from last year's production. Only the Italians have this curious facility for turning out brand new models, and furthermore they always

spring. This assembly is mounted with the engine and transmission on a box-section steel sub-frame, which is insulated from the body by rubber. A tubular "dead" axle unites the rear wheels and is suspended on semi-elliptic springs, much rubber insulation again being in evidence. Large Dunlop disc brakes are fitted all round.

This most interesting mechanical lay-

throughout. A very large luggage boot is incorporated.

Inside the car the upholstery and trim are of the highest quality. The "console" for switches is much more convenient than the usual instrument panel location.

The lever for the direction indicators has a button on its end for headlamp dipping. This works through a relay, which is ingeniously arranged, so that when the headlamps are first switched on they are always dipped, irrespective of whether they were on main beam or otherwise previously. This small refinement gains full marks.

The seats are comfortable, the front



seem to have been thoroughly tested and to be free from any teething troubles.

Such a car is the Lancia Flavia, which is new from stem to stern, entirely revolutionary, and bears no relationship to any previous Lancia. The engine is a flat four-cylinder, constructed throughout in light alloys. It has two camshafts on either side of the crankshaft, which operate the inclined valves through short pushrods and rockers. Each rocker has its own individual shaft, at right angles to the axis of the crankshaft, so the valves are inclined fore and aft in the engine. The unit "splits" down the centre line of the main bearings, of which there are three for the sturdy counterbalanced crankshaft.

This short, light engine is mounted ahead of the differential, and a shaft from the clutch passes right through the centre of the hypoid pinion into the four-speed, all-synchromesh gearbox. The articulated half-shafts, which drive the front wheels, have Rzeppa constant-velocity universal joints at both ends, the inner ones sliding on external ball splines to form the necessary slip joints. This elaborate and expensive construction is typical of the whole car.

The front suspension is by wishbones, which have ball joints at their outer ends and pivot on aluminium supports. The suspension medium is a transverse leaf

out is incorporated in a steel body-chassis of conservative shape. It is, however, highly practical, excellent all-round visibility being the main consideration. A relatively high roof line, deep windscreen and windows, and a steeply down-swept bonnet—thanks to the "flat" engine—are all features. In front there are four headlamps and a plain grille, decoration of the body being avoided

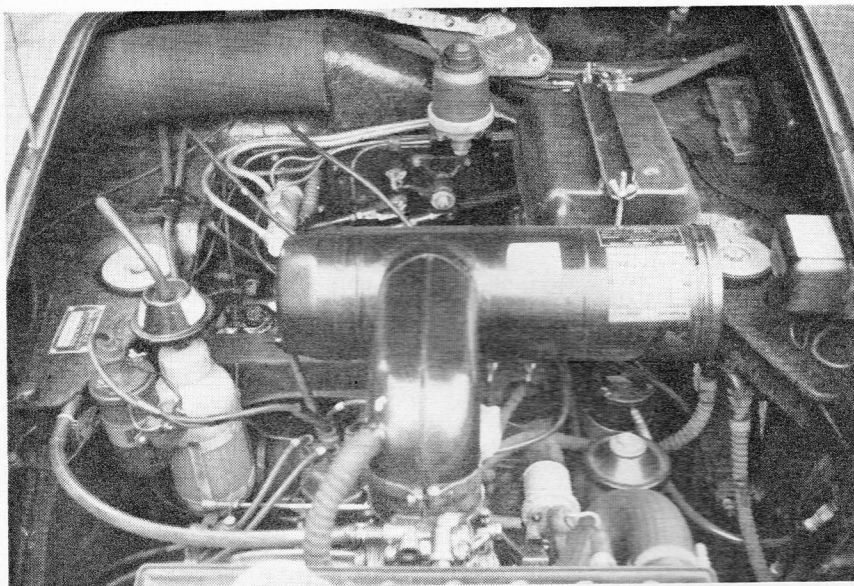


bench being adjustable for angle right down to a recumbent position. Neither front nor rear seats possess central arm rests—a curious omission. The interior of the car gives a sense of spaciousness but in fact the rear passengers lack leg room if the driver is tall and likes to sit well away from his wheel. A horn ring on the steering wheel allows the central button to be used for headlamp flashing.



When one drives the car it is at once apparent that the elaborate sound insulation pays dividends. Indeed, the Flavia must be one of the smoothest and quietest four-cylinder cars in existence. The exhaust is also very well silenced, which avoids the rather tiresome "chuntering" noise that is usually typical of flat-fours. The clutch gives a very smooth start, but slips after a rapid gear change, and all the gears are silent.

The car is large and somewhat heavy for a 1½-litre. Accordingly, one does not expect racing acceleration, but the engine is extremely efficient, and the excellent maximum speed of 92 m.p.h. is more than satisfactory. The gear ratios have evidently been chosen with mountain passes in mind, the gap between the third and top speeds being very marked. Only 60 m.p.h. is possible in third before the hand of the rev-counter approaches the red mark. This is sometimes awkward when overtaking is in progress. The gear lever, on the steering column, tends to be springy and discourages really fast changes, but its action becomes quite



ABOVE: The "flat-four" 1,500 c.c. engine which develops 78 b.h.p. and gives the Flavia a maximum speed of 92 m.p.h.



LEFT: The interesting arrangement of the instruments and switches may be seen in this picture.

pleasant as the oil warms up in the box.

It is difficult to express the sheer refinement of the Flavia in words. It cruises at any speed below its maximum with an ease and silence that have previously been associated only with the largest cars. The quality of the appointments, too, gives a sense of well-being to the occupants. A car need not have racing performance to be attractive to the driver and his passengers, and this is a machine which has many virtues that cannot be read from the data panel or the graph.

The unusual suspension works very well. The ride never feels too soft, yet

bumps are swallowed very effectively. Compared with an orthodox car, the handling feels perfectly normal, but the extremely light rear axle, with no torque effects to "wind up" the springs, is free from the bouncing and tramping that afflict so many everyday vehicles. In consequence the Lancia may safely be driven near its limit, even on bumpy surfaces, which gives one confidence on strange roads.

The vacuum-assisted Dunlop disc brakes are very powerful and need quite moderate pedal pressure. The steering is also pleasantly light, being only a little heavier when the car is manoeuvred

slowly. Lock to lock steering movements demand some wheel winding, but when travelling at normal speeds the steering mechanism deserves very high praise, sudden changes of road surface or camber having as little effect as side winds. This again encourages fast cruising.

For a substantial car offering considerable accommodation, the Flavia must be regarded as economical. Even the hurrying driver will get 25 m.p.g. and the more moderate man will approach 30 m.p.g. Everything about the machine promises a long and trouble-free life. Maintenance is reduced to a minimum, there being very few greasing points, but the accessibility of the engine leaves something to be desired.

The car is well equipped and the heating and ventilation systems are well thought out. The four doors provide exceptionally easy entry and exit, and everything about this machine is practical. A two-door sports coupé with a tuned engine is available for those who desire more performance.

The Lancia Flavia is a car of exciting technical features, built to a standard of quality that is indeed rare today. For the man who longs to have something really different, the rather high price may well be justifiable.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Lancia Flavia four-door saloon, price £2,187 12s.

**Engine:** Four cylinders horizontally opposed, 82 mm. x 71 mm. (1,500 c.c.). Light alloy block and head. Pushrod operated valves with two camshafts. Compression ratio 8.3 to 1. 78 b.h.p. at 5,200 r.p.m. Weber or Solex twin-choke downdraught carburettor with compound throttle operation. Coil and distributor ignition.

**Transmission:** Single dry plate clutch. Four-speed all-synchromesh gearbox with column change, ratios 4.09, 6.71, 9.53 and 16.16 to 1. Hypoid bevel. Articulated shafts to front hubs.

**Chassis:** Steel body-cum-chassis. Independent front suspension by wishbones and transverse spring. Worm and roller steering gear. Tubular dead axle at rear on semi-elliptic springs. Anti-roll bars both ends and de Carbon telescopic dampers all round. Bolt-on pierced disc

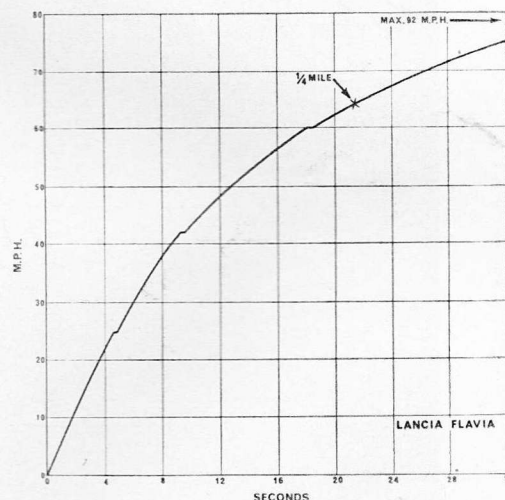
wheels, fitted 165 x 15 tyres. Dunlop 11 ins. servo-assisted disc brakes.

**Equipment:** 12-volt lighting and starting. Speedometer. Rev. counter. Oil pressure, water temperature and fuel gauges. Ammeter. Heating and demisting. Flashing indicators. Windscreen wipers and washers.

**Dimensions:** Wheelbase, 8 ft. 8 ins. Track (front), 4 ft. 3½ ins., (rear) 4 ft. 2½ ins. Overall length, 15 ft. 0½ in. Width, 5 ft. 3½ ins. Turning circle, 34 ft. Weight, 1 ton 3 cwt.

**Performance:** Maximum speed, 92 m.p.h. Speeds in gears: 3rd, 60 m.p.h.; 2nd, 42 m.p.h.; 1st, 25 m.p.h. Standing quarter-mile, 21.4 secs. Acceleration: 0-30 m.p.h., 6 secs.; 0-50 m.p.h., 12.8 secs.; 0-60 m.p.h., 18.2 secs.; 0-70 m.p.h., 27.1 secs.

**Fuel Consumption:** 25-29 m.p.g.



ACCELERATION GRAPH



# THE RACING SEASON OPENS

**B.A.R.C. Start the Season at Oulton Park—First Round of the Veedol Trophy Competition**

REPORT AND PICTURES BY FRANCIS PENN

**W**HETHER it was the "near" end of one of the worst winters on record, or a day of brilliant sunshine, or the start of the much-advertised Veedol Trophy series, or a combination of the three—whatever the reason, a fantastic crowd of spectators (estimated by Rex Foster, Oulton Park boss, to exceed 9,000 bods.) attended the B.A.R.C. members' meeting on Saturday, 17th March at the Cheshire circuit.

This being a closed to club event, it nevertheless garnered quite the biggest gate yet seen by the author for such a race meeting, so the future of the 1962 racing season looks "set fair", at least from the spectator angle!

Commencing with a five-lap handicap race, limit girl Miss A. Taylor, driving in a style reminiscent of her famous brother, held a good lead in her Ford Anglia for the first two laps, when sheer weight of metal, in the shape of Lord Cross's Daimler and then D. C. Astle's Healey 3000, overtook her. On the last lap Astle took Cross to win by some three seconds, third spot going to Doc Merfield (Ford Anglia) who simply

appeared from nowhere to take a rather astonished K. M. Francis (Peco-Ford) who looked all set for a place!

Next came a similar event over the same distance. In this one T. Entwistle (T.V.R.), off 1 min. 40 secs., held the lead for the first four laps, but coming through the field at a great pace was scratch man C. G. Escott (Cooper Monaco), who only failed to catch the winner, T. Hayden (Lola-Climax), by 0.4 secs.—a grand try and a fine finish!

The third event was for Formula Junior and produced a grand scrap between K. D. Jones and K. M. Francis on Lotus-Fords. That is, till Jones spun at Lodge, after which Francis drew away to win by some 10 secs. These two easily outdistanced the rest, in fact, third man F. W. Dodgson (Lotus-Ford) arrived some 24 secs. later. This was in some way due to the fact that I. E. Raby

(Merlyn-Ford), who was actually third on the road was disqualified for receiving a push start.

Next came the opening event counting towards the Veedol Trophy. Here may the writer digress a little? The Veedol Motor Racing Competition is probably the greatest ever incentive scheme for encouraging novice drivers as a group, by offering as a prize a 1963 Lotus Formula Junior, together with the where-withal to run same for an entire season, to that entrant gaining the highest number of points in qualifying races all over the country and a long-distance final.

Competitors race only against their own class, of which there are three, which will be explained as we go along.

Class A in general corresponds to marque sports cars of medium size and, as usual, excludes certain near race-type engines. This one, over six laps, provided a fairly easy win for D. Eva (M.G.A Twin-Cam) who put it across R. Burnard (A.C.-Bristol) to the tune of 7 secs. Third, some 25 secs. later, came W. H. Jones (Morgan Plus Four), closely followed home by W. B. Unett (Sunbeam

*JUNIORS AT OLD HALL: K. D. Jones leads K. M. Francis and F. W. Dodgson out of the right-hander following the start.*





Alpine) and M. L. Brook (Austin-Healey 3000). The only incident was a spin at Knicker Brook by W. A. Bell (Lotus Elite) who in so doing nearly landed in the lake, but continued nothing daunted.

Classes B and C were run together over a similar distance. Class B is for M.G. Midgets, Sprites and Turner-B.M.C.s (Classes A and B to conform with International regulations for both bodywork and engine tune) while Class C is for "do-it-yourself" sports kits with engine tune to International modified saloon car standard. Eligible models are Lotus Seven, D.R.W., Yimkin and Deep Sanderson, using either B.M.C. "A" or Ford 105E engines.

So, taking the race as a whole, it was a straight fight between D. A. Soley (D.R.W.-Ford) and K. Wiggins (Lotus-B.M.C.) over the entire distance, finishing less than a second apart, and being the only two finishers in Class C. Third overall, and going like a "dingbat", came M. H. White (Turner-B.M.C.) to take Class B. His placemen were B. A. Wood (Sprite) and R. J. Seabrook (Turner-B.M.C.). I. D. Raby, similarly mounted, who was actually third on the road was penalized one minute for a spin. The only other incident reported was a slight collision at Clay Hill between R. H. H. Barneby and R. S. Deverall, whose Lotus-Fords retired with slight damage!

Event 6 was a five-lap scratch race for marque cars which gave D. Eva (M.G.A



LEADING J. E. Manfield's D.R.W.-Ford at Lodge (above) is R. C. Burnard's A.C. BELOW: Colin Escott (Cooper Monaco) leads P. R. Dickinson's Lola-Climax.



Twin-Cam) his second win of the day when he took the flag just three seconds in front of D. C. Astle's Healey 3000, with T. Entwistle (T.V.R.) third, a similar distance in arrears. In this one J. Dangerfield (A.C.-Bristol) retired with a broken fan belt after a spin at Knicker Brook.

Next came a similar-distance scratch race for sports cars and G.T. cars up to 1,000 c.c., running together but in separate classes. As was expected, it was the sports cars which dominated the scene, taking the first six places overall with W. J. Morgans (Lotus-Ford) winning from D. W. Embley (Lotus-B.M.C.) by six seconds. Third place went

to W. J. Stein (Lotus-Ford). A. Leonard (D.R.W.-Ford), who held a commanding lead for the first three laps, retired; he had run out of petrol! In the G.T. class, I. D. Raby (Turner-B.M.C.) was an easy winner by 35 secs. from E. B. H. Woolley and C. A. Darby, both driving similar cars.

The last race of the day was a 10-lapper for sports cars up to 1,150 c.c., and for those of unlimited engine capacity. Taking the race overall, it was a "piece of cake" for R. W. de Selincourt (Lister-Jaguar) who, after an early, but forlorn stern chase by L. Redmond (Cooper Monaco) won by nine seconds. Redmond, wisely deciding he could not

give away such an amount of litres, sat back to take a fine second place. T. Hayden (Lola-Climax), again well down on h.p., was a good third, and an easy winner of the smaller class; his placemen being W. J. Morgans (Lotus-Ford) and J. Payne (Lotus-Climax), whilst third place in the big class fell to D. J. Hough (Cooper-Bristol).

Thus ended a grand day's sport, coupled, of course, with the usual slick efficiency and courtesy one has come to expect and respect from the B.A.R.C.

#### Results

**Handicap Race (5 laps):** 1, D. C. Astle (Austin-Healey 3000), 74.62 m.p.h.; 2, Lord Cross (Daimler SP250); 3, D. P. Merfield (Ford Anglia).

**Fastest lap:** Merfield, 77.53 m.p.h.

**Handicap Race (5 laps):** 1, T. Hayden (Lola-Climax), 76.93 m.p.h.; 2, C. G. Escott (Cooper Monaco); 3, T. Entwistle (T.V.R. Grantura).

**Fastest lap:** Escott, 88.59 m.p.h.

**Formula Junior (10 laps):** 1, K. M. Francis (Lotus-Ford 20), 85.31 m.p.h.; 2, K. D. Jones (Lotus-Ford 20); 3, F. W. Dodgson (Lotus-Ford 20).

**Fastest lap:** Francis, 88.91 m.p.h.

**"Veetol Race"—Class A (6 laps):** 1, D. Eva (M.G.A. Twin-Cam), 75.75 m.p.h.; 2, R. C. Burnard (A.C. Ace-Bristol); 3, W. H. Jones (Morgan Plus 4).

**Fastest lap:** Eva, 77.17 m.p.h.

**"Veetol Race"—(6 laps):** 1, D. A. Soley (D.R.W.-Ford), 76.43 m.p.h.; 2, K. Wiggins (Lotus-B.M.C. 7); 3, M. H. White (Turner-B.M.C.).

**Class B:** 1, M. H. White (Turner-B.M.C.), 73.46 m.p.h.; 2, B. A. Wood (Austin-Healey Sprite); 3, R. J. Seabrook (Turner-B.M.C.).

**Fastest lap:** White, 75.30 m.p.h.

**Class C:** 1, D. A. Soley (D.R.W.-Ford), 76.43 m.p.h.; 2, K. Wiggins (Lotus-B.M.C. 7).

**Fastest lap:** Soley, 78.14 m.p.h.

**Marque Scratch Race (5 laps):** 1, D. Eva (M.G.A. Twin-Cam), 76.57 m.p.h.; 2, D. C. Astle (Austin-Healey 3000); 3, T. Entwistle (T.V.R. Grantura).

**Fastest lap:** Eva, 78.39 m.p.h.

**Sports and G.T. Cars up to 1,000 c.c. (5 laps):** 1, W. J. Morgans (Lotus-Ford 7), 78.41 m.p.h.; 2, D. W. Embley (Lotus-B.M.C. 7); 3, W. J. Stein (Lotus-Ford 7).

**Sports Cars:** 1, W. J. Morgans (Lotus-Ford 7), 78.41 m.p.h.; 2, D. W. Embley (Lotus-B.M.C. 7); 3, W. J. Stein (Lotus-Ford 7).

**Fastest lap:** A. Leonard (D.R.W.-Ford) and Morgans, 79.77 m.p.h.

**G.T. Cars:** 1, I. D. Raby (Turner-B.M.C.), 74.75 m.p.h.; 2, E. B. H. Woolley (Turner-B.M.C.); 3, C. A. Darby (Turner-B.M.C.).

**Fastest lap:** Raby, 76.34 m.p.h.

**Sports Cars (10 laps):** 1, R. W. de Selincourt (Lister-Jaguar), 83.80 m.p.h.; 2, L. Redmond (Cooper Monaco); 3, T. Hayden (Lola-Climax).

**Up to 1,150 c.c.:** 1, T. Hayden (Lola-Climax), 78.82 m.p.h.; 2, W. J. Morgans (Lotus-Ford 7); 3, J. Payne (Lotus-Climax XI).

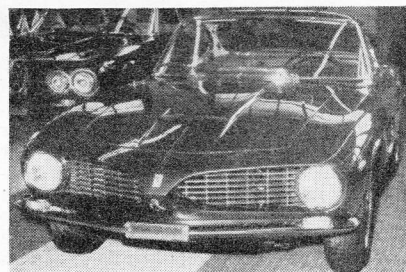
**Fastest lap:** Hayden, 80.16 m.p.h.

**Over 1,150 c.c.:** 1, R. W. de Selincourt (Lister-Jaguar), 83.80 m.p.h.; 2, L. Redmond (Cooper Monaco); 3, D. J. Hough (Cooper-Bristol).

**Fastest lap:** de Selincourt and Redmond, 85.39 m.p.h.



Car of the Show—The Bertone Ferrari, with a divided nose like the Grand Prix car, a steeply-raked windscreen and an overall effect of speed, speed and yet more speed.



JOHN BOLSTER AND THEO PAGE VISIT THE

# GENEVA SALON

THE Geneva Salon is unique. Taking place in March it is by far the earliest of the motor shows and is consequently seized upon by the most important factories as the ideal occasion to launch new models. Two of Britain's biggest firms were expected to take advantage of this date, but the cars were not ready and so the Continentals stole the lime-light.

The big names at Geneva were Alfa Romeo, Mercedes-Benz, Renault and Simca. All these firms are of paramount importance and when they chose Geneva for their *premières*, it underlined the increasing tendency to regard the Swiss exhibition as having more impact than the Paris-London-Turin rat race in October-November.

Technically, Geneva emphasized two things. One of these was the mounting importance of compound carburation. The compound carburettor is a twin-choke instrument of which the second throttle comes into action by gas velocity rather than by pressure of the foot. Many factories, such as Lancia and Citroën, have for long espoused this principle, using Solex or Weber carburettors. An application of even greater attraction is the use of compound carburettors for multi-carburettor layouts. Mercedes-Benz were pioneers with their 190 SL, and the new Alfa Romeo 2600 is the latest example, with three twin-

choke Solex instruments. Fiat are compound addicts, as their delectable 2300 S coupé proves. The point, however, is that these multi-carburettor designs retain their tune whereas conventional hook-ups do not. England is behind in this sphere.

One might stress the British lead in disc brakes, which are becoming universal on high performance cars. The other technical lesson of Geneva, however, is the divided propeller shaft. All small cars are now either front-wheel-driven or with the propelling machinery at the back, apart from models which have not yet been superseded. Medium-sized cars and the few remaining big machines still have their power units at the front and the final drive at the rear. It is now clear that, except when the wheelbase is very short, the propeller shaft must have a central steady bearing as a matter of course. The smoother running conferred by this feature is most noticeable.

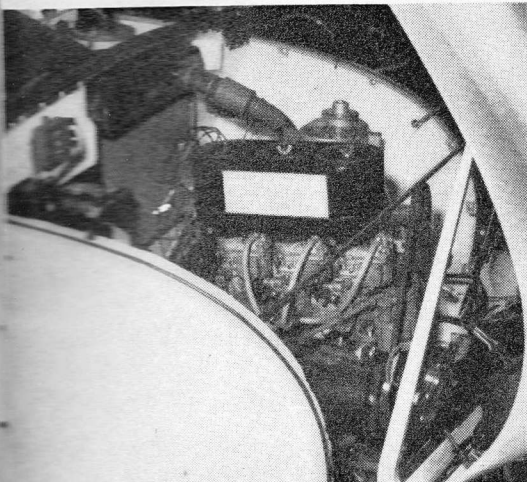
Bugatti was wedded to engines of four or eight cylinders. Alfa Romeo, on the other hand, has been associated with four, six, eight, 12 and 16-cylinder machinery. The announcement of a new Alfa "six" is therefore not surprising, though an "eight" would have been more normal perhaps. The new six-cylinder 2,600 c.c. car comes in 130 and 145 b.h.p. forms. Obviously, the engine will be developed much further in the immediate future, but the car is already a most attractive high-performance machine, and it is compact enough to be easy to handle.

Mercedes-Benz show the 300 SE convertible. This is a fuel-injection 3-litre boasting every sort of mechanical gimmick. It has a light-alloy engine, pneumatic suspension, automatic gear change, power steering and self-locking differential. Extremely luxurious and capable of over 120 m.p.h., this is a big, heavy touring car of superlative refinement and finish.





*THE SAAB SPORT ENGINE, with three Solex downdraught carburettors: the car in which it is fitted is equipped with disc brakes.*



Renault introduced the Dauphine at Geneva and now they have unveiled the new Floride ("Caravelle" in certain countries). It was natural to adopt the sealed cooling system of the new "4" and disc brakes were to be expected. The five-bearing engine is a French manifestation, brought about by roads that permit flat-out driving for hours on end.

The rear-engined Simca 1000 is already enjoying a fabulous success. The manufacturers chose Geneva to display a new coupé by Bertone, and it is so attractive that an enormous success must be predicted. Also shown was the Simca-Abarth, a competition-type rear-engined car with a 1,300 c.c. engine. This is not the five-bearing Simca unit but a three-bearing Abarth conception, the expensive forged crankshaft looking after all the stresses and reducing friction. The Simca chassis, with transverse front spring, is used, plus light alloy wheels and disc brakes.

Other important new models at Geneva included some variations on the

fairly conservative in line, they are much better looking than the rather staid saloon. A very dashing coupé marked "Prototype" showed just how far the Flavia might advance in the future.

Either one likes two-strokes or one doesn't. For those who do, the new sports model of the SAAB is of the greatest interest. With three Solex downdraught carburettors it should certainly go, and disc brakes remove an old weakness. Auto Union have also found discs necessary, for two-stroke engines give little assistance to braking. Both these manufacturers are turning away

high-performance coupé and the extremely attractive convertible. The saloon is known as the "Luxus". The 1,500 c.c. BMW, with its inclined overhead-camshaft engine and ramming induction, has been seen before, as has the very potent 3,200 c.c. eight-cylinder car.

Volvo have a new model, which derives from the saloon but has two doors. Called the 122 S, it has a 90 b.h.p. 1,800 c.c. engine with twin SU carburettors, but it is not quite so highly tuned as the 100 b.h.p. unit of the P1800 sports coupé.

M.B.M., a Swiss firm, showed their



*THE SIMCA-ABARTH, a competition-type rear-engined car with 1,300 c.c. engine. This is not the five-bearing Simca unit but an Abarth motor with forged three-bearing crank.*

Junior at the British Racing Car Show. They now have a "Sportzweisitzer mit Kunststoffkarosserie"—sports two-seater with fibreglass body, to you. The motive power is by courtesy of Mr. Ford.

All the well-known British makes were on view, Aston Martin announcing a "Vantage" version of the DB4. Jaguar featured the so-impressive Mark 10 and also the latest version of the E-type, (Continued on page 414)

*CUTE NUMBER: A smart, appealing little runabout by Viotti on the Fiat 500D.*



*THE REAR-ENGINE Simca 1000 in smart, pretty coupé form—another delightful effect by Bertone which makes the car so attractive that one must predict enormous success.*

Lancia Flavia. This F.W.D. car is certainly intended to be the basis of the Lancia range. A coupé by Zagato and a convertible by Vignale are being put into production, and though they are both

from petroil lubrication in favour of a total-loss tank system.

Back among the four-strokes, the BMW 700 is shown as a long-wheelbase full four-seater saloon, in addition to the







#### How Do You Like Your Lancias ?

At Geneva there was a wide choice, ranging from the standard Flavia Saloon (tested by John Bolster in this issue) to a dashing convertible by Vignale (above), a smooth-lined, restrained coupe by Zagato (left) and the dashing coupe, marked "Prototype" (below) and indicating how far the Flavia might progress.



ROUND  
THE SALON  
WITH  
A CAMERA





ABOVE: The M.B.M. Turismo, with Ford power-unit.



ABOVE: The Alfa Romeo Superfast 3, by Pininfarina, which has a stainless steel hard-top.



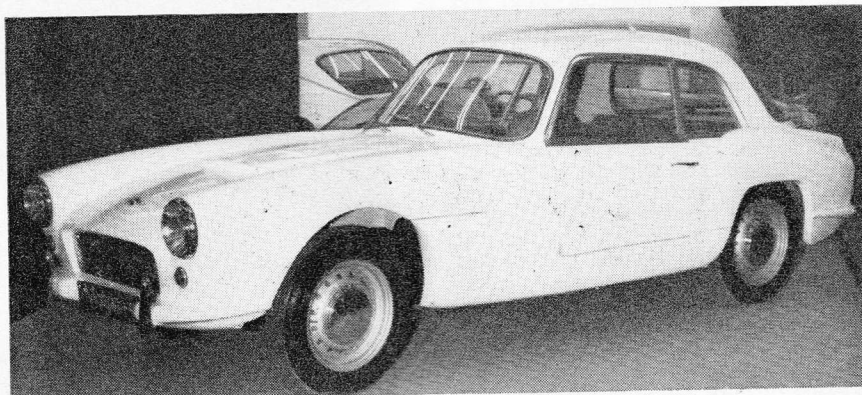
ABOVE: The BMW 700 Cabriolet.



RIGHT: The Vignale Fiat 1500 "Glenn".



ABOVE: An angular Fiat 1500 by Carozzeria Viotti has a clean, if hard, line.



ABOVE: The fibreglass-bodied Morgan saloon.

BELOW: A full four-seater—the BMW 700 long-wheelbase saloon, known as the "Lexus".

RIGHT: The Ghia Touring Chrysler.





Geneva Salon—continued

which gives more room because the floor is  $1\frac{1}{2}$  ins. lower. A fibreglass saloon on a Morgan chassis had quite pleasant lines but one expects a better finish than this at an international show. There were six Bentleys and one Rolls-Royce on a single stand—an impressive display. Rovers sell very well in Switzerland and a black 3-litre, in particular, looked extremely smart and dignified.

Far from exhausting their talents at Turin, the Italian coachbuilders had still more ideas for Geneva. The car of the show was certainly a Ferrari by Bertone.



*GIVING the impression that it is "raring to go" is the new Maserati "Sebring", a fuel-injection 3500.*



*THE LATEST Renault Floride, with sealed cooling system, a five-bearing engine and disc brakes.*

Extremely spectacular, with a divided nose like the Grand Prix car, this machine had a screen raked back at what must be about the practical limit, and the whole effect was of speed and yet more speed. The Pininfarina Ferrari 4000 called "Super Fast 3" had retractable lamps and wire wheels with three-eared caps. Though immensely effective, it lacked the sheer artistry of the Bertone car. Pininfarina also had an Alfa Romeo Giulietta SS with the fashionable raked screen, extremely bulbous rear window and a stainless steel hard top.

Futuristic in the extreme was the Fiat 1500 "Glenn" by Vignale. The raked screen was of vast area, the rear window likewise, and the soft top was consequently little larger than a pocket handkerchief. The protruberant nose had two air intakes and the headlamps comprised a forward pair with the outer ones set well back. The other well-known Italian coachbuilders showed many strikingly beautiful cars, but they have already been reviewed in our Turin number.

Switzerland has her own coachbuilders, of which Graber specializes in Alvis chassis. The well-known Graber Alvis appeared, along with a later version with a wider grille and large front lamp clusters behind transparent covers.

Sports cars were well represented, including the A.C. Aceca, with a Rudd-speed Ford Zephyr engine carrying three twin-choke Weber carburetters. Easily the best value in 125 m.p.h. sports cars was the Fiat 2300 S coupé by Ghia at



*THE NEW Mercedes 300SE, a glamorous but dignified machine with convertible coachwork and a maximum speed of over 120 m.p.h.*

## THREE NEW CARS . . .

23,300 Swiss Francs. The new Maserati "Sebring", a fuel-injection 3500, was quoted at 45,300 Swiss Francs, compared with the Aston Martin DB4 at 43,700 or the DB4GT at 47,000 Swiss Francs. The Maserati 5-litre V8 costs 61,000 Swiss Francs.

Let us leave such heights and compare the BMW 700 "Sport" at 7,750 with the Austin-Cooper at 6,890 Swiss Francs. It is interesting that the Vauxhall Victor (four speeds) and the Morris Oxford both cost 8,900 compared with the Fiat 1500 at 8,975 Swiss Francs. This gives a very good preview of Common Market prospects. The M.G.A coupé is priced at 11,300 and the Alfa Romeo Giulietta Sprint at 14,450 Swiss Francs. The Austin-Healey 3000 is 14,950 Swiss Francs in hard top form and the Porsche 1600 retails at 17,250 Swiss Francs.

At the time of writing, Swiss Francs go 12.05 to the pound sterling.

The Geneva Show is a valuable ex-

hibition because it allows one to compare the cars of all countries in a free market. It also attracts the best manufacturers and coachbuilders because the Swiss can certainly afford what they want. At present, the Germans have a considerable lead and the Italians are well ahead of the French. British sales are only fair, with Ford in the lead, but if we could gain a reputation for reliability and good service, the practical features of our cars would sell them.



As I have previously explained, the Observer is the senior official of a particular sector of the circuit, and other officials in that area come under his jurisdiction. Of these possibly the most important are the flag marshals.

Having duly received their instructions from the promoting club to be at the circuit at a specific time, and having read their instructions and thoroughly understood them on arrival at the circuit, they will sign on. They will then report to their chief flag marshal at a pre-arranged meeting point and from him they will collect their set of flags and their armbands; at some circuits their armbands are handed to them on signing on.

Having collected their flags they will proceed to the sector to which they have

that there is oil on the circuit, take care.

**The black flag**, bearing car number held below flag, is for that car to stop at pits. This flag is not used by the ordinary marshal around the circuit.

Two other flags, of course, that he does not have to attend to are the Union Jack, used for and by the starter, and the chequered flag which, of course, is the finishing of race flag.

To become a flag marshal one must be very familiar with all these flag signals as well as having some idea of the performance and ability of the drivers. Above all, one should have a very keen eye, being able to anticipate trouble almost before it happens, and so be able to give prompt signals well before the oncoming competitors are upon them, bearing in mind that a driver "fore-

attention to the race, and after the start he should wait for a lap or so until the field has settled down. He should then be able to pick out the faster cars and the various driving techniques of the competitors, and he must be particularly awake to note when the slower cars are about to be lapped.

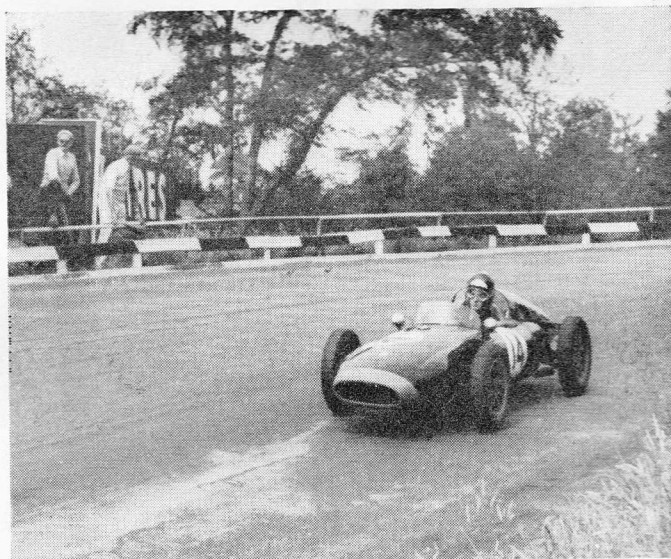
Whilst the flag marshal is doing his job he does not want other people milling around him, and it is up to the observer to see that in no way is his view obstructed. If the flaggers have reason to feel that a driver is ignoring signals, then they report this to the observer who will take whatever action he deems necessary.

In the use of the yellow flag, as an example of what procedure takes place, perhaps a car shunts on just having

The Second of a Series of Articles by  
**PETER FULKE-GREVILLE**  
in which he deals with the  
Individual Functions of  
Motor Racing Officials

## FLAG MARSHALS

*Two alert flag marshals at Mallory Park, while Hugh Mayes flashes past in his Opus-DKW.*



been allotted. It is then the observer's duty to see that they are correctly placed so that the drivers have a clear view of them and that the observer can see them as well.

Flag marshals are usually placed in positions where hazards are likely to occur, namely on the approach to corners and bends, and they will be found to occupy a position on the "In" to a corner and also on the "Out" of a corner. It is therefore necessary that flag marshals are in a position from which they can see both the preceding flag points and the follow-on positions from their particular station.

Before going into the duties of the flag marshals, one should know about the different coloured flags that they have to use. These flags they have to know, as well as themselves as there is no time for hesitation when a racing car is hurtling towards you at well over the "ton".

The various flags used in this country in motor racing are as follows:—

**The red flag**—signal for complete and immediate stop.

**The yellow flag**—waved—denotes great danger and be prepared to stop.

**The yellow flag**—motionless—denotes take care, danger.

**The blue flag**—waved—denotes that another competitor is trying to overtake.

**The blue flag**—motionless—denotes that another competitor is following very closely.

**The yellow and red striped flag** denotes

warned is forearmed". He must also ensure that he can see what flag signals the other flag marshals are displaying.

As a word of advice to flag marshals, when clothing oneself for the hazards of our British weather, do not wear either a bright yellow or blue pullover. These can very easily be mistaken by the drivers for flag signals—so keep to sombre colours if possible!

On taking up their positions, as directed by their observer, they will ensure that their flags are unfurled and at the ready, and it is always best to try to see that two flag marshals occupy the position; the reason being, that one can then have charge of the blue flag and the other can have the yellow flag, and after each event change over. This will then ensure that both flags are at the ready should an incident take place during practice or racing when both flags may have to be in use with the race still going on.

When giving flag signals, they must be given in a deliberate and firm manner and the flags held in such a position where the drivers can easily discern them. Do not forget that he is sitting low down, while you are standing, so do not droop your flag to the ground and do not, should he pass very close to you, try to poke his eyes out!

One thing that drivers do not like is indiscriminate flag waving which unfortunately does occur when the flags are in the hands of the lesser-skilled flag marshals. This applies to the blue flag in the main. The marshal must pay

passed him and is partly stationary on the circuit facing the wrong way. The flag marshal immediately waves the yellow flag, which means to the oncoming drivers "great danger, be prepared to stop", and the flag marshal at the previous position to him will display the yellow flag held motionless, this warning the drivers of "danger—take care". It is not until the official who has shown the yellow flag waved has either been notified by the observer, or can clearly see that the track is clear, when he lowers his yellow flag that the previous flag marshal should then lower his flag to denote that the danger is now over.

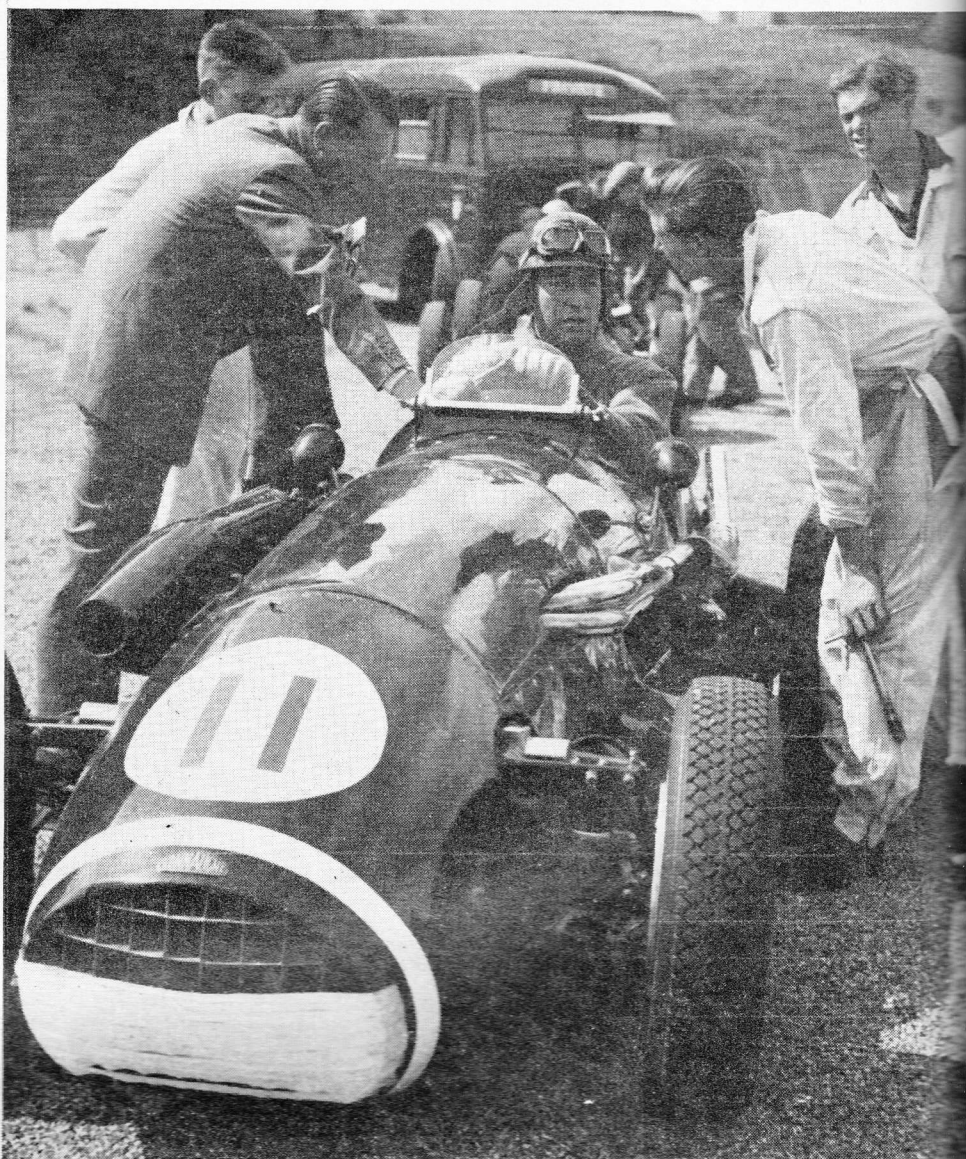
This same procedure follows on the display of the oil flag, which I have stated is a yellow and red striped flag held motionless. It is essential, should an observer not be close at hand, that the flag marshals keep a weather eye out for the slightest sign of oil appearing on the circuit.

As in the case of all other officials at a race meeting, a flag marshal must have a keen love of the sport, a keen eye and be able to anticipate trouble. At no time should he leave his position, even in the event of an accident, as this is when he is likely to be most needed as a "warning point" for other competitors. And remember, never stand with your back to the oncoming cars; be alert at all times.

In the next article I will deal with the duties of the fire marshals.



# A TALE OF A GENTLE GIANT- KILLER



"GREAT OAKS from little acorns grow". The late Peter Whitehead tests Rob's F2 Cooper at Goodwood in 1956 (left).

Photo: John Brierley

ROB'S friendship with Tony Rolt is one of long-standing. They are seen above with the Connaught at Crystal Palace in 1953.

Photo: Alan R. Smith

THE acquisition of the Delages was not to lead to overnight success. One of the first things that happened was that the cylinder blocks of both cars cracked, due, in each case, to the supercharger pressure being too high. The Walker équipe was now possessed of two cars but no engines. To remedy this situation an "E"-type E.R.A. engine, with two-stage blower, was purchased from Peter Walker and installed in one of the Delages.

This hybrid ran with moderate success until the end of 1952, when it became out-dated, so a new mount was sought.

In 1953 F2 was virtually F1, it being the last year of the 1½-litre supercharged or 4½ litres unblown Formula. Hardly anyone was interested in that Formula as they were all concentrating on the 2½-litre one due in 1954. So Walker bought an F2 Connaught which had already done one season in the hands of Ken Downing.

The car proved to be a very worthwhile acquisition for Rob, for it ran in

24 meetings, collecting 16 firsts and seven seconds. The same car was raced in 1954 but it was replaced the next year by an F1 Connaught.

Going back a bit, in 1952 Rob purchased a DB2 Aston, the ex-team car, registration number VMF 65. This machine was raced at various times by Peter Collins and George Abecassis, and Rob himself drove it in sprints occasionally.

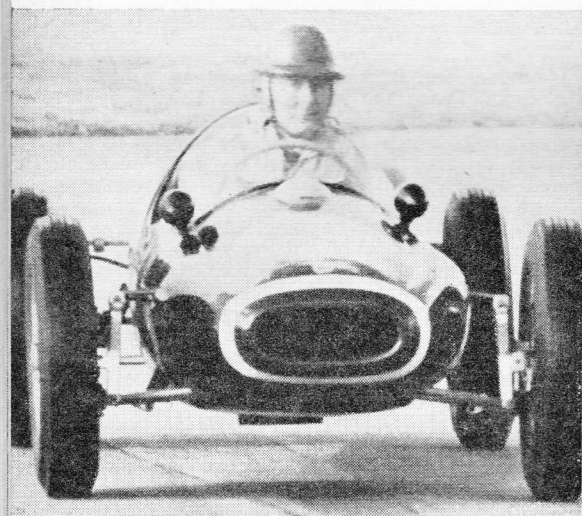
Tony Rolt retired from racing in 1955 and so for the next season Reg Parnell was signed up. This very promising partnership had an unfortunate early demise when Reg crashed the Connaught at Crystal Palace. The car was badly damaged and Parnell hospitalized for a few days.

Midway through 1956 the first Formula 2 Cooper came out. Rob was immediately impressed and bought one for Tony Brooks to drive. At the same time Alf Francis joined the Walker équipe and, as Rob says, "From that point on things became rather more serious."

## Rob Walker

(PART TWO)

BY CHRISTOPHER NIXON





Armed with this diminutive "toy", Brooks came second in the Oulton Park Gold Cup race and won at Brands. Even so, very few people were prepared to take the car seriously.

Early in 1957 Rob took the Cooper and the Connaught to Syracuse, for Jack Brabham and Peter Walker to drive. Brabham finished sixth and impressed Rob greatly by his obvious ability.

Shortly after this John Cooper and Roy Salvadori came up with the idea of enlarging the Climax engine to 1.9 litres. This of course was the time of Suez, and the future of motor racing was somewhat uncertain. None-the-less, Walker guaranteed to back the project and the engine duly arrived in time for Monaco, which is more than can be said for Jack Brabham, who was to drive the car. He didn't turn up until the second day's practice, and as if that wasn't enough he then left his braking too late at the Casino and bent the car considerably!

Happily Coopers had a spare F2 chassis which they gave to Walker, and the 1.9 engine was installed in time for Jack to qualify the car 13th out of 16 starters.

From the drop of the flag Jack proceeded to drive a superb race and to the astonishment of one and all was third with only 10 laps to go. Then on the 95th lap the petrol pump fell off and Jack had to push the car home, finally finishing sixth.

In spite of the little Cooper's brilliant showing no one, except those closely concerned with the project, had any faith in the car's future. Rob, however, was determined to go on. The car's next

*SENSATIONAL was Jack Brabham's performance in the 1.9-litre Cooper-Climax at Monaco in 1957. He is seen here at the Gasworks hairpin.*

race was at Rouen, on the occasion of the French G.P. Jack was pushed off the road on the second lap and the car written off.

At Caen Brooks drove and led until the gearbox broke. Then at Silverstone Tony broke the lap record in practice, which really made people sit up and take notice. On race day, however, the gearbox packed up on the grid and that was that. Next race was the F2 event at the Goodwood National meeting. Both the 1.5 and 1.9 engines were taken to practice, and, armed with the big banger, Brooks broke the lap record. By this time Stirling Moss had become very interested in the car, and just before practice ended Alf suggested that he try it. So, in the free-for-all session, Stirling went out in the 1.9 Cooper. Weaving his way through M.G.s, Healeys, TRs and things, he broke the lap record twice in the four laps he had time for. He also thoroughly convinced himself of the Cooper's potential.

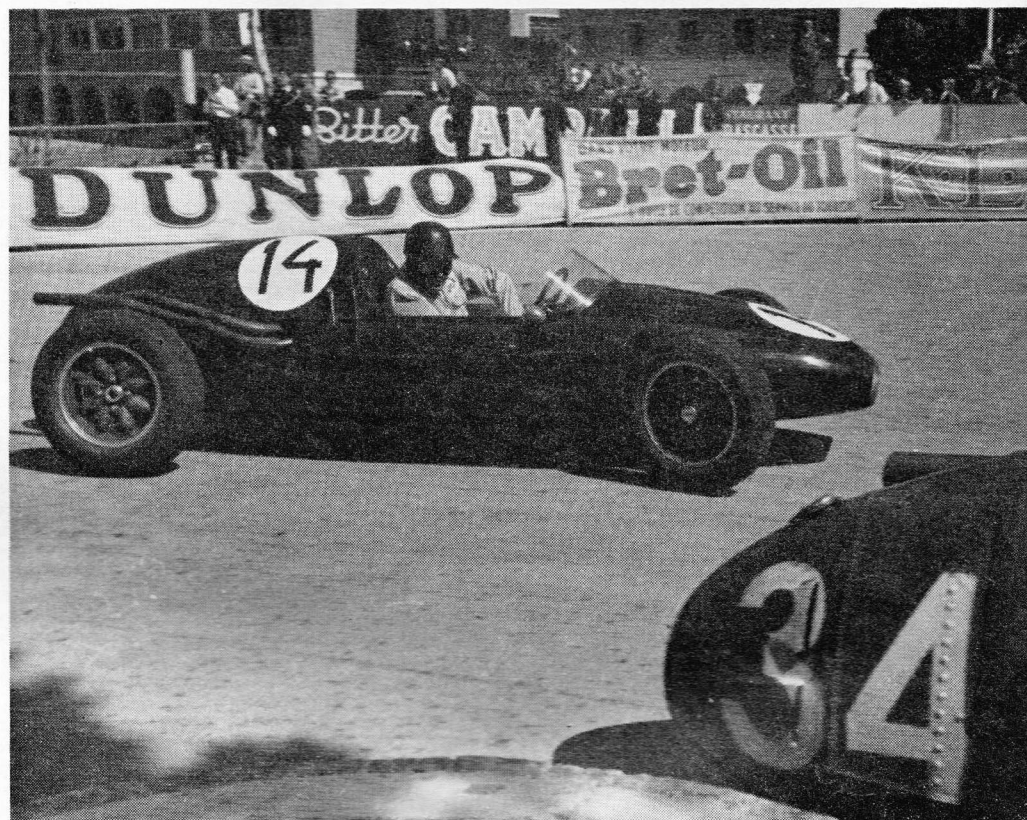
The Moroccan G.P. at Casablanca provided one of the most hilarious incidents motor racing has produced for many a day. After some five laps Brabham brought the Cooper into the pits with a broken gearbox. The car was pushed into the paddock, to emerge, some 35 minutes later, with a new box installed. Before anyone could stop him, Brabham was back in the race. Now this was very much agin the rules and Toto Roche became agitated, to say the least, demanding that the car be black-flagged. Finally the black flag was hung out just

as Jack came by in close company with Fangio. Now it so happened that the Old Man had spun off on lap 24 and stalled. He was push-started by spectators (also agin the rules) and rejoined the race. Seeing the black flag he doubtless thought he had been found out, for next lap he came, somewhat sheepishly, into the pits. Brabham meanwhile went bombing round at unabated speed. He was eventually called in and Fangio rejoined the race, but it was some time before the laughter subsided in the pits.

It was at Casablanca that Moss, stricken with Asian flu, called Walker to his bedside and asked if he could drive for him in all non-championship races in 1958. Rob was naturally delighted and with this verbal agreement the Moss-Walker partnership began.

At Brands Hatch on Boxing Day Jack Brabham drove the Cooper to victory. After Casablanca Alf Francis had made

The Cooper's first outing in England that year was at Goodwood on Easter Monday. The engine blew a piston when Moss was in second position behind Mike Hawthorn (Ferrari) and that was his race over. After this Rob bought a new car and another 1.9-litre engine. The two were put together, sent to Aintree, where Moss was added and the combination won the Aintree 200. It very nearly didn't though. Troubled by a slipping clutch and no water, Stirling was forced to slow up in the closing stages, and Jack Brabham, going like the wind after an early pit stop, passed Moss just before Tatts on the last lap. Only Stirling himself knows how he repassed Jack as they went through Tatts and managed to cross the line one-fifth of a second ahead. To add to Stirling's victory, Tony Brooks in Rob's 1,500 c.c. Cooper won the F2 section of the race. Maurice Trintignant had his first drive



some alterations to the gearbox to try to stop the repeated breakages. Then Rob received a cable from Moss asking if he could have the Cooper for the Argentine. Rob agreed and Alf found himself facing the task of converting the Climax engine from alcohol to petrol in seven days. By working round the clock he got the job done and the car was flown out at the Argentine A.C.'s expense. That race, which rocked the racing world back on its heels, is history now. Stirling, in the little "toy" Cooper, beat all the works teams to win a brilliant victory, a victory that was to see the beginning of the end of the big, front-engined Grand Prix car. It would be nice to record that Walker was on hand to see his confidence in the little Cooper rewarded. However, this was not so. Whilst Stirling was making motor racing history Rob was taking his son Robbie to Eton, where he was about to begin his first "half".

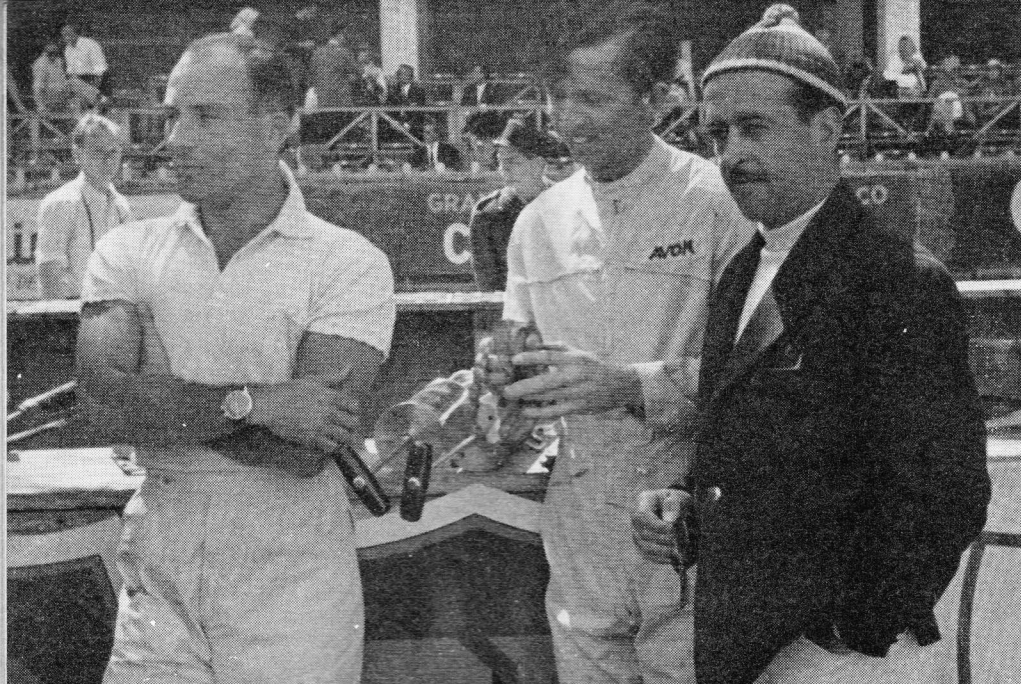
for Walker on the Easter Monday, when he drove the Cooper to victory at Pau. He then came over to England where he drove for Walker again, in company with Moss and Brooks, at Silverstone. Neither of them finished, Maurice's car blew a gasket, Moss's gearbox casing split and Brooks was forced out with carburation troubles.

Then came Monaco—and more giant-killing. Moss, of course, was signed up with Vanwall, and so Walker sent one car for Trintignant. Before practice Jean Behra was heard to remark that whilst Moss could win on a bicycle Trintignant wouldn't even qualify. Maurice made his fellow-countryman look a trifle silly when he made third fastest time in the first practice session, and even sillier when he won the race!

Having confounded the critics once and for all, the Walker team moved on to Caen, where they scored a double victory, Moss winning the F1 race and



*ONLY THE BEST!* During his career Rob has had many of the world's finest drivers behind the wheels of his cars. Stirling Moss, Tony Brooks and Maurice Trintignant, all of whom have won races for the Walker team, are seen here at Monaco.



Trintignant the F2. The Frenchman then won the F2 race at Clermont-Ferrand and went on to finish third in the German G.P.

Moss won the F2 "Kentish 100" race at Brands and then went to Australia where he won the Melbourne G.P. A few weeks later he won the New Zealand G.P. in record time.

Back in England, Walker entered Moss and the Cooper (now powered with the 2½-litre Climax engine) in the Easter Monday meeting at Goodwood. During practice the steering broke and Stirling crashed into a wattle fence at Fordwater. The car was not badly damaged though and was repaired in time for Stirling to win the race on the Monday.

Then came the Aintree 200 and the first (and only) race for the ill-fated Cooper-B.R.M. Stirling was forced to retire with gearbox maladies when in the lead.

The idea of using a B.R.M. engine arose when it was thought that there was no chance of the Walker team getting a 2½-litre Climax engine before the start of the season. Walker approached the Owen organization and purchased a B.R.M. engine. This was known to be reliable and its power (270 b.h.p.) was more than that expected of the Climax.

A new Cooper chassis was bought and the engine and Colotti gearbox were installed. Moss tested the car and pronounced himself pleased with it. But during practice for the Aintree race, Masten Gregory in the works 2½-litre Cooper-Climax, went by Stirling on the straight.

The Cooper-B.R.M. was not raced again. When Walker got the 2½-litre Climax it was put in a new Cooper chassis and the two cars were tested by Moss. The Climax-engined car proved to have far greater torque and was the faster car. Also, of course, the B.R.M. engine had not been designed for a rear-engined car and the Walker team found certain oiling troubles on the Cooper-B.R.M.

One week after Aintree came the Syracuse G.P., and Walker entered Stirling Moss in a Borgward-engined Cooper for this Formula 2 race, which Stirling won after a fine battle with Jean Behra (Ferrari).

Then came Monaco. Moss took the lead on lap 22 and went serenely on his

way until the 81st lap when he came into the pits with a broken gearbox. This was to be the start of a run of broken gearboxes for the Walker team. (See "Ideas Unlimited"—AUTOSPORT, 9th March.)

This disappointment was somewhat eased by Maurice Trintignant's third place in the second Walker car. Trint came up trumps once again a few weeks later at Pau, winning the F2 race.

The gearbox gremlins struck again at Zandvoort, forcing Stirling to retire when in the lead with only 10 laps to go.

In the French G.P. Moss drove a B.R.M. but in the Coupe de Vitesse, an F2 race, he drove Walker's Cooper-Borgward, and won. This was quite an achievement for this event followed the G.P. in which, you may recall, he spun and stalled the B.R.M. He then tried to push-start it, but owing to the terrific heat was unable to do so. When he got back to the pits he lay on the floor of the Walker van for about 20 minutes, absolutely exhausted. Trintignant, too, had to push his Cooper over the line and was more or less in the same condition as Moss. Petoulet finished fourth in the F2 race.

At the British G.P. Moss once again drove the B.R.M. but Trintignant in the Cooper held third place for a while before he was slowed by a broken gearbox. He finally finished fifth.

At Clermont-Ferrand a week later Moss won the F2 race in Rob's Cooper-Borgward and then did a repeat performance at Rouen.

After the British G.P. at Aintree Stirling asked Rob if he could drive for him for the rest of the season's *grandes épreuves*. Rob, of course, was delighted to accept. And so they went to Avus where the gearbox lasted two laps. . . .

Alf Francis now managed to discover the reason for the gearbox's frailty. The gears had been incorrectly machined. He therefore had some new ones made in time for Lisbon. Armed with these new cogs Stirling put up one of those staggering drives for which he is renowned, winning the race and lapping everyone. Trintignant finished fourth.

For the Italian G.P. at Monza the Walker Cooper was fitted with knock-on rear wheels as it was felt that a wheel change might well be necessary. As it happened, the little Cooper ran through

non-stop and Stirling won the race. This upset the Ferrari plans completely, for the red cars were all forced to make pit stops and Tavoni patently thought the Coopers would have to as well.

Stirling's luck was now well in and the victories were coming thick and fast. A fortnight after Monza he won the Oulton Park Gold Cup for Walker in the Cooper. But in the final round of the World Championship at Sebring that luck ran out. He led the race for six laps and then the gearbox broke. . . . Again it was left to Maurice Trintignant to save the day for Walker. Right at the end of the race he put on a terrific spurt and flashed across the line only .2 sec. behind the winner, McLaren.

For this race, on Stirling's insistence, his Cooper was fitted with coil springs at the rear. Charles Cooper advised Rob against this, saying that they (Cooper) had tried them and they didn't work. On the Walker car, however, they worked very well, and Rob was amused to see the works Coopers using coil springs when they appeared in 1960.

At the close of the '59 season Rob found that the cost of running two cars was becoming prohibitive and so, with great reluctance, he had to inform Maurice Trintignant that he would not be able to offer him a car for the coming season.

However, as he had two cars in the Argentine for the races there in February, 1960, Rob offered the second car to Trint. In the Grand Prix Moss's car broke a wishbone when in the lead. Maurice was affected by the intense heat and Stirling took over his car and finished third in that.

Right at the end of the month Maurice drove his last race for Walker, the Buenos Aires G.P.—and, fittingly, he won it.

In March Rob took delivery of one of the new F2 Porsches and the car had its first race at Syracuse. Stirling led for 26 laps but was then forced to retire with a dropped valve. At Brussels he finished second behind Brabham.

At Goodwood on Easter Monday Innes Ireland won both the F1 and F2 races in the new rear-engined Lotus, and Stirling was by now toying with the idea of using one himself, and when Innes won the International Trophy at Silverstone a few weeks later it became very apparent that the Cheshunt car was the right one for Stirling, so he tried it out at Goodwood and lapped in 1 min. 23.7 secs.

The first race for the Moss/Lotus combination was Monaco which it won. Already people were talking of Stirling as the 1960 World Champion; at last he had a car with which he could beat all comers. And so, in the rosy afterglow of Monaco, it seemed. The incredible Moss gremlins had other ideas though.

A week later, at Zandvoort, Stirling was sitting in second place a few yards behind Jack Brabham when the Cooper ran over a patch of broken-up road and threw up a hunk of brick about seven by four by two inches in size. By sheer



chance the brick hit the Lotus's off-side front tyre and not Moss. This brick now serves as a doorstep in Rob's office.

Stirling managed to keep the car on the road and made the pits, where the wheel was changed. He set off in 12th place and a mean mood. By the end of the race he was fourth, after a staggering drive.

Then came Spa, about which it has practically all been said. One point: many people didn't believe that Stirling suffered all the injuries attributed to him—he did.

As is well known he made a fantastic recovery and in next to no time was out at Silverstone testing the Lotus Monte Carlo.

His first post-shunt race for Rob was the T.T. which he won in Walker's newly acquired Ferrari Berlinetta (which he was running with Dick Wilkins). Then came the Portuguese G.P. In the shunt at Spa the whole carburettor system had been torn off and this gave Alf a lot of headaches. Coventry Climax were asked to supply a new set of intakes but the factory was on holiday, so Alf was forced to try to convert some from a Cooper. The result was that the car wasn't giving full power or maximum r.p.m. Even so Stirling was lying fifth with only one lap to go when a wheel locked. He ran into some straw bales and stalled the car at the same place as Mike did in 1958. Stirling was disqualified for trying to push-start.

Back in England Moss won the Oulton Park Gold Cup once more and then went to America where he won Watkins Glen and the U.S. G.P. at Riverside. From California he went to Nassau where he won in the Ferrari. As Rob says, "He was back in a winning mood."

In January, 1961, Stirling won at Warwick Farm, Australia. An interesting point here is that the circuit was built by a cousin of Rob's, but, unfortunately, he was killed in an accident before the first race was held. Stirling won in a heatwave—the temperature one foot above the track was 143 degrees!

Last year saw Moss's third Monaco victory and of all his "finest races" this was probably it. The Lotus was fitted with the Colotti five-speed box, and Stirling reckoned he couldn't have won without it.

With the underpowered four-cylinder Climax engine Stirling held off the Ferraris. "At one point," recalls Rob, "Phil Hill took four seconds off Stirling's lead and I thought we'd had it. But Stirling didn't let him get any closer and then Ginther took over from Hill and once again the gap closed. But he had the measure of them all."

Afterwards Stirling said that it was the only race he could remember in which he had never been able to let up. He took every corner on the limit every lap.

At Zandvoort Stirling came fourth after another fantastic dice with the amazing Ginther. "How he ever beat Ginther to the line I shall never know," says Rob. This was also the first time Walker saw how much faster the new Lotus was than his. It was a lot quicker down the straight.

The Lotus was beset with troubles at Spa, being down on power and bothered by a malfunctioning ZF. At Rheims a brake pipe fractured at the point where it joins the caliper, and Stirling was

forced to make a pit stop. The same thing happened in the British G.P. Then came Nürburgring.

"I don't think he thought he could win that one," says Rob. "Anyway, after 12 laps he led by 7.5 secs. On the 13th he increased this to 11 secs. Then the rains came and his lead stretched to 18 seconds. But of course he had no idea how far ahead he was, or whether the Ferraris were catching him.

"So we cut a hole in the wire netting behind the pits and gave him signals when he came down the back road. That way we were able to give him the distance between himself and the second car after the relevant lap.

"Towards the end of the race Stirling became afraid that the car might collapse, for he was driving so hard that on certain parts of the course the Lotus took off. It would then land on its nose and Stirling had no way of telling in which direction it would go when it landed! Luckily the car held together and he won. I've seen Stirling put up some fantastic drives but this one was quite staggering."

Stirling went on to win the T.T. yet again, in the Walker Ferrari, and he then won the Modena G.P. in the dark blue Lotus.

Shortly before the Italian G.P. the Walker équipe took delivery of a Coventry Climax V8 engine, and Alf found himself faced with the task of getting the car ready in time for the race. The two biggest problems were, firstly, modifying the chassis to take the V8, and, secondly, sorting out the complicated exhaust system. It took an expert pipe-bender one day to do each pipe!

At Monza the car was beset with cooling problems and, as is well known, Moss used a Team Lotus car for the race. Innes Ireland very sportingly offering Stirling his.

Back in England once more Stirling made history at Oulton Park by winning the Gold Cup in the Ferguson, which was entered under the Walker banner. After Oulton the team went to Watkins Glen for the U.S. G.P. Both the V8 and the four-cylinder cars were taken. In practice the V8 was constantly in the pits with ignition trouble and Stirling elected to use the older car in the race. This car let him down, too, for a big end went when he was well in the lead.

Since then Stirling has won at Nassau (which Rob reported on AUTOSPORT's pages) and New Zealand, and this year he will once again be driving for the Walker stable. Two new Lotus chassis are on order, as are one B.R.M. and two Climax V8 engines. There is no likelihood of the Ferguson being raced in

*Grandes Epreuves*, this being purely a research vehicle.

Many people wonder why the Ferguson was raced by Walker. The reason is simple. As I say, the car is a research vehicle and Ferguson had no desire to enter a team of cars in G.P. racing. The lessons learnt from racing are invaluable and could not be missed, and so it was necessary that the Ferguson designs should be tried out in competition, but the racing must be done properly. In view of Tony Rolt's long-standing friendship with Rob it was only natural that Walker should be asked to enter the car.

In 1958 Harry Ferguson called upon Walker, Moss, Rolt and others concerned to attend a conference, where the car was demonstrated and Ferguson proposed going racing. Then it was announced that the Formula was to change and so the project was shelved. However, in August, 1960, Ferguson decided he would race to the new Formula, and so he called another conference and the plans were laid. Although the car only raced three times, it is well known that a tremendous amount of knowledge was acquired with regard to four-wheel drive and all its complications.

Well, then—that, briefly, is Rob Walker's story to date, and I mean briefly, for although if you have got this far you have read some 6,000 words, I have barely scratched the surface of this mine of reminiscence, wit and drama.

One day, some years hence, Rob will, I hope, write a book, or more likely books, about his exploits in the field of motor racing. Until that day you'll just have to make do with this, I'm afraid.

Rob, I know, would not like me to finish this article without expressing his thanks to the two people who have played such a large part in his success; to Alf Francis, who gives notice at almost predictable intervals and, just as predictably, takes it back again, and to Stirling Moss, who as a driver is merely superb, nay, sublime.

What of the future? As you know, a couple of weeks ago Rob was awarded the Ferodo Trophy. In his speech afterwards Rob stated that, as a result of the Government's decision to impose purchase tax on racing cars, he would almost certainly have to give up racing after this season. If this comes to pass it will be a considerable blow to the sport. One can only hope that he will find it possible to continue.

Meanwhile, for this season, at least, we shall see Rob Walker, whose score of slain Goliaths makes David seem like a rank amateur, strolling about the circuits of Europe watching his team as it goes about its business—giant killing; but gently, as always!

★  
LAURELS ON  
THE WALL of  
Walker's racing dept.  
—but how many  
more will he gain?  
1962 may well be his  
last season in G.P.  
racing.  
★





*The Brabham Junior must be considered a strong challenger for this year's Junior racing. Frank Gardner will drive the "works" car, as might Gavin Youl.*

The suspension units remain in the airstream at both front and rear. Wheel-base has increased 2 ins. to 7 ft. 6 ins. Front track is unchanged at 4 ft., but the rear track has been increased 1 in. to 4 ft.

Jack Brabham tested the prototype recently at Brands Hatch and seemed to be well pleased with it. The first two production cars are going to the U.S.A. for the Junior race at Sebring on 24th March, and "works" driver Frank Gardner will be at the wheel of the third one in all the major British and European events. At the time of writing it is not known whether Tasmanian Gavin Youl will be able to return to Europe this year, but if so he will also drive a "works" car. In addition, several Brabhams have been ordered by private owners—one of whom will fit a B.M.C. engine—so it should not be long before this new make becomes an established part of the racing scene.

# THE FIRST BRABHAM

## David Phipps Looks at Jack's Junior

THE first car to bear the name Brabham has emerged from the ex-World Champion's workshop at Surbiton. It is a Ford-engined Formula Junior car and bears a close resemblance to last year's M.R.D. Junior—also designed by Jack Brabham and fellow-Australian Ron Tauranac. Work is also under way on a Formula 1 Brabham-Climax V8, but this will not be completed for some time yet.

The Brabham-Ford can be summed up as a conventional 1962 Formula Junior car. It has a rear-mounted engine in a

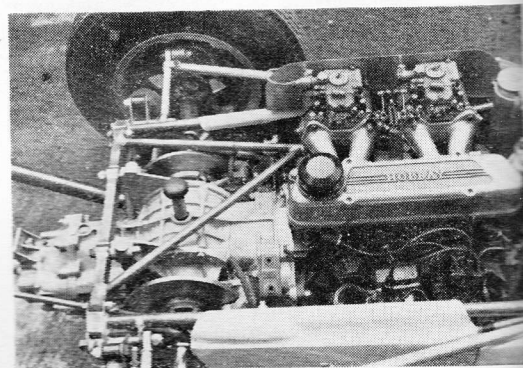
*The front suspension, showing the wide-based lower wishbone and the short, narrow upper wishbone.*

space frame-type chassis, with all-round independent suspension by double wishbones and co-axial coil spring/damper units. Last year's drum brakes have been replaced by Girling discs (with light-weight cast-iron calipers); disc diameters are 9 ins. at the front and 9½ ins. at the rear, where the brakes are mounted inboard. There are also new, Tauranac-designed, 13-in. wheels, with 5-in. front rims bearing 4.50 tyres and 6-in. rear rims fitted with 5.50 tyres.

The overall size of the car is even lower than last year. Height to the top of the windscreen is a mere 2 ft. 3¼ ins. and the maximum width of the body is only 2 ft. 2 ins. Weight is right down to the minimum for the formula (400 kg., 882 lb., with oil and water). Power is provided by a Holbay modified dry sump, 1,100 c.c. Ford engine, for which an output of 100 plus b.h.p. is claimed. Transmission is by a modified five-speed Volkswagen gearbox/final drive unit.

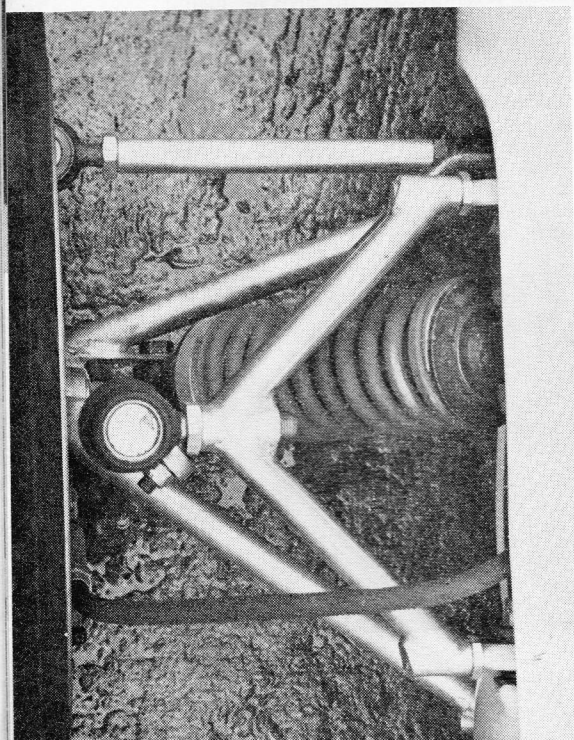
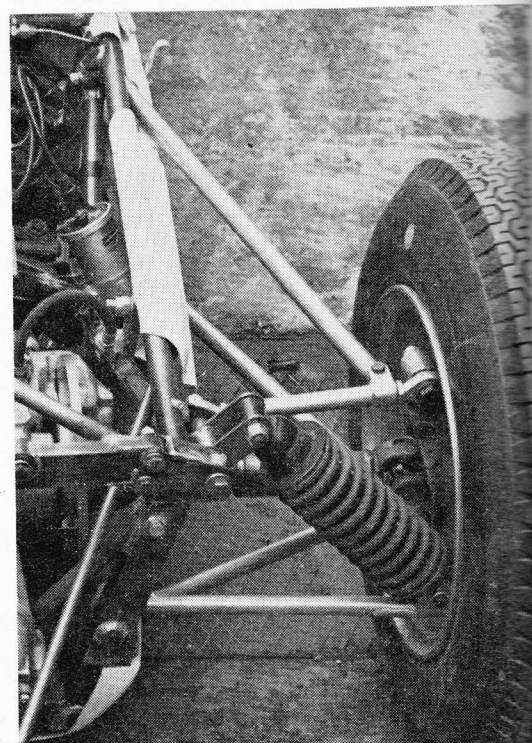
The chassis of the Brabham Junior is a refined version of that used on the M.R.D., with an interesting "hoop-type" scuttle bulkhead in which added rigidity is provided by dimples embossed in the sheet steel, instead of by the more customary (but possibly less stiff) perforations. The rear suspension unit pick-ups are rather a long way offset on the prototype, but in general the chassis appears to be both well conceived and well executed.

The suspension is also developed from that used last year, with a wide-based lower wishbone and a short, narrow upper wishbone at the front, and two extremely wide-based wishbones at the rear—where the lower one also provides stiffness against toe-in tendencies. The front roll centre is at 3½ ins. (as last year) but the rear roll centre has been raised ½ in. to 4 ins. A ½ in. anti-roll bar is fitted at the front but there is no rear anti-roll bar.

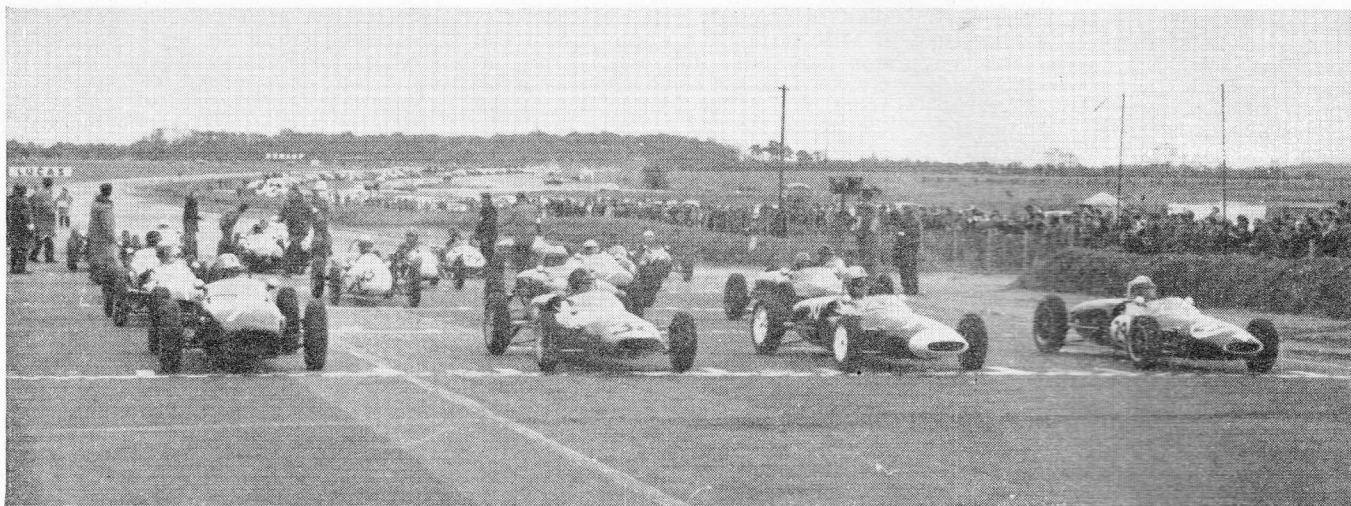


ABOVE: The exposed rear end, showing the Holbay-Ford 1100 engine, the five-speed Volkswagen-based transmission and the inboard rear disc brakes.

BELOW: The rear suspension of the Brabham Junior.







## SNETTERTON SEASON OPENS

### Fast Racing at B.R.S.C.C. Meeting

BY PATRICK McNALLY

It was fitting that Britain's most go-ahead club should open the 1962 season in the South with the first B.R.S.C.C. club meeting at Snetterton, held last Sunday.

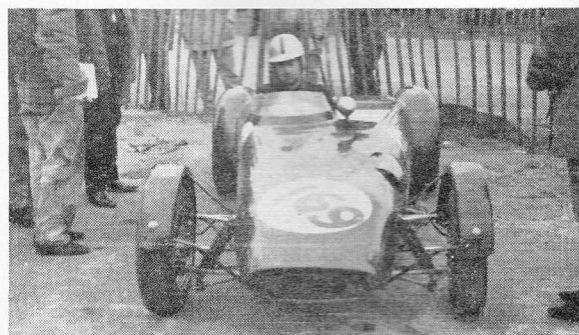
The times of the winning cars already show that this season is going to say "good-bye" to records all over the country. Lap times are really coming down, and the standard of preparation of the majority of cars showed that racing is being taken far more seriously than last year.

Some very fine and exciting driving was seen. David Soley (D.R.W.) won the up to 1,200 c.c. sports car race from Peter Deal (Lotus) after a race-long battle, making it two in a row after his win at Oulton Park on Saturday.

Dick Prior (Marcos), despite frantic work last week and difficulties in practice, crossed the line well ahead of the rest to win the small G.T. event. Robin Sturgess, with his new coupé "E"-type, drove extraordinarily well to win the big G.T. event. Robin seemed to have the edge on the straights and certainly held his own in the twists.

Really fine driving was seen in the main F.J. event, the winner, John Fenning (Lotus), having his work cut out to keep ahead of a slip-streaming Denis Hulme, in an old-type Cooper with Ford 1100 engine. The minor Junior race was well won by Martin Gould (Lotus), Horace Gould's son. Jim Russell has apparently taught Martin and Teddy Pilette (André's son) a lot during the time he has had them under his wing—for Teddy finished third.

In a bitter wind, but fortunately without rain, the meeting got under way with a junior race which had a separate class for 500 c.c. cars. Rodney Banting (Lotus) was first into Riches, closely pursued by H. Morrogh (Lotus), Martin Gould (Lotus) and D. E. Fletcher. But on the second lap the order of the first two cars changed, and Gould closed right up on Banting, passing him on the inside at the hairpin on lap three. And on the next lap Gould displaced Morrogh to lead the field for the next couple of tours. However, Morrogh stayed glued to Gould's tail and finally passed him on lap six. Nevertheless, in doing so he must



**TOP OF PAGE:** The starting grid of the first race for Juniors and 500s. Left to right: Henry Morrogh (Lotus 18), Rodney Banting (Lotus 22), D. E. Fletcher (Lotus 20) and Martin Gould (Lotus 20)

**ABOVE:** David Soley won the 1,200 c.c. sports car race in a D.R.W.-Ford, despite starting from the rear of the grid. **BELOW:** Dick Prior also started from the back of the grid in his Marcos, seen here being prepared. He won the 1-litre G.T. race with ease.



have overtaken his engine, for he retired two laps later leaving Gould with a healthy lead. Fletcher, who had been contented to let the leaders fight it out, now moved up to take second place with Teddy Pilette a mere half-second behind.

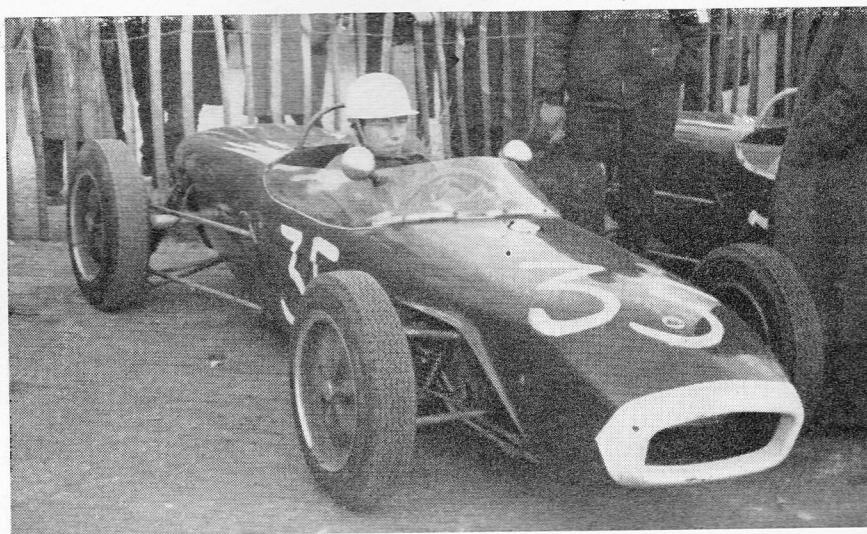
David Soley (D.R.W.) thoroughly deserved his win in the up to 1,200 c.c. sports car race which followed. Soley started from the rear of the grid, as he had been beset by troubles in practice, and from this position drove his way to second position after only one lap. Peter Deal (Lotus), who started from pole position, pulled ahead of the field and after two laps held a three-second lead over Soley, this position not changing for the first five laps. Then Soley decided now was the time, and closed the gap to 1.5 secs. on lap six, and on the next lap the D.R.W. and the Lotus 7 were neck and neck.

Farther back P. R. Arnold (Lotus) held third spot from J. Corfield (Terrier), till C. Garnham in another Terrier displaced the latter. Up at the front, the battle was waxing more furious than ever, the lead changing on nearly every corner. Soley seemed to be a little quicker down the straights and through the fast corners, whilst Deal seemed to have the advantage with his rigid rear



axle in the tight corners. The lead changed eight or so times in the last four laps, Soley just crossing the line ahead of Deal after a wheel-to-wheel sprint out of Coram. Arnold crossed the line 42 secs. later, with Garnham and Corfield close behind. David Soley's fastest lap was a creditable 1 min. 53.4 secs.

Whilst we were still getting our breath back after the last duel, the G.T. cars arrived on the grid. As the flag fell a mass of "E"-types and Elites burnt rubber towards Riches, with a slender advantage going to Robin Sturgess in a coupé "E". The leading cars changed places and rechanged places, the order after a couple of laps being Sturgess, Ken Baker ("E"), Gordon Jones (Marcos), David Hobbs (Elite) and Mike Johnson (Elite).



*Teddy Pilette, son of the famous Belgian racing driver André Pilette, drove a Jim Russell "school" Lotus 18 in the first Junior event.*

The pace was hotting up after every lap, and it seemed that someone must go off, but surprisingly everybody kept on the tarmac—or nearly everybody anyway! Hobbs made a real effort and passed Jones, then Baker, only to lose second place to Baker on the same lap. Gordon Jones didn't like the idea of his Climax-engined Marcos being behind Elites and "E"-types so he moved up to second place on lap four. Mike Johnson was going extremely well behind the three leaders in his ex-Countley blue Elite, but had to retire whilst in fifth place, when his oil pressure dropped to 20 p.s.i. This was a pity, for the car and driver seemed a potent combination. Hobbs driving like his old self took Jones on the way into Riches, and started to pursue the "E"-types, whilst in turn Baker closed on Sturgess. Baker made a strenuous effort to catch the coolly driven red coupé, setting up fastest lap of 1 min. 51.6 secs. and finishing second, a fraction of a second behind Sturgess. Hobbs made sure of his class win, crossing the line 3 secs. behind the Jaguars with Gordon Jones not far behind. Allen Gibson, driving LOV 1, seemed to be having difficulties in sorting out the handling, but still managed to finish third in his class.

Roy Pierpoint (Lotus) continued his run of success by winning the unlimited event from Peter Sutcliffe in the ex-Mike Salmon "D"-type. The last-named drove

the "D" extremely well, and it looks as if Mike has found a worthy successor to own and drive this magnificent car. Gordon Lee had a minor mishap in his Lister, stuffing the front of the car on the second lap and depriving us of the spectacle of the Lister and "D" having a go at each other. A. V. Hegbourne drove his Lola quickly enough to split the first three big cars, winning his class, crossing the line just ahead of Mike Pendleton in a Lister.

The saloon car race smacked of the 1960 season with John Young in the Superspeed car leading Julian Merfield (Anglia) and Peter Sargent in a 3.4 Jaguar, for the first couple of laps of the 2.71 circuit. This race had the crowd on their feet as Young led Merfield with Sargent right on both their tails. It

looked very much as if the giant killer days are back with us again. Sargent tried all ways of passing the Anglias, first the outside, then the inside—for he had little advantage on the straights. Eventually Sargent got past Merfield and Young, to take up premier position. Lap six saw Merfield, driving with all his brother's determination, pass Young on the inside and start to have a go at Sargent. Farther back John Williams (A40) was going extremely well, and had got ahead of Mike Cave (A40), whilst in the small car class Ray Gibbings was circulating extremely rapidly until his engine started playing up. Jean Aley, driving JRA 85, was driving steadily and fast, eventually to take third place in her class.

Sargent held his lead, determined not to let the Anglias through. But Young was unlucky to find his engine wished to retire, so it was left to Merfield in the Classic-engined car to finish second overall, and win the up to 3,000 c.c. class.

Denis Hulme, although not the eventual winner, was the man watched during the main F.J. event. Denis's Cooper had not the urge of the winner's car, and made up for this by some masterly driving and exemplary slipstreaming. Chris Ashmore had led at the start, keeping the new Elva ahead of Peter Warr (Lotus), Ken Lyon (Lotus) and Hulme. John Fenning, after a poor start, displaced Warr for second spot, the leaders now being all in a tight bunch. Lap three saw Ashmore lose a place to Fenning and Hulme, the Elva dropping back to third. The Elva has

obviously a great potential, but Chris Ashmore seemed to be having some teething troubles, and after his promising first three laps retired on lap seven. Meanwhile Fenning and Hulme were out on their own, Peter Warr in the 1962 disc-braked Lotus having dropped back a little, fighting off Ken Lyon.

Lap eight was where the fireworks began, Hulme slipstreaming Fenning all the way down the straight and nipping through at Riches only to be retaken on the straight. So it went on, Hulme first nipping ahead on the corners after clever, well-calculated slipstreaming, only to be retaken again and again. Fenning made no mistakes despite the close proximity of Hulme and crossed the line victor, having also set fastest lap of 1 min. 42.8 secs. Peter Warr finished third, having successfully held off Ken Lyon, with R. D. Nathan in fifth spot in an Elva.

Despite all sorts of difficulties, with a car barely completed, Dick Prior "walked" the small G.T. event. Prior started, as many earlier winners, from the rear of the grid, but by the second lap he had already sorted out a selection of Sprites and was in the lead.

Behind him came C. Baker in the ex-Andrew Hedges Sprite, and Harry Digby. Three laps gone, and Digby displaced the less-experienced Baker for second place, but with little hope of catching Prior who had by this time pulled out a good lead in the yet unsprayed Marcos. This car is fitted with the new Hewland five-speed constant-mesh gearbox, about which more will appear in a future issue of AUTOSPORT. Half-distance saw Prior still comfortably in the lead, with Digby hard pressed by Baker, and Peter Clarke (Sebring Sprite) just behind all three. Prior did a quick 1 min. 58.8 secs. lap, which gave him fastest lap.

#### Results

**Formula Junior "A":** 1, M. Gould (Lotus-Ford), 89.44 m.p.h.; 2, D. E. Fleicher (Lotus-Ford); 3, E. Pilette (Lola-Ford). **Fastest lap:** Gould, 91.87 m.p.h.

**500 c.c. Cars:** 1, M. J. Ledbrook (Cooper-Norton), 79.72 m.p.h.; 2, D. M. Rogers (Cooper-Norton); 3, H. M. Bennett (Cooper-Norton). **Fastest lap:** Ledbrook, 82.26 m.p.h.

**Up to 1,200 c.c. Sports Cars:** 1, D. A. Soley (D.R.W.-Ford), 84.14 m.p.h.; 2, P. W. J. Deal (Lotus-Ford); 3, R. Arnold (Lotus-Ford). **Fastest lap:** Soley, 86.03 m.p.h.

**Grand Touring Cars (Class A—Over 2,000 c.c.):** 1, R. P. G. Sturgess (Jaguar "E"-Type), 85.45 m.p.h.; 2, K. Baker (Jaguar "E"-Type); 3, E. J. B. Mitchell (Jaguar "E"-Type). **Fastest lap:** Baker, 87.41 m.p.h.

**Class B—1,001 c.c. to 2,000 c.c.:** 1, D. Hobbs (Lotus Elite), 85.13 m.p.h.; 2, G. M. Jones (Marcos GT); 3, A. Gibson (Lotus Elite). **Fastest lap:** Hobbs, 87.11 m.p.h.

**Unlimited Sports Cars (Class A—Over 1,500 c.c.):** 1, R. F. Pierpoint (Lotus-Climax), 88.05 m.p.h.; 2, P. H. Sutcliffe (Jaguar "D"-Type); 3, M. Pendleton (Lister-Jaguar). **Fastest lap:** Pierpoint, 88.85 m.p.h.

**Class B—Up to 1,500 c.c.:** 1, A. V. Hegbourne (Lola-Climax), 86.78 m.p.h.; 2, T. P. Hart (Lola-Climax); 3, M. W. Hone (Lotus-Climax). **Fastest lap:** Hegbourne, 88.05 m.p.h.

**Saloon Cars—Over 3,000 c.c.:** P. J. Sargent (Jaguar 3.4), 80.35 m.p.h.

**1,001 c.c. to 3,000 c.c.:** 1, J. C. Merfield (Ford Anglia), 80.12 m.p.h.; 2, R. H. Longton (Riley 1.5); 3, A. Peer (Ford Anglia). **Fastest lap:** Merfield, 81.98 m.p.h.

**851 c.c. to 1,000 c.c.:** 1, J. Williams (Austin A40), 79.78 m.p.h.; 2, M. A. Young (Ford Anglia); 3, M. H. Cave (Austin A40). **Fastest lap:** Young, 80.10 m.p.h.

**Up to 850 c.c.:** 1, J. Oakley (Morris Mini-Minor), 67.98 m.p.h.; 2, G. A. Line (Austin Seven); 3, Mrs. J. Richard-Aley (Morris Mini-Minor). **Fastest lap:** R. Gibbings (Austin Seven), 73.68 m.p.h.

**Formula Junior "B":** 1, J. E. Fenning (Lotus-Ford), 93.47 m.p.h.; 2, D. C. Hulme (Cooper-Ford); 3, P. E. Warr (Lotus-Ford). **Fastest lap:** Fenning, 94.90 m.p.h.

**Up to 1,000 c.c. Grand Touring Cars:** 1, R. Prior (Marcos GT), 79.98 m.p.h.; 2, H. B. Digby (Austin-Healey Sprite); 3, C. Baker (Austin-Healey Sprite). **Fastest lap:** Prior, 82.12 m.p.h.



# CORRESPONDENCE

## Rallies.

I WAS rather amused to read in the *Eastern Daily Press* of Norfolk recently the suggestion by Mr. John Gott at the annual conference of R.A.C. Registered Clubs, that 99 per cent. of complaints regarding rallies are due to registered club activities.

Registered club rally organizers, usually regular competitors, do have a practical knowledge of rallying and in consequence place their controls, etc., in sensible out of the way places in order to cause as little nuisance as possible, whereas the "Middle Wallop Social Club", organizing their annual treasure hunt, couldn't care less.

With regard to his accusation of noisy rally drivers being unsocial and unreasonable, surely this is a matter for the R.A.C. As the controlling body they should deal very firmly with clubs in this matter, by making all clubs ensure that competitors' cars are tested for noise at the start of every event, under penalty of exclusion.

Mr. Gott is, in my opinion, a little naïve about today's rallying as I have heard and seen a number of cars under his jurisdiction as British Motor Corporation team captain in the past and I very much doubt if they would have passed a decibel meter test.

NORWICH.

A. E. CLEGHORN.

## Aston Martin "Padding"

I DO not agree with reader J. A. Evans (16th March issue) that Lieut.-Col. Tyler's article on overheating in an Aston Martin was "padding". Although I am not an Aston Martin owner, I found that his efforts to cure the trouble were both interesting and educating. The article also produced a most illuminating reply from Aston Martins, tending to prove that early models of the DB4 were delivered to customers with a serious design fault, which could quite easily have led to wrecked engines. Whether or not Lieut.-Col. Tyler's modifications entailing re-location of water-pipes were justified remains open to question. However, they appeared to have worked satisfactorily, but in view of Mr. Parnell's explanations, it seems to me that the factory could have put the fault right in the first place, and so saved Lieut.-Col. Tyler so much trouble.

BRIGHTON, SUSSEX.

E. S. BERESFORD.

## Non-Affiliated Clubs

I AM the Secretary of the non-affiliated National Coal Board (East Ayr Area) Car Club, so may I give you my views on the recent criticisms made on us so-called "pirates"?

Our club is attracting more and more enthusiasts by being able to offer good well-run sport at prices which most clubs would think impossible. Our shoestring budget makes R.A.C. affiliation out of the question, and, quite frankly, for a small club to pay out £17, I should expect more return than the R.A.C. can at present offer. Our policy of cheap rallying is a matter which seems to have been neglected by motor clubs.

At the R.A.C. Conference, the A.C. Owners' Club suggested that Registration Fees be graded. This would have been a big step forward, but most delegates at this meeting seem to have been more concerned about the lateness of their cups of char. Can you, then, blame the small clubs for feeling they are not wanted?

A problem has arisen re public relations, and, of course, the non-affiliated clubs are the scapegoats. (In 9th March AUTOSPORT, I don't believe Michael Durnin reported John Gott's full speech.) But when one reads reports of R.A.C. Clubs' rallies in the motoring press one sees expressions like "expensive noises" and "sumptuous" written in the usual light-hearted vein. How much damage to the public's mind is done this way by the very people who are doing all the shouting about "pirates"?

If the present situation worries the R.A.C., then let them show they are willing to approach the non-affiliated clubs. The N.C.B. Club would be pleased to listen to any proposals, and I'm sure many others would follow our example. A wee bit of co-operation can do no harm and it would prove that the R.A.C. is not as "high-and-mighty" as some people believe.

We will co-operate, so let's hear from Pall Mall; and, please, drop the "pirate" tag—we are enthusiastic and conscientious rallyists just like you all.

CUMNOCK, AYRSHIRE.

ROBERT SMITH.

## British or Foreign?

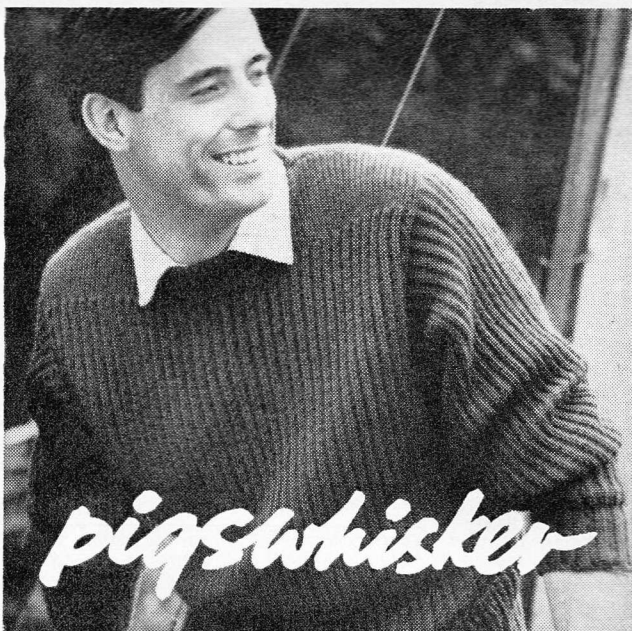
As a German living in this country, I can only say: Let's compromise!

Nobody makes a better breakfast than the English, cream cakes are good in Vienna, but I would not exchange my MINI for a Mercedes (despite the class difference!), nor accept a British camera as a present.

LONDON, S.E.26.

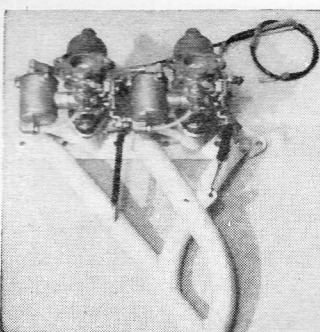
E. VON HARTMANN.

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



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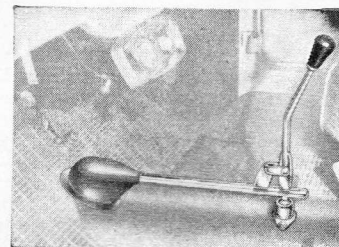
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# Club News

By MICHAEL DURNIN

FOR many years the Fylde M.S.G.

Moonlight Rally, the Knowldale C.C. Nitelight Rally and the Furness and D.C.C. Festival Rally have functioned as three separate events in the north of England and the Lake District. With the ever-increasing difficulty of finding new territory, the clubs are to unite to co-promote the Trio Rally. Seventy controls in 250 miles and eight special stages of from one to three miles are among the attractions which clerks of the course Don Grimshaw, Horace Beighton and Ron Hobro are offering on 14th-15th April. The event is open to B.A.M.A., B.A.R.C., B.T.R.D.A., Calder Vale M.C., Godiva C.C., Liverpool M.C., Lancashire A.C., North Staffs M.C., Shenstone and D.C.C. and S.W.A.C. and regs. are available from D. B. Rushton, 69 Ashburton Road, Blackpool, who should have all entries by 9th April. . . . **West Essex C.C.** are to run their national speed trial at Debden Airfield, near Saffron Walden, Essex, on 15th April. Regs. are available from D. S. Davis, 160 Hermon Hill, London, E.18, who should have all entries by 2nd April. There will, incidentally, be a class for dragsters. . . . On Easter Sunday, **Swansea M.C.** are to run a sprint at Pembrey Airfield, near Llanelli. Regs. from Lindsay Davies, 76 Eversley Road, Sketty, Swansea. . . . **Knowldale C.C.** now have a club magazine. Most interesting and amusing and as pithy (if that's the word) as might be expected. Approaches the standard that *The Wheel* set when Stuart Turner ran it. . . . **S.W.A.C.** are to have a hill-climb on Easter Monday at Castel Farm, Llangynydd, near Bridgend, Glamorgan. Regs. from D. Powdrill, 210 Lake Road East, Roath Park, Cardiff. . . . **Darlington and D.M.C.** run their national hill-climb at Catterick on 8th April. Details from S. J. Bushnell, 33 Eden Road, Newton Aycliffe, Darlington. Regs. are now available for the **Severn Valley M.C.**'s national Loton Park hill-climb on 28th April. Secretary of the meeting is G. B. Corser, 8 Swan Hill, Shrewsbury. . . . On 23rd April the **Cheltenham M.C.** are holding a sprint at Little Rissington Airfield. Details from J. L. Browning, 401 High Street, Cheltenham. . . . **B.A.R.C.** (S.W.) promote their 29th Brunton hill-climb on 29th April. Details of this closed event from C. Mortimer, 68 Corporation Road, Weymouth, Dorset. . . . The Roderick Gray trial will be promoted by the **Darlington and D.M.C.** near Catterick on 15th April. The event is open to B.T.R.D.A. Gold Star competitors, London M.C., Hagley and D.L.C.C., Mid-Cheshire M.C., Peterborough M.C., Y.S.C.C., Sunbac, Sheffield and Hallamshire M.C., 750 M.C. (Cumberland) and North Midlands M.C. Secretary of the trial is L. E. Gray, 3 Loraine Crescent, Darlington.

## M.G. CAR CLUB (MIDLAND CENTRE) Twelfth Welsh Rally

AT 9.01 a.m. on Saturday, 10th March, the first of 32 competitors left Bromsgrove to compete in the Welsh Rally which is the main annual event of the Midland Centre of the M.G. Car Club.

This year, the finish was at Criccieth (where the rally ended from 1950 to 1955). Clerk of the course Harvey Bryant had plotted a course through the Radnor Forest area to Builth Wells. Thence the route went via Abergwesyn over the Devil's Staircase to Tregaron. Here the route went north towards Devil's Bridge to traverse the old coach road to the Elan Valley. North again to Caersws and on to the foot of the famous Bwlch-y-Groes where a second driving test was held. The competitors then took the Eumant Pass to Lake Vyrnwy and the Hmiant Pass from there to Bala. From Bala the B4391 took the cars to Ffestiniog and Maentwrog which was only about a mile short of the final control.

Over most of the higher areas thick mist was an extra hazard and one competitor had the misfortune to burst a tyre on some rocks. This was D. C. McGill (Rapier), but he still managed to finish without penalty on the road.

The route was not all that easy, however, as two competitors had managed to lose marks by the first control after the start and a third went astray immediately afterwards.

There were several clean sheets and final results were decided by driving test results.

On the Sunday morning at Criccieth, there was a Concours d'Elegance which was open to all competitors, marshals and officials. This is judged in a rather unusual way whereby all entrants have a "voting sheet" and the winner is declared by popular opinion. The Concours was divided into three classes: 1, Best under-bonnet appearance; 2, Best bodywork; 3, Best pre-1950 car.

W.W.W.

### Results

Class Winners, Open: R. H. Budd/J. Pike (M.G.A. 1600), 14½ pts. Closed, Allen Cup: W. W. Wallis/D. L. Lindsay (Mini-Minor), 13½. First-Class Awards: T. S. Baker/M. Chambers (Midge), 15½; A. F. Keen/G. B. Flewitt (Aston Martin DB4), 17½; T. H. Wareham/Mrs. Wareham (Mini-Cooper), 13½. Second-Class Awards: J. Yates/J. Wood (A/Healey 3000); A. Georgevic/Mrs. Georgevic (M.G.A. 1600); P. Galliford/Miss J. Baxter (Mini-Cooper). Novice Award: J. E. Horberry (M.G.A.). Ladies' Award: Mrs. J. N. McKenzie (M.G.A.). Team Award: W. W. Wallis, T. H. Wareham and A. F. Keen. Concours d'Elegance: 1, J. R. Oswell (M.G. Midget); 2, R. F. Pickering (M.G. TD Mk. 1D); 3, Miss J. Summerfield (M.G. TC).

### ULSTER A.C. SPRING RALLY

THE Spring Rally run by the Ulster Automobile Club on 10th March was unlucky with the weather as it rained continuously throughout its duration. The event took place over a 60-mile course in the southern portion of County Londonderry and in the west of County Antrim, finishing at Hall's Hotel in Antrim town.

There were seven controls which were to be found by the normal map references but interspersed were a large number of time checks, and particularly in the first 40 miles navigation had to be spot on if a competitor were to finish with a clean sheet on the road. There were 54 starters, but almost half the entry lost marks on the road and no fewer than 15 were late at a time check which was positioned in a quarry. The entrance to the quarry was surmounted by a notice which read "Hooter will sound three times before blasting" and before the afternoon was over Bill Orr who manned the point was wishing he had brought ear plugs, as every driver on arrival gave out the appropriate number on his hooter.

At test number one in heavy rain and on a loose-surfaced gradient, Dr. Thompson Glass had fastest time in 22.4 secs., next best being Adrian Boyd (Sprite) with 23.4 secs. At this test Paddy Hopkirk in his extremely potent Hillman Minx came to rest with the rear end of his prop. shaft adrift and looking like a corkscrew. This car sports a twin Weber Rapier engine with stiffened rear suspension and discs on the front and, according to Paddy, goes like the proverbial bomb.

Test number two, which was a long wiggle starting in reverse through pylons and then forwards through another series of obstructions, went to Thompson Glass again with a time of 24.4 secs., followed closely by Jack Eakin and Ian Woodside (Sprite) who tied for second place with 25 secs.

At test three, with rain still falling, there was a tricky bit of driving at a Y junction on a road surface which induced a great deal of wheelspin for all and sundry. Here again Glass, with his usual verve, threw the Hayrake round to record fastest time in 21 secs., followed this time by Ronnie Woodside (VW) in 21.6 secs.

The final test looked easy on paper although the position of the pylons proved it to be otherwise, but Ian Woodside (Sprite) got the better of Glass here by returning a time of 20 secs., which beat the Hayrake driver by 0.2 sec.

This was the only penalty suffered by Glass during the whole rally, having had a clean sheet on the road.

### Results

General Classification: 1, Dr. T. Glass (Hayrake), 0.2 penalties; 2, F. A. Robinson (VW 1500), 0.6; 3, J. R. McSpadden (VW 1500), 1.4. Class 2 (Small Sports Cars): 1, Dr. T. Glass (Hayrake), 0.2; 2, I. Woodside (Sprite), 4.2; 3, A. J. L. Boyd (Sprite), 7.0. Class 3 (Large Sports Cars): 1, W. R. Caughey (Triumph), 3.2; 2, C. W. Eyre Maunsell (Alpine), 52.8; 3, N. Frederick (Triumph), 69.6. Class 4 (Small Saloons): 1, Dr. J. D. Deatley (Austin), 3.8; 2, V. Stanfield (Austin), 5.0; 3, J. S. McClean (Austin), 20.2. Class 5 (Medium Saloons): 1, R. D. G. McBurney (VW), 3.0; 2, R. J. McCartney (VW), 3.4; 3, R. J. Woodside (VW), 12.0. Class 6 (Large Saloons): 1, R. A. Robinson (VW 1500), 0.6; 2, J. R. McSpadden (VW 1500), 1.4; 3, C. F. McCall (Ford), 15.2. Novice Award: J. D. B. Hamilton (Sunbeam), 36.4.

### Coming Attractions

24th March. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.  
24th-25th March. Advertising M.C. Venetian Rally, Starts Basingstoke, 10 p.m.  
Malden and D.M.C. March Hare Rally, Starts Harwell, Berks, 9.30 p.m.  
Wirral 100 M.C. Sprint, Rhylwynn, near Mold, Flint, Starts 1 p.m.  
25th March. M.M.E.C., Morgan 4/4 and Shenstone and D.C.C. Production Car Trial, Starts from Barker's Filling Station, Streethay, near Lichfield.  
Tunbridge Wells M.C. Sprint, Brands Hatch, near Farningham, Kent.  
S.M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk, Starts 2.30 p.m.

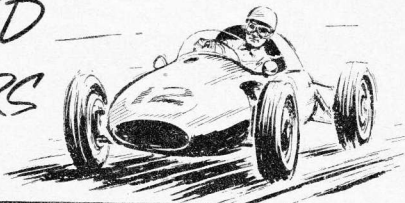
PHOTOGRAPHS of motor racing by Maxwell Boyd are being exhibited by B.P. and Ilford's at Ilford House, 133-135 Oxford Street, London, W.1, from 28th March.

PAT MOSS and Mrs. Peter Riley (Ann Wisdom) will open David Hiam's Plough Garage, Minworth, Sutton Coldfield, on 23rd March.

JOHN ALEY, who was down to drive a Falcon-Climax, inverted it whilst practising at Snetterton, and neither car nor driver was a runner. However, John seemed cheerful but stated quite categorically that this was the last open car he will drive. The cause of the accident was apparently a faulty brake master cylinder.



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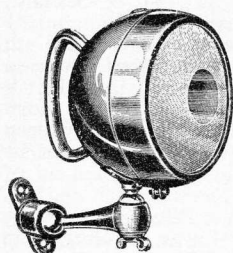


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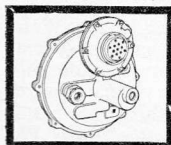
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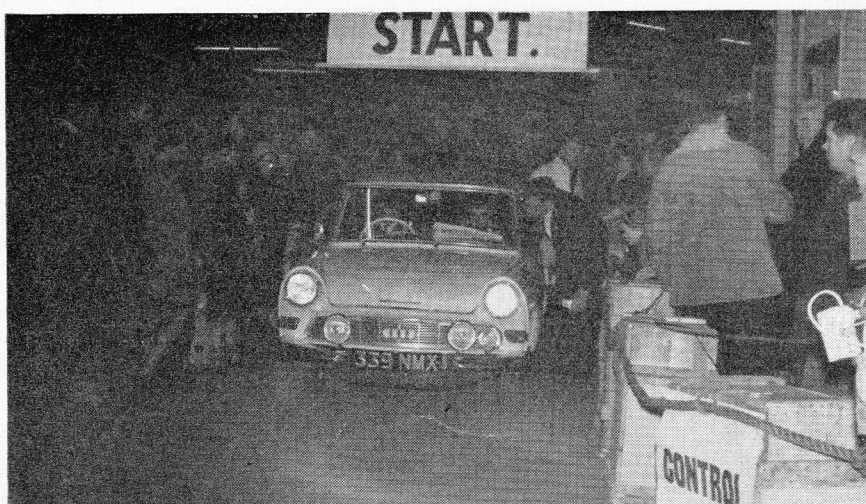
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*START and Vic Elford and Mike Butler move off in the first National rally on which they have taken Vic's newly acquired DKW Junior. Despite a slight off-course excursion they finished sixth.*

LAST year the Wolverhampton and South Staffs C.C.'s *Express and Star* national rally came in for some criticism on the grounds that it was too easy. This caused clerks of the course Harry Morgan and Richard Binns to decide that in 1962 they would lay on something rather special. They did.

Hardened competitors, not given to handing out bouquets to organizers in the normal course of events, simply had to admit that the *Express and Star* was an exceptional rally. It was a plain, straightforward event with no tricks, no pruning and no room for error. Just to put the nose of the car up a wrong slot was usually enough to cost a minute. The achievement of Pat Moss and David



## TOUR DE FORCE

**Pat Moss/David Stone Win "Express and Star"  
National Rally with the Only Clean Sheet**

Stone in bringing their SAAB home without penalty, the only crew to do so, was a remarkable feat which deserved and received the heartfelt admiration of the 180 other crews who participated in this wonderful event.

Hundreds of enthusiasts watched the cars start from the centre of Wolverhampton on an easy 45-mile run-in to "Control X", which was situated south of Church Stoke, just off the edge of map 128. A small supplementary map had been specially printed and attached to 128 (which was given, ready marked, to all crews) and which led on to the main map on which the entire event took place. The route (65 per cent. of which was on white roads) then led west and north to Llandyssyl—where Derrick Astle/Roy Dixon (Austin-Healey 3000) appeared at T.C.4 from the wrong direction, lost 300 marks and retired to help out the marshals—and then went south again to T.C.6 at Caeliber Uchaf.

Already the pace was beginning to be felt and many crews running late in the seeded entry were down the odd minute. Stephen Clipston/John King were in trouble as their VW was going sick. The standard of marshalling was superb and, thanks to the club's highly developed system of card marking, cars were only delayed in controls for an average of 3 secs. Just about time, in fact, for the driver to pull up, select first gear and prepare to move off again.

The temperature was well below the freezing point and the route led into a maze of white roads in the Black Mountains which are normally merely muddy but which, on the night of the rally, had frozen into rock-hard corrugations. These conditions maintained throughout the event's 200 miles duration, but were particularly noticeable as the route led to Spoad Hill and T.C.15. This section to 15 was a classic, the road making a tortuous descent of 650 ft. and rising again by 700 ft. in the 1½ miles (or 3 mins.) preceding the control. This section proved too much for the absolutely standard Mini of John Sprinzel/Graham Robson, who had had to substitute it at very short notice for John's

new TR3A, which broke its crank on the M1 on the way to the start.

Tony Fisher/Brian Melia lost a couple of minutes (their Cooper-Mini nudged a bank, which caused the dynamo to shift on its mountings and slip the fan belt) on the way down to Fountainhead (via two little-used but newly tarred roads at 240718 and 264764), where T.C.18 preceded a very rough track. This briefly headed south-west before the plot took a northerly loop leading via Llangunllo Station to a short sojourn on yellow roads on the way to the petrol halt of 15 mins. on the A.488. At Llangunllo there is a very tricky bend which claimed at least two victims. One was the ex-works Healey of Bobby Parkes/Geoff Howarth, which slid into the railway bridge, to the great detriment of its coachwork and front suspension. The other incident took place earlier when Richard Binns and chief marshal A. J. Fletcher inflicted similar injuries to the supercharged Mini in which they were opening the course. They then pressed a big Healey into service but had to abandon it several miles farther on when it developed carburettor troubles. Their next step was to borrow a DKW in which they eventually reached the finish, but not as long in advance of the first competitor's car as they might have wished.

Fifteen mins. were allowed at the petrol halt between T.C.s 22.23, but great haste was evident at the filling station as many crews tried to save time in attempts to counteract their accumulated lateness and revert to standard time.

After the halt the course twisted south to Llandegley and then south-west (on a white road, parts of which were very rough) to T.C.25 at Bryn-Thomas. South again to Frank's Bridge, over an extremely corrugated white road, which many navigators had previously considered to be a non-goer; west via T.C.27 at 100563 and across to T.C.28 which was sited on the A.483 south of Howey. The longest section of the rally proper occupied 20 mins. and went from T.C.28 to Nantmel, carefully avoiding Howey, Newbridge-on-Wye and Llanyre. Here-

abouts David Seigle-Morris spun his Mini (losing 2 of his total of 3 mins.) when the brakes gave up.

More white roads went north to T.C.31, through Harmon and on to a very dodgy road which traversed a couple of very nasty fords (the worst being at 987780), both followed by steep slopes liberally coated in ice formed by the water which the cars carried out of the fords. The Healey 3000 of Don Grimshaw and Val Domleo (already slowed because Val was suffering from migraine) and the VW of Bill Bengry/Dave Skeffington both lost time at the fords with water in the electrics, and, later in the field, the accumulation of ice caused long queues to form on both sides of the ford despite the best efforts of the recovery crews which the organizers had provided.

T.C.35 was on the B.4518 and from there westwards via a tricky white road junction at 969800 (which caused delays for many crews) to Llangurig and to T.C.37, situated on another small map added to the edge of 128. Pat Giblett/Dave Mabbs (Austin-Healey 3000) lost a minute or two hereabouts due to Dave becoming unwell but made up time again, against all the odds, as the route headed north-east to a loop round Llanidloes. Over improving roads eastwards to T.C.46, slightly south-east of Caersws and then over some most interesting white tracks via 063897, 088898 and 091893 to the vicinity of the Flannel Factory, where the organizers had taken great care to avoid any ambiguity in the route and had posted clarifying signs. Here Vic Elford/Mike Butler went off the road in their works DKW, fortunately with very slight damage and but a few minutes of lost time. Chris Williams/Eric Davis were less fortunate and retired when their Sebring Sprite broke its crank.

The route then went via T.C.49, near Dolfor, on white roads across to Pentre and to the finish of the rally proper at 081840. A short run to the finish at the Metropole Hotel in Llandrindod Wells was relieved by a tie-deciding special stage, which was to assume considerable significance as there were many ties on the road, among them three for sixth place. Within miles of the finish Pat Giblett's Healey had its sump broken, but they managed to limp to the final control without further penalty.

(Continued on page 428)



IRELAND has always been famous for her brilliant motor-cycle road racers. Stanley Woods, Artie Bell and Reg Armstrong need no introduction to devotees of the two-wheeled sport. Armstrong could well be described as "the Tony Brooks" of motor cycling. He was always very fast, safe and neat, but was perhaps lacking in that ultimate "tiger" necessary for the winning of a World Championship. During his career, the softly spoken Dubliner rode works machines for A.J.S., Norton, Gilera and NSU. The Blue Riband of motor cycling is undoubtedly the Isle of Man Senior T.T. Reg won the Senior T.T. in 1952 after a hectic dice with the late Les Graham, who was riding an M.V.-Augusta four. Armstrong had the luck of the Irish, as the primary chain of his Norton broke just as he was getting the chequered flag. In the Ulster Grand Prix of the same year another primary chain broke as Armstrong was leading Umberto Masetti with but a little over two miles to go to the finish. This misfortune cost Reg the 500 c.c. World Championship. When Reg was riding the fabulous, 150 m.p.h. Italian Gilera, he was more or less second string behind the great Geoff Duke. Somebody once very wisely remarked that Armstrong was unlucky to hit his peak at the same time as the legendary Duke, as otherwise he would undoubtedly have won several World Championships. Reg won a total of seven classic Grands Prix as well as several other races, before deciding to retire at the age of 28 in 1956.

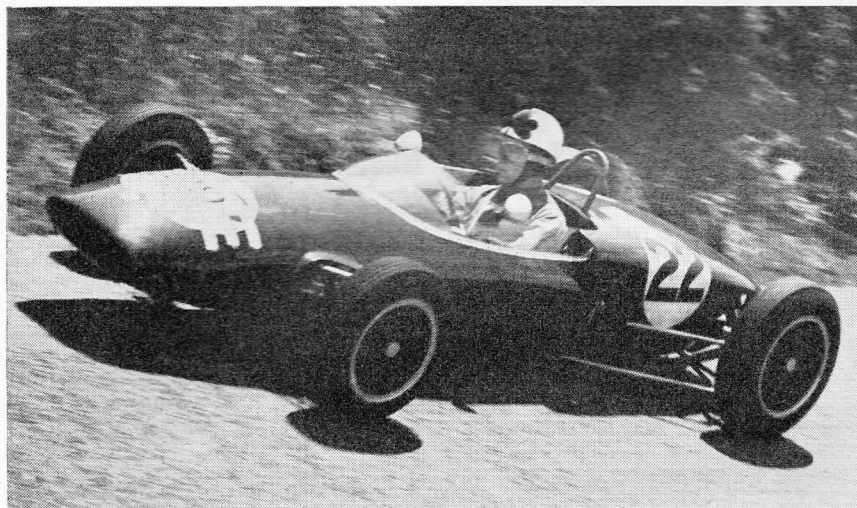
After retiring from the International scene, Reg competed in some Irish scrambles and trials. His Eire debut on four wheels was at Altidore Hill-Climb in 1959. Driving one of the NSU Prinz saloons assembled in his own works in Dublin, he won the All-Comers' Handicap and was third in the 1,000 c.c. Saloons class. Reg did not compete in many hill-climbs with the little NSUs, but picked up several awards in trials including a Premier Award in a Carrick-on-Suir trial. At Altidore in 1960, Armstrong first drove his Lotus 18 and was fourth overall, second in his class and second in the handicap. The Lotus 18 was replaced with a Lotus 20 for 1961. In the Boyne Valley Hill-Climb, Reg borrowed back the Lotus 18 from Edmund Gill and recorded B.T.D. ahead of Bleakley (Kieft-J.A.P.) and McAlister (Cooper-Climax). Driving the Lotus 20, Armstrong was the best-placed Irish driver—in fourth place—in the Phoenix Park 100 miles F.J. race. He was second



## EIRE ENTHUSIASTS:

### REG ARMSTRONG

Concluding BRIAN FOLEY'S Series of Irish Profiles



fastest behind McAlister at Ballylanean, and in the Calary Hill-Climb he was second fastest behind Pringle (2½-litre Cooper). Reg had a great dice in the F.J. race at Kirkistown in July, and finished third behind Mervyn McKinney (Gemini Mk. 3A) and Maurice Acheson in another Lotus 20.

Business commitments prevent Reg from having a really determined crack at four-wheeled racing, and it is unlikely that he will make the same impact on the sport as has fellow-motor cyclist John Surtees. However, anyone wishing to challenge Reg Armstrong in this year's Irish F.J. races, or on the hills, will certainly have their work cut out for them.

*Reg Armstrong in his Lotus 20 in the Carrick-on-Suir M.C.'s Ballylanean hill-climb in July 1961. Armstrong was second fastest behind Dan McAlister's 1½-litre Cooper-Climax on this hill.*



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**"Express and Star"—continued**

Quite apart from a superb performance by Pat Moss and David Stone, there were many points of interest in the *Express and Star*. Bearing in mind the high cost of rallying, the organizers made every effort to keep down competitors' expenses. The entry fee was only 70s., and this included the only



map required. The mileage was reduced to the minimum necessary to an event of national status—less than 200 miles of "meat", of which some 65 per cent. was on white roads.

The current fashion for resolving a rally by means of a series of one-minute sections (which are dependent upon the speed of the marshals to be really significant) was ignored. The speed of timing at controls was such as to have made a series of one-minute sections quite valid in this particular event but instead the organizers elected to sort out the field with a route so stringent as to make it almost impossible to recover time from even a slight navigational error. This system obviously demands the highest degree of harmony between driver and navigator. In fact, the sections used were: four sections of 2 mins. each; five

of 3 mins.; 13 of 4 mins.; seven of 5 mins.; 10 of 6 mins.; seven of 7 mins.; two of 8 mins.; two of 9 mins. and one of 20 mins. During all this time it was never necessary for driver or navigator to leave the car (42 gates were fixed open, which necessitated securing the goodwill of all 36 farmers whose premises the route passed) and all centres of habitation were avoided. All controls were given on the marked map, in many cases of ambiguity the correct route was signposted and several non-goers were indicated.

The general opinion of the competitors seems to be that the Wolverhampton and South Staffs Car Club can congratulate themselves on running a national rally of the very highest quality.

MICHAEL DURNIN.

**Results**

**General Classification:** 1, Miss Pat Moss/David Stone (SAAB), 0 penalties; 2, David Seigle-Morris/John Brown (Austin-Cooper), 30; 3, Tony Fisher/Brian Melia (Austin-Cooper), 40; 4, Pat Giblett/David Mabbs (Austin-Healey 3000), 50; 5, G. Allan/B. Hughes (Austin-Cooper), 60; 6, V. Elford/M. Butler (DKW), 70; 7, G. F. Flint/G. Kendall/Jackson (S'mca), 70; 8, A. E. Bengry/D. Skeffington (VW), 70; 9, B. Hadfield/G. D. Haggie (Hera'd), 80; 10, J. Waddington/J. N. Wood (TR3A), 110.

## DAVID GRAY/SAM ACTMAN (MINI-COOPER) TAKE THE FINAL MARTINI RALLY

DAVID GRAY and Sam Actman, Austin-Cooper mounted, convincingly won the East Surrey "Martini" on the night of 17th/18th March, returning the first clean sheet in the event's history and finishing no less than 7 mins. ahead of their nearest rivals, the Barry Russell/Audrey Scott Healey 3000.

Alas, this was to be the last "Martini", the sponsors having decided to withdraw their generous support. It turned out to be the best of the series, fast, fair and entirely straightforward. As usual, it was over-subscribed and 120 crews set off from the Queens Hotel at Farnborough, Hants, in perfect rallying weather. The final "Martini" was going to be a dry one, slightly chilled and definitely "one for the road".

The first route card set the pattern—a 5-min. sub-section leading via an obscure slot to Watts Common for the tie-decider, an "off-the-road" half-miler over a U-shaped course at 36 m.p.h. from a standing start to a flying finish. After the road section this test was repeated but with an astride finish. Most drivers treated the test as a flat-out sprint, a tactic they found it necessary to continue once normal rallying was resumed, for although no attempt had been made to prune, the excellence of the route and the intensity of the plot kept both crew members virtually at full-stretch until the supper stop. Five route checks in 7½ miles set the pattern and served to by-pass Farnham, whilst the corrugated (the organizers' own word!) white road across Frensham Common was scheduled for 4 mins. After skirting Hindhead, competitors were presented with a neat little puzzle—most of the slot which leads from 864359 to 853377 is obscured by the words Whitmore Vale on the map and there was no other means of achieving the specified approach. Moral courage was required and, in fact, the road was a good goer, to the relief of all concerned.

Section one ended in Woolmer Forest

and already the picture was taking shape, for only the Gray/Actman Cooper-Austin and the Kirkaldie/Robson Alpine remained unpenalized.

The next section followed this trend and headed generally westward to Four Marks before swinging north between Basingstoke and Hook. The pattern of short sub-sections was repeated, four R.C.s in 6 mins. being a typical task. The highlight of this section was the ford at 169/743634. Wide and deep, its evil swirling waters formed a fine setting for the club's film unit, which recorded many a struggle to maintain traction. Several time exposures could have been taken, notably of the Sprite which hit the water at a good 30 m.p.h. with the inevitable result! These fords are all very well, but they are an additional *force majeure*. For example, Kirkaldie and Robson, badly baulked here, decided to detour and lost 7 mins., which effectively put paid to their chances.

The pace was maintained during section three, which opened with two "threes" and three "fours" in succession, during which the route led westward on to map 158. Many navigators will remember T.C.27. It was cunningly sited on a pecked white road running parallel to a yellow one. The reference, like all others, was spot-on, but a quick plot suggested the coloured road and only careful rescruiting with the map-magnifier disclosed the exact location. After this, and for the first time, the pressure eased and a quick supper stop was taken from a mobile canteen just north of Newbury. The first 130 miles had been most excellent—restricted rallying at its best.

The remainder of the event was somewhat less arduous but nevertheless demanded full concentration from both crew members, the method of getting from T.C.34 to T.C.35 without visiting forbidden Ipsden requiring particular ingenuity. Fewer than 20 cars patronized the secret check which governed this and, of these, M. W. Blunt (Sunbeam) and

M. Stanley (VW) were particularly unlucky to suffer shattered windscreens in the stony white road which followed. Both were creditable finishers.

This happened during a long tulip-card section, the only variation from the map-reference presentation used for the rest of the rally. A further 23-mile section led through the Chilterns and at a sensibly early hour the pressure eased right off, the final stint of 28½ miles, devoid of route-checks, occupying an hour.

The "Martini" had been organized with infinite care and was undoubtedly a great success. The paperwork was above reproach, the marshals quick and keen and the route-checks—yes, even the hydrant posts!—caused no trouble. Last year only one crew picked up every check and they finished second with a total lateness of 43 mins., whereas in 1962 most of the award winners were penalized on time alone.

RON AMBROSE.

**Provisional Results**

1, D. Gray/S. Actman (Austin-Cooper), 0 penalties; 2, B. Russell/Miss A. Scott (Healey 3000), 7; 3, C. Kirkaldie/B. Robson (Sunbeam Alpine), 10; 4, B. Head/O. Fower (Sprite), 11; 5, R. Ambrose/R. Exon (Allardette), 12; 6, A. Cowell/P. Jones (Herald), 12; 7, P. Morley/R. Newport (Herald), 21; 8, D. Worgan/R. Nasskau (A40), 27; 9, N. Leslie/J. Folis (Morris Mini), 28; 10, D. Bennett/D. Clarke (Zephyr), 29.

**Team Award:** Gray/Actman (Austin-Cooper), Ambrose/Exon (Allardette), Sanson/Griffiths (Herald).

THE Syracuse Grand Prix, originally scheduled for 19th March, put forward to 11th March, then arranged for 1st May, has now been postponed indefinitely!

B.M.C. Competitions Manager Stuart Turner is to visit East Africa to observe the Safari. "This", he says, "does not necessarily mean that we shall enter a team next year".

ECURIE BRITANNIQUE are taking delivery of an "E"-type, therefore their very fast 1961 Alfa Romeo Spyder Veloce is available at a very reasonable price. Anyone interested should contact Eric Brown at Halls of Finchley, Ltd., Odeon Parade, North Finchley.



## S.W.A.C. CASTEL FARM SPEED HILL-CLIMB

DESPITE the comparatively early time of year, the South Wales Automobile Club received a near-capacity entry of over 60 for their closed-to-club speed hill-climb at Castel Farm on 11th March. Cold and overcast weather conditions did not deter the spectators, who turned up in numbers that would have been reasonable even for a meeting in high summer; the hill, however, was not at its best, tending to be slippery and, in consequence, running slower than usual.

B.T.D. went to Peter Cottrell (Lotus Fifteen), running in the racing car class, with a time of 30.08 secs., as compared with his previous best time with this car of 27.44 secs., while the absolute 1959 hill record of 26.3 secs., set up by David Boshier-Jones's Cooper, still stands. Since the awards were cumulative, Cottrell also took the class with this run, second place going to Fred Jones, who this year appears with the ex-Jack Pitcher National 500 c.c. Championship-winning Cooper-Norton, which went up in 31.29 secs., while Wilf Smith, driving the same car, returned 32.21 secs. for third place. Also in this class was Ken Wilson's new acquisition, the one-time Equipe Nationale Belge Lister-Jaguar which, though it did not feature in the results, made a promising exploratory attempt on the hill, after a brief but undamaging excursion into the décor during the morning practice runs. The sports-racing class was also taken by Cottrell's Lotus, with 30.21 secs., the nearest opposition being Charles Sgonina's Aston Martin DB3S, which did 32.84 secs.

Among the small sports and G.T. cars, the only serious challenge to A. Hughes's class-winning run of 34.94 secs. (Sebring Sprite) came from Geoff Hopkinson's bored-out Mini-Cooper, which fairly rocketed up in 35.54 secs. for second place. The larger class went to E. J. Lee's Lotus Elite with 34.14 secs., while the same car, in the hands of C. S. Lee, after spinning off on the first run, went on to record 34.16 secs. at the next attempt for a very close second place. Tom Pascoe's very familiar Porsche, which has a truly formidable record at Castel Hill, was unable to better 34.28 secs. on this occasion for third place. The heavy class, after some excitement when Aldridge spun his TR2, was eventually resolved, unusually enough, as a joint first between H. J. Parson's Jaguar and the Morgan of Dennis Parsons, both of which recorded 35.06 secs.

The production touring car classes were sub-divided by groups, and it was interesting to note that Des Farley's Woodyatt-prepared Mini-Minor, taking its Group I sub-class award with a run of 39.22 secs., was faster than any Group II Mini, as was Duncan Atkinson's Group I Austin 7 with 39.34 secs. The Group II sub-class proved to be extremely representative, Fred Ferris's DKW-Junior romping home with a run of 37.52 secs., while Seward Ashcroft's Mini got down to 39.49 secs. for second place, and third man Northcroft's SAAB returned 40.12 secs.

Not surprising, however, the overall class awards came from the ranks of the Mini-Coopers and Group III cars, with C. S. and E. J. Lee, now Mini-Cooper mounted, doing 35.63 secs. and 36 secs.

for first and second place respectively, while N. Porter's modified Mini-Minor went up in 36.24 secs. for third place.

The larger class turned out to be a Riley 1.5 benefit, Brian Field's winning run of 37.30 secs. being challenged only by David Jones's 38.61 secs. for second place and Clason Jones's 39.10 secs. for third; the Group I sub-class was comfortably annexed by Gwyn Evans's Hillman Husky with 42.07 secs. Finally came the heavy touring cars, with Mickey Owen's Jaguar 3.4 making a stirring run in 33.81 secs. putting a gaggle of 3.8 drivers to shame in the process but being challenged by Tom Pascoe's Porsche, which eventually was to take second place with 34.44 secs.

Thus ended an excellent day's sport, though it seems a pity that the organizers are still unwittingly discredited by those few members who depart from the hill proudly displaying competition numbers; presumably, since the offenders never feature in awards lists anyway, any sanction exercised after the event is of little significance!

HOWARD BILEY.

"MIKE'S MUG", a trophy presented by the Steering Wheel Club to the Royal Aero Club as a memorial to Mike Hawthorn, has been won by Colin Chapman for 1961. This trophy is awarded to the pilot best demonstrating during the year the use of a private aircraft for business purposes. Chapman, in the course of over 200 hours' flying, attended 18 major motor-racing events in Europe and transacted much other business, in his executive aeroplane.

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(Continued overleaf)



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**KIEFT**, 500 J.A.P. Good condition. Trailer. £175.—Phone Water End 40. Hemel Hempstead area.

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**M.H.S.** 1172 FORMULA trials car, E93A, twin SUs. Registered Feb., 1960, £80 o.n.o. Below. Riley Special, 4½-litre Humber Snipe engine, ex-"Remus" E.R.A. wheels, 16 forward speeds, rear body needs completion, £70 o.n.o.—Humphreys, 18 Belwell Drive, Four Oaks, Sutton Coldfield. Four Oaks 2079 (evenings).

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Tel.: Battle 2696.

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**1954 M.G. TF**, metallic green, this all original car must be one of the finest available ... **£435**

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John Harvey now wishes to sell his 1958 M.G.A. "Twin-Cam". This car has had every mechanical attention regardless of cost and is mechanically latest 1961 specification plus. Extensive modifications include competition suspension with Konis on front by Dick Jacobs. The engine has special gas-flowed head with large valves and special springs, very special racing pistons (which cure all oil burning) and matched 2 ins. SUs with ram pipes on special manifold. All parts fully balanced. Fantastic acceleration due to the use of 4.875 axle and the disc brakes have just been overhauled and new pads fitted. Near new RS5 tyres. Usual extras included: competition seats, tonneau, heater/demister, radiator blind, etc. Has not been raced since 1959 due to business commitments, but has been kept fully prepared. Special offer due to arrival of new car. **£615**

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TR2. Immaculate condition. TR3A front. Recently overhauled. New tyres. £300.—61 Burnham Road, St. Albans.

TR2 OVERHAULED, W/W, H/T, Htr., Whrs., balanced engine, red. £300.—Maidstone 51005.

1960 TRIUMPH Herald saloon, Alpine mauve, with twin SU carburettors, Derrington four-branch manifold, etc., H.C. head internally plated, ports opened and polished. Fitted with Koni dampers on front, Michelin "X" tyres rear, heater, washers, plastic seat covers, Britax safety belts, reversing lamp, wing mirror, etc., quite fast, almost showroom condition throughout, genuine mileage under 19,000, offered by private owner from new. This car has been regularly and carefully serviced, never "driving tested", raced or "Autocrossed". A.A. or R.A.C. inspection invited. H.P. could no doubt be arranged. £545.—Haywood, "Heathtrees", Baldock Road, Royston, Herts. Phone: Royston 2351, 10 a.m. to 7 p.m.

1959 TR3A, red, fast, reliable, immaculate, steel hard top, soft top, tonneau, heater, H.M.V. p.b. radio, new gearbox, brakes, Konis, etc., engine recently rebuilt to TR4 spec., inc. new head and crank. Expensive respray just completed. Offered due to change of plans, 26,000 miles. £575. Part exchange VW, Anglia, etc.—P. J. Finney, Dentist, Elland. Phone: Bradford 47585 or 77517 or Elland 2643.

(Continued overleaf)

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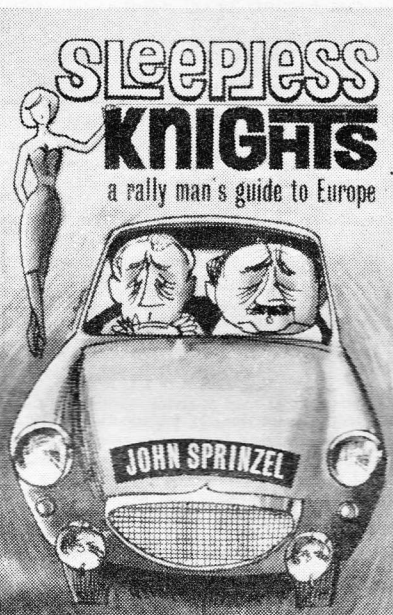
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**1960 TURNER-CLIMAX**, Stage III, c/r. gear-box, 13 ins. wire wheels, disc brakes, Michelin X, tonneau cover, Carlotti wheel, aero-screen, etc. 6,000 miles and in perfect order. Finished in polychromatic blue with blue hood, upholstery. A certain winner in Club events. £675 or near offer. Possibly part exchange.—Michael Brown, Birkenshaw, Bradford.

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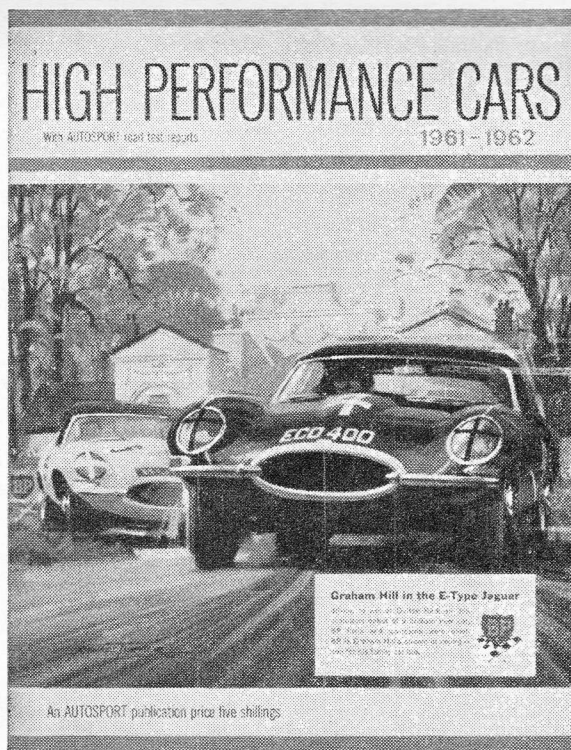
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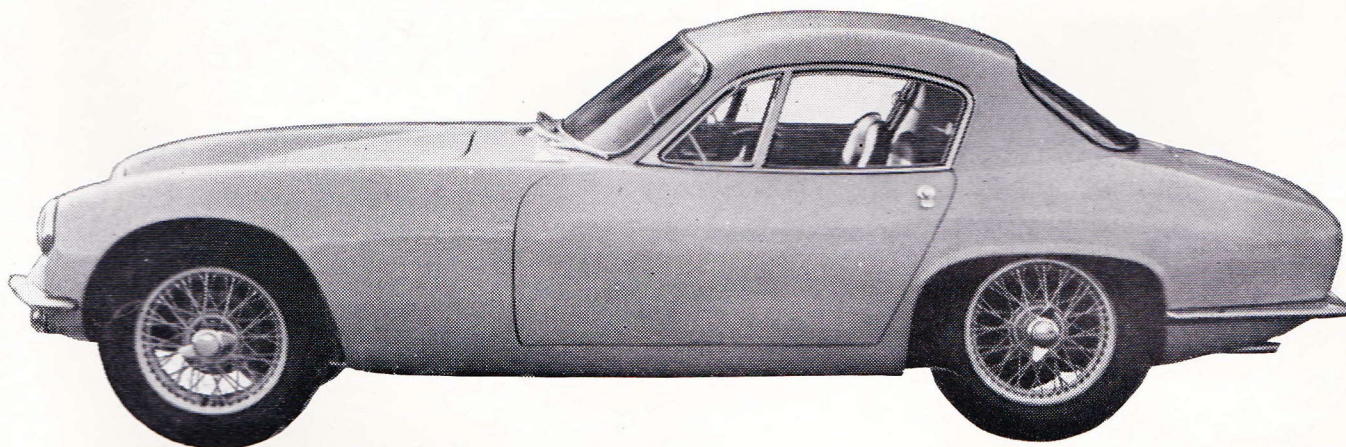




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