

MOTOR SHOW REPORT

# AUTOSPORT

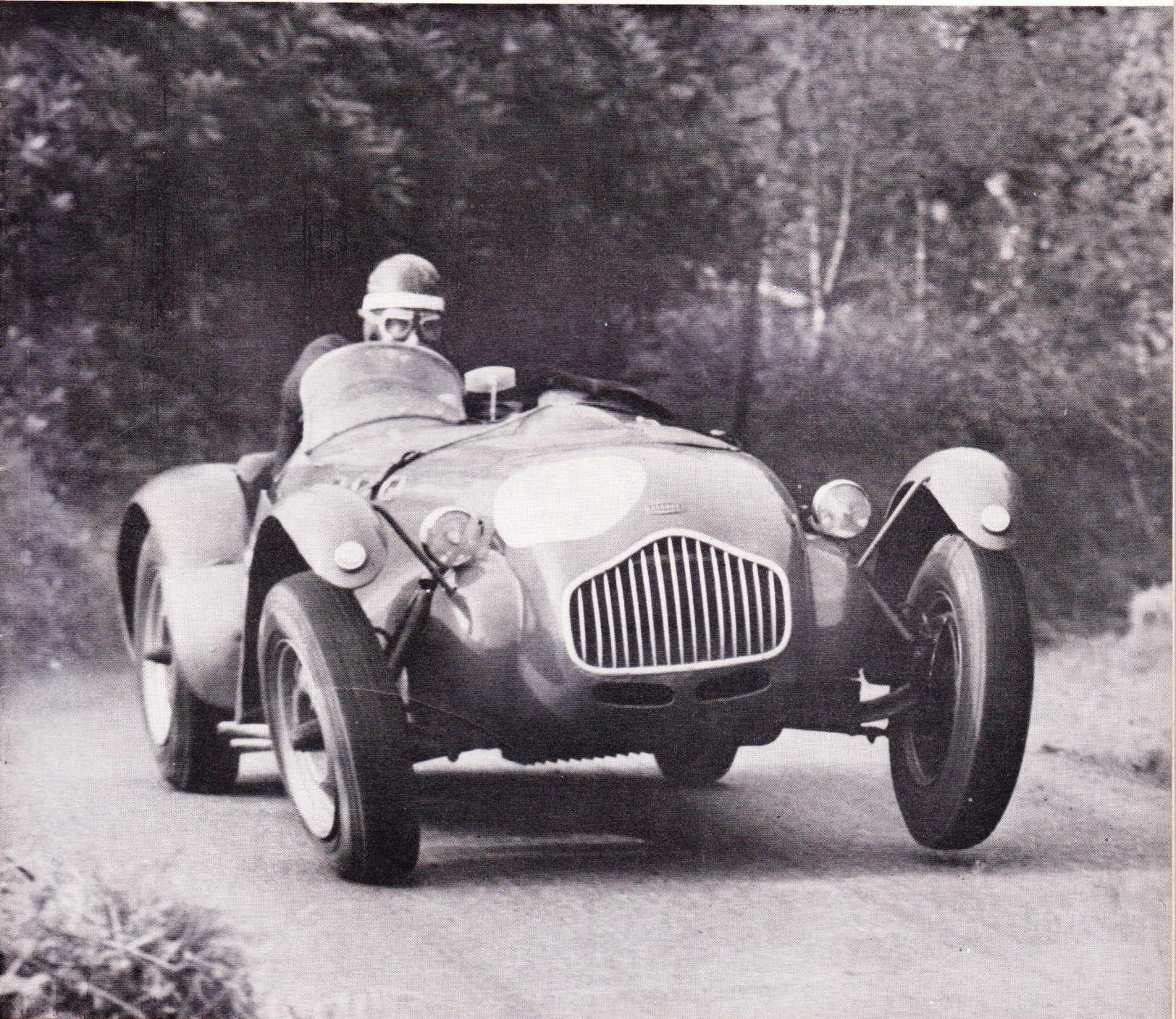
OCTOBER 26, 1962

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EVERY FRIDAY  
Vol. 25 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY

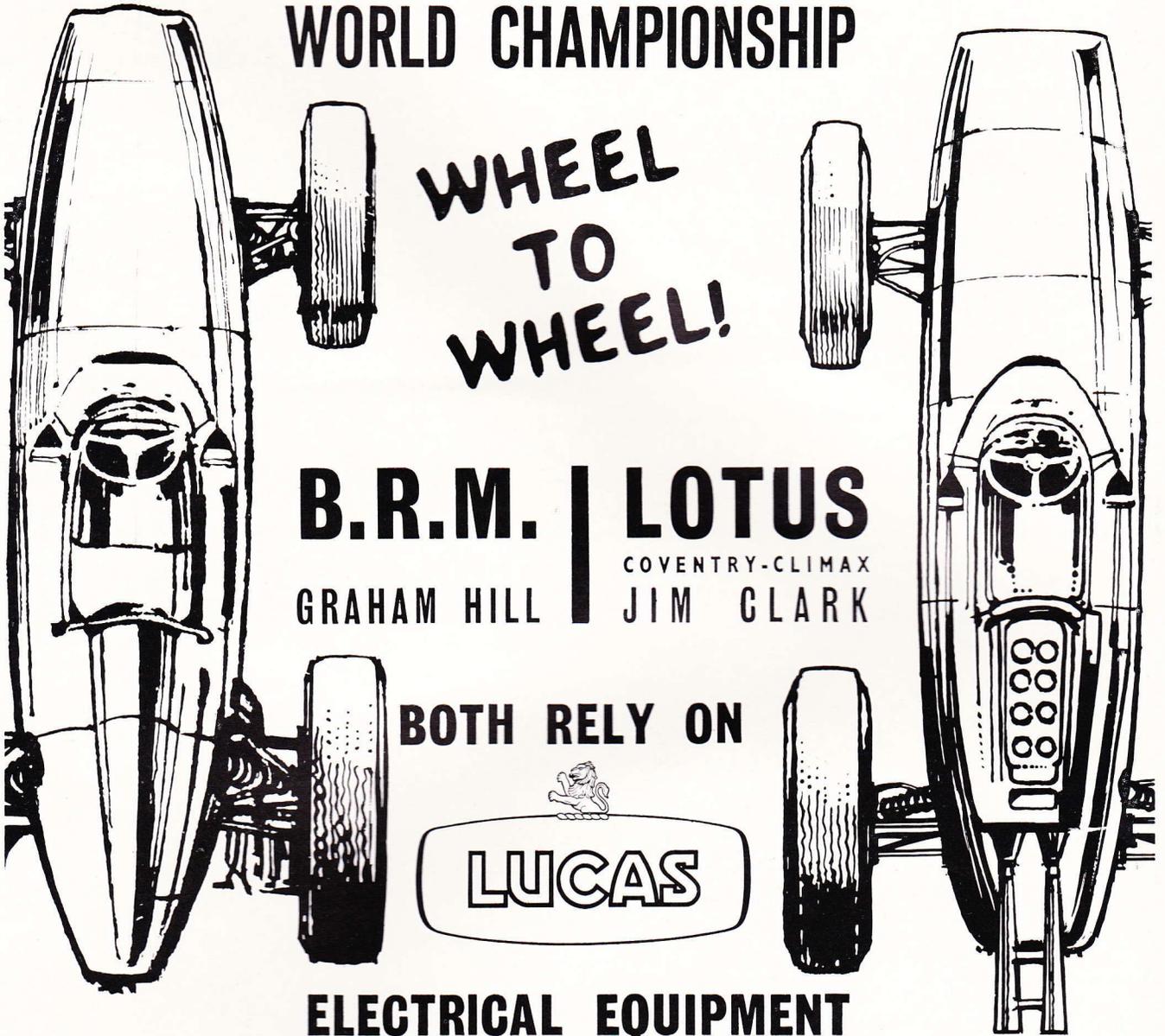
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FIVE-STAR QUINTET—AUTOSPORT'S ANNUAL SUMMING UP OF GRAND PRIX DRIVERS  
PARIS 1,000 KILOMETRES : "TUNING"—ITS RELATIONSHIP TO AUTOMOBILE ENGINEERING

**GRAND PRIX DRIVERS  
AND MANUFACTURERS  
1962  
WORLD CHAMPIONSHIP**



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TO  
WHEEL!**

**B.R.M. | LOTUS**

GRAHAM HILL | COVENTRY-CLIMAX  
JIM CLARK

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**PETROL INJECTION\*  
ELECTRONIC IGNITION  
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\* B.R.M. ONLY

# AUTOSPORT

**BRITAIN'S MOTOR SPORTING WEEKLY**

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

**Vol. 25 No. 17****October 26, 1962****Managing Editor GREGOR GRANT****Assistant Editor MARTYN WATKINS****Technical Editor****JOHN V. BOLSTER****Art Editor****THEO PAGE****Northern Editor FRANCIS N. PENN****CORRESPONDENTS****Northern Ireland****Eire****Western Germany****Scandinavia****U.S.A. Editor****West Coast****Southwest****South America****BRIAN WADDELL****BRIAN FOLEY****ALAN BRUCE****HANS FRIES****RUTH SANDS BENTLEY****GORDON H. MARTIN****JIM HALL****Dr. VICENTE ALVAREZ****PHOTOGRAPHIC SECTION****Chief Photographer****Scotland****U.S.A.****GEORGE PHILLIPS****W. K. HENDERSON****OZZIE LYONS****CONTENTS**

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## EDITORIAL

### COVENTRY CLIMAX SHOCK

WITH the prospect of new Formula One engines next year from Honda of Japan and Serenissima of Italy, the withdrawal of Coventry Climax Ltd. from Grand Prix racing has come as a tremendous shock to constructors. This concern which, following the Vanwalls, did more than anyone else to establish British supremacy in Grand Prix racing in 1959 and 1960, has decided that economic factors will make it impossible to continue construction of the V8 engines with which four victories have been obtained in the present World Championship series. Managing Director Leonard Lee has announced that it is completely beyond the resources of Coventry Climax to carry on what, more or less, amounts to a subsidy of Formula One racing, and also involves the employment of some 40 highly-skilled technicians in non-profit-making work. It is no secret that the burden of design and development of the highly-successful V8 power-units has resulted in a considerable financial loss to the company, and the management feels that, even with the prestige that accompanies success, Coventry Climax cannot possibly afford to continue. Naturally, this will be a severe blow to Lotus, Cooper, Bowmaker-Lola and Brabham, the constructors of which are dependent entirely on Coventry Climax for their engines, and will have to continue with their present equipment, which can only be serviced, and not replaced. Unless outside interests come to the assistance of Coventry Climax, to ensure that engines can be built for customers, the outlook for the constructors mentioned is very bleak indeed. Now the only available engine for constructors will be the V8 B.R.M., unless entrants are prepared to race in 1963 what are, of course, 1962 engines. One of the drawbacks to purchasing B.R.M. engines was the fact that the Lucas fuel-injection equipment was not readily available. However, it is understood that this can be supplied and there is no reason to suppose that B.R.M. engines supplied to rival constructors will not be equally as efficient as the factory entries.

### RALLY CHAMPIONSHIP

ALTHOUGH the new Championship of the Marques has a certain attraction, it is a great pity that the F.I.A. has not evolved another all-rally championship for 1963, to replace the European title. Although the decision will not affect the status of the established International events, it is far more satisfying to entrants to know that there is something at stake which at once marks drivers and vehicles as being the best available in a series of contests. However unsatisfactory the European Championship may have been, surely it would have been possible to extend the scope of the competition, rather than abandon it altogether, with vague suggestions of a World Championship for 1964. International rallying is a serious business today, and the F.I.A. ought to have obtained the views of prominent entrants before taking this rather drastic step.

### OUR COVER PICTURE

LEAVING the Esses at great velocity at the recent Wiscombe Hill-Climb meeting organized by the Seven-Fifty Motor Club is James Augustus Tiller in his J2 Allard.

Photo: Michael Ware.

## Constructed around a backbone of racing experience

Years of painstaking design, research and experience have reached their spectacular conclusion in the production of the Lotus Elan. Even to the untrained eye the sleek and crisp styling of the glassfibre-reinforced plastic coachwork immediately creates the impression of a beautifully balanced motor car. Compact yet spacious, fast but also quiet and docile, superbly finished and equipped but low in price, the Lotus Elan represents so great an advance in sports car design as to be unique. From its precision engineered twin overhead camshaft engine, to its functional foam filled bumpers, this car portrays a totally new outlook in automotive engineering. Numerous features of the Lotus Elan are indirectly conceived from its renowned sister—The Lotus Elite—and backed by the design resources of today's most successful manufacturer of specialised performance cars. Lotus present a safe, proven, economical and unbelievably exciting sports car well worthy of the reputation which has made the Marque world famous.



# Lotus Elan 1500

*When purchased in component form the LOTUS ELAN 1500 can be assembled for £1,095. Ex Factory retail price for fully built car inclusive of Purchase Tax £1,499.*

**The Factory Sales Department, Lotus Cars Limited,  
Delamare Road, Cheshunt, Hertfordshire. Waltham Cross 26181-8.**

## PIT & PADDOCK

WHILST at the Clubman's Silverstone meeting, Mark Fielden was very kindly lent a large funnel by one of the Formula Junior boys. When Mark went to return it, the donor had gone home. He is most anxious to return it (it is so damn big) because he doesn't want to be termed a crook!

AMERICANS Hap Sharp and Alan Connell have entered Cooper Monacos for the Grand Prix de Puerto Rico.

ON 1st November a new Dinky toy makes its appearance—the Rolls-Royce Phantom 5. Whilst the Dinky Rolls-Royce Silver Wraith was the first miniature to feature four-wheel suspension, the Phantom 5 is the first model with opening side windows. It also has Prestomatic steering, four-wheel suspension, seats, a liveried chauffeur and plated fittings. It is nearly 5 ins. long and costs 6s. 11d.



DINKY Rolls-Royce Phantom 5.

ARRANGEMENTS have been made between Heenan and Froude, Ltd., of Worcester, and Crypton Equipment, Ltd., of Bridgewater, Somerset, by which Crypton will have the exclusive marketing rights of the Crypton-Heenan "Rolling Road" car tester, incorporating the Froude hydraulic brake. It enables rear or front-wheel-drive vehicles of tracks 45 ins. to 60 ins. to be tested at speeds up to 120 m.p.h. in the service shop. Loads up to 150 b.h.p. at the road wheels can be absorbed.

VALERIE DOMLEO will plan the Birmingham Post Rally route and act as Clerk of the Course. Assisting her in this April, 1963, event will be another well-known competitor, Valerie Harper.

INTRODUCED in prototype form in 1959, the Peco transistorized ignition system, suitable for easy fitting to all cars, will be put into production in the near future. Performance Equipment Co., Ltd., have also put into production their new Peco FB safeguard system, which, initially, will be suitable for the complete Ford range, to be followed by the Mini range and then most other cars. The system comprises a Tandem Master Cylinder, having one system for the rear brakes and one for the front. This means that complete brake failure will never be experienced through a brake line fracture or loss of hydraulic fluid. In the event of one system failing, the other system remains and can safely be used to bring the car to a halt. Incorporated with this bolt-on-kit is a dashboard warning light.



LESSON IN ADVANCED rally driving seen at Earls Court. Competitions bosses Graham Robson (Standard Triumph), Lewis Garrad (Rootes), Stuart Turner (B.M.C.) and (extreme right) Syd Henson (Ford) chat with a close-cropped John Sprinzel (second from right). We reckon that this picture should be worth a few seconds to John on any special stage.

DAVID SEIGLE-MORRIS, who has reported International rallies for AUTOSPORT, has left B.M.C. and joined Fords for 1963. Pauline Mayman will be driving with Pat Moss when the latter drives for Fords next year.

AMERICAN readers will be pleased to learn that Travel House of Great Neck, Inc., of New York, are arranging a tour to the Racing Car Show by Pan-American jet. Included in the \$498 price is a "meet the G.P. drivers" cocktail party, tickets for every day of the show, tours around London and its outskirts, a visit to two racing car factories, a car loaned for the length of the tour and a first-class hotel. Would you believe it!

THE Midland Automobile Club's Junior Hill-Climb Championship has been won by Tony Griffiths (Jaguar E), with 75 points, from Tim Cash (Terrier), 73 points.

SUCH was the response received by the B.A.R.C. for their midnight film premiere scheduled for this evening that a further performance has been arranged for 30th November at the Curzon Cinema, Mayfair, London, W.1. Tickets are available from the B.A.R.C. at 55 Park Lane, London, W.1.

### RIDICULOUS ALLEGATION AGAINST LOTUS

GERMAN motoring magazine has published an extraordinary attack on Team Lotus, alleging that the Formula Junior cars were raced in International events, with oversize power-units. This, of course, is completely and utterly nonsensical. The Ford engines used in the Lotus cars are, and always have been, within the capacity limit permitted in Formula Junior regulations. One story has it that after Alan Rees's crash at Nürburgring, an offer was made for the purchase of the Cosworth-Ford engine from the wrecked machine. Rees naturally refused, explaining that it was a factory unit. The rumour then went around that the engine was not available for purchase because it would have been found to be oversize. It is to be hoped that the publishers of the magazine concerned will make a full apology to Lotus for issuing a statement obviously calculated to bring discredit on British



HOOPER-converted Ford Consul Capri has many refinements including replanning of boot, modifying and changing the outside "decorations", a veneered and polished instrument panel, luxury bucket seats, two miniature rear bucket seats, soundproofing. There are countless optional extras, too.

motor racing. From time to time, drivers and entrants from Great Britain have been the subject of vicious attacks in the German daily press, but this is the first occasion on which a specialized journal has published such a libellous comment.



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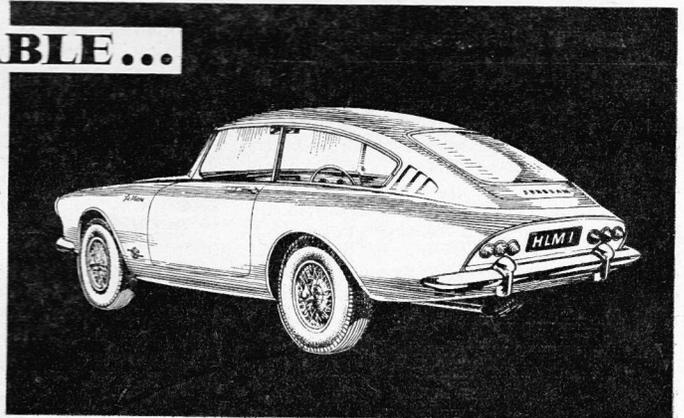
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## FROM THE SAME STABLE...

### THE 1.6 LITRE *SUNBEAM* *HARRINGTON Le Mans*

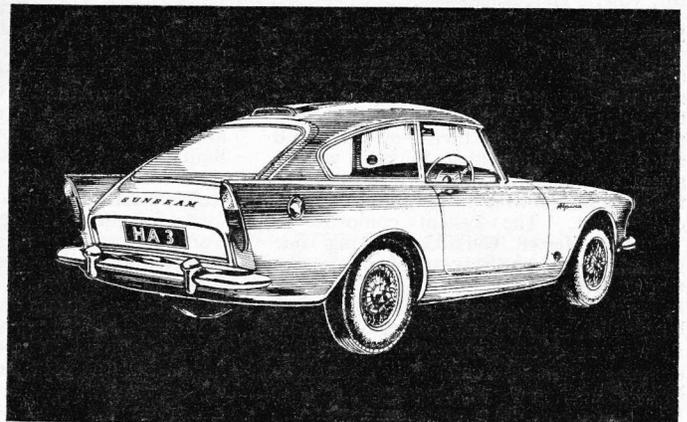
This thoroughbred Gran Turismo is a brilliant development of the Sunbeam Alpine that won the Index of Thermal Efficiency Award in the 1961 Le Mans 24-hour race. The entirely new body styling is by the well-known coachbuilders, Thomas Harrington Limited, and the mechanical specification follows that of the successful Le Mans car.



### AND THE SERIES 'C'

### *HARRINGTON Alpine*

The Series 'C' is the latest version of the already popular Harrington Alpine, and has a new streamlined rear end which incorporates some of the special coachwork feature of the Le Mans model. In conjunction with the Engineering Division of George Hartwell Limited, three stages of tuning are offered for this superbly designed Grand Touring car.



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LIMITED**

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see our stand No. 69

# SPORTS NEWS

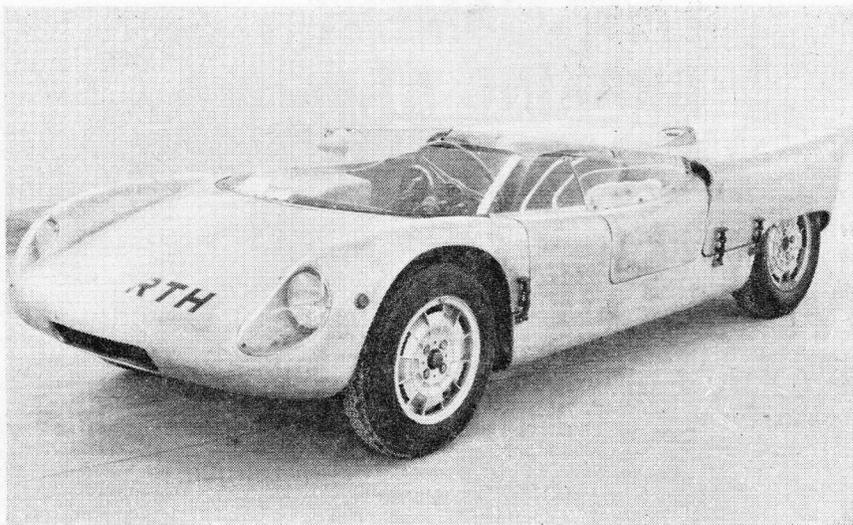
## ABARTH SPORTS CAR

A NEW rear-engined Abarth sports car features an engine of 1,459 c.c., derived from the Abarth-Simca 1300 G.T. unit. The four-cylinder twin-cam engine has a bore of 76.2 mm., a stroke of 80 mm. and a compression ratio of 10.8:1. Weber 45DCOE9 carburettors are used.

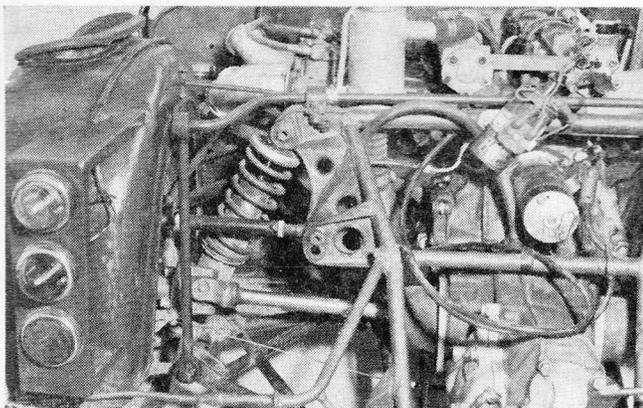
The Abarth has a rear-mounted four-speed gearbox and disc brakes fitted all round. Front and rear track is 120 cm., length is 332.5 cm., it is 140 cm. wide and 78 cm. high. A maximum speed of 153 m.p.h. is claimed—quite fantastic for a 1½-litre machine.

Suspension is fully independent all round, with the familiar double wishbones and coil-spring/damper units.

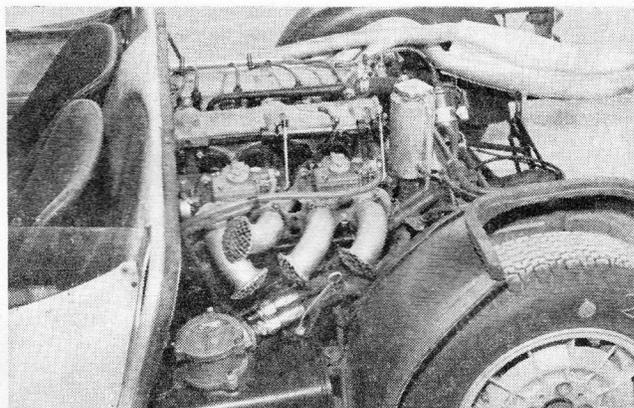
It has a very pretty body, based on the familiar "Lotus 23" theme. It has a distinguishing feature at the back, though, for the body has a very large orifice there, taking up nearly the whole width of the car.



THE ABARTH SPORTS CAR, similar to the Lotus 23, should make quite an impact on sports car racing next year. Carlo Abarth now has some first class drivers in his team, so watch out for these Lotus, Elva, Porsche and Osca eaters next year!



FRONT SUSPENSION is by double wishbones and coil-spring/damper units.



THE ENGINE is of 1,459 c.c. capacity. Note the carburettor intakes!

SID DAY'S E.R.A., accused in a recent item in "Correspondence" of having a 2-litre engine, has, in fact, a 1½-litre unit.

### HARRY WESLAKE

RUBERY OWEN has become 20 per cent. shareholders in Weslake & Co. This, of course, is *not* a takeover in any shape or form. B.R.M. engine development will now take place at Rye, at Weslake's works, with the assistance of Peter Berthon. New high speed brakes will be installed and the object is to study high speed combustion in the 14,000-15,000 r.p.m. band. The whole exercise will be aimed at keeping ahead of the Honda!

J.V.B

THE British School of Motoring has bought a SAAB as the first foreign car for their High Performance Course. Eric Carlsson has been appointed Continental Consultant and will attend at Brands Hatch at frequent intervals during the coming year.

### FINAL FLING

THE M.G. Car Club (S.E. Centre) has received an excellent entry for its sprint meeting at Brands Hatch this Sunday, starting at 1 p.m. Amongst the notable names are Barry Wood, John Miles, Jack Oliver, Roger Bunting, Alan Foster, Andrew Hedges, Hugh Braithwaite, Ken Baker, Clive Lacey and Roy Millbank.

HANS WALTER and Werner Lier (Porsche Carrera) won the Geneva Rally last weekend. Pat Moss and Pauline Mayman (Austin Mini-Cooper) were third overall and won the *Coupe des Dames*.

### ACTION AGAINST MONZA POLICE?

THE decision of the F.I.M. to protest vigorously against the behaviour of the police at Monza may persuade the F.I.A. to take similar measures, probably at the instigation of the Grand Prix Drivers' Association. The F.I.M. will appoint a steward for International motorcycle races staged at Monza who will be empowered to stop any race if the police cause any unnecessary trouble. It will be recalled that Masten Gregory was unceremoniously bundled into the detention room during practice for the Italian Grand Prix and that Bruce McLaren was also involved in an argument relating to pit passes. It would appear that the Monza officials are completely in the hands of the police and are powerless to intervene.

JEFF UREN will act as team manager for the American-entered Ford Falcons in the Monte Carlo Rally.

WILLY MAIRESSE is the Belgian Champion, having defeated Olivier Gendebien by a small margin.

JOHN BROWN has joined the Competition Department of Rovers.

OUR South African spy reports that Gary Hocking may drive a V8 Lotus-Climax belonging to Rob Walker in the South African Grand Prix.

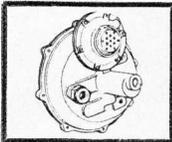


SAAB Rally driver Eric Carlsson equalled the Stirling Moss reaction time on the BSM static trainer at the Earls Court Motor Show. Carlsson's time was ¼ sec.—11 ft. of thinking time at 30 m.p.h. against the general average of 31 ft. for this test.

THE Grand Prix Box Office, 254, High Street, Uxbridge, Middlesex, announces a new reduced rate of £2 19s. 6d. for the official Le Mans Motor Racing Game.

# LAST-MOMENT BRAKING AT RALLY SPEEDS CALLS FOR MOT-A-VAC POWER BRAKES

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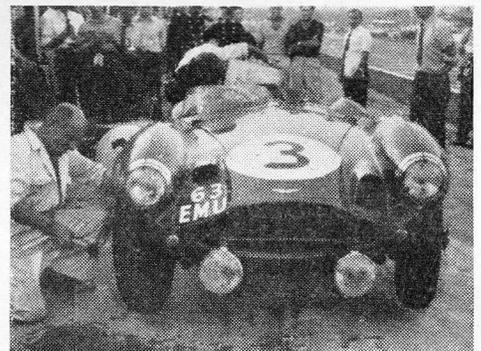
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## THE FAST ONES

PETER MILLER

Peter Miller brings a fresh approach and tells the inside story of races all over the world as a former assistant racing manager of the Aston Martin team. He recalls the stark terror of the ill-fated 1955 Le Mans race and gives new evidence which absolves the late Mike Hawthorn from blame. *October 22nd Many photos. 21s.*



## BLAST YOUR HORN! GEORGE HOUGHTON

Motoring in its lighter moments, with a series of hilarious incidents and episodes on the author's motoring career. *October 15th 12s. 6d.*

## THE TRIUMPH COMPANION KENNETH ULLYETT

Another magnificent book in the series, containing exclusive new photos and drawings, servicing instructions and 'hotting-up secrets'. *October 29th 18s.*



## ECURIE ECOSSE

DAVID MURRAY

Now for the first time, David Murray tells the unique behind-the-scenes story of his racing group. It includes the exciting moments when this amateur team won the world-famed Le Mans 24-hour race two years running. *Many photos. October 29th 21s.*



GARY HOCKING, easy winner of the Rand Spring Trophy.

NEITHER of the two fastest drivers in South Africa was able to take part in the Rand Spring Trophy at Kyalami on 10th October. Ernest Pieterse, our new champion, had broken a bone in one of his feet and Syd van der Vyver, his predecessor, had sold his car to Neville Lederle, our most up-and-coming young driver.

This was a great pity as both are very fast drivers and the final result could well have been quite different had they been there. Gary Hocking won the race in the ex-Tim Parnell Lotus. Gary drove an incredibly fine race and, apart from winning, managed to break the lap record a couple of times as well.

His strongest competition came from Neville Lederle, who found his new mount a bit of a handful, Doug Serrurier, who drove the car which bears his initials as its name, and Piet de Klerk, who also drove a car of his own manufacture. Hocking broke the lap record by 0.1 sec. during practice.

The race was divided into two 24-lap heats and the grid positions for the first of these, were as follows:

G. Hocking (Lotus-Climax)	N. Lederle (Lotus-Climax)	P. de Klerk (Alfa Special)
L. D. Serrurier (L.D.S.-Alfa)	S. Tingle (L.D.S.-Alfa)	
S. P. Viljoen (L.D.S.-Climax)	T. Blokdyk (Cooper-Ford)	W. Dunlop (Cooper-Alfa)
D. Gous (Porsche Spyder RSK)	C. Trundell (Cooper-Climax)	
J. Holme (Lotus-Climax)	R. Hartman (Netuar S/S)	E. Hammon (L.D.S.-Ford)
	R. Cresp (Cooper-Ford)	

Lederle made a beautiful start and managed to drop both Hocking and Serru-

rier, but Hocking passed him before the first corner to take a lead which he was never to lose. The way in which Hocking's car out-accelerated Lederle's shows that the Lotus gearbox is probably more suitable than the Colotti box. Be that as it may, Gary really moved and the issue was never in doubt from that moment on.

This left Lederle, Serrurier and de Klerk to make a race of it. Doug was able to sit on Neville's tail and it was obvious that the latter had his work cut out to stay ahead, but Piet couldn't stand the pace and began to drop back. By lap five, these four were already way ahead of the rest of the field. This was led by Sam Tingle, the Rhodesian champion, whose immaculately prepared L.D.S. was a long way ahead of Fanie Viljoen in the Climax-powered machine. Behind Fanie was Trevor Blokdyk, who was giving a very spirited performance indeed, and having already caught and passed Dawie Gous, was well on his way to overtaking Fanie himself. He moved up very quickly over the next five laps and managed to pass the bigger car, but his joy was short-lived for he had to retire on the next lap with a broken clutch.

By this time the leaders were all sorted out and barring a mishap on the part of Lederle, who still had Serrurier on his tail, it was obvious that there would be no further action. Fortunately for himself Neville didn't make a slip and the first heat finished as follows, and grid positions for the second heat were based on these results:

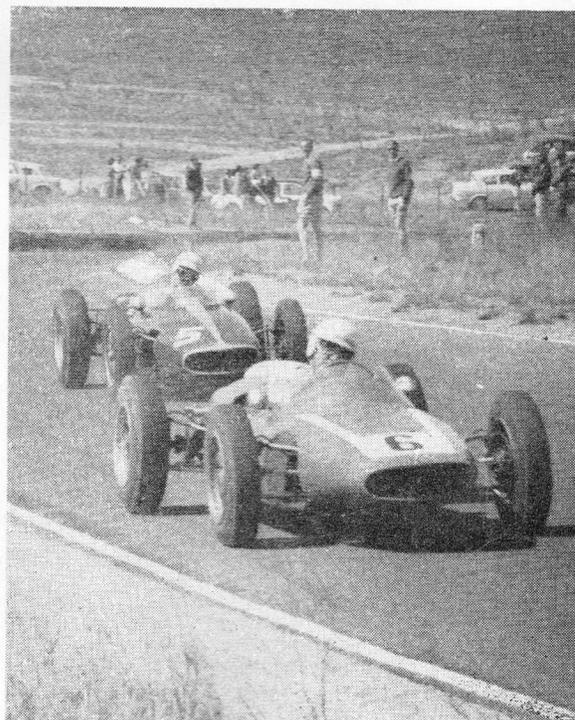
1. Hocking; 2. Lederle; 3. Serrurier; 4. de Klerk; 5. Tingle; 6. Viljoen; 7. Gous; 8. Dunlop; 9. Hammon; 10. Trundell.

This time it was Serrurier who made a good start, followed by Hocking and then Lederle, but Gary again took the lead before the first corner and that was that. Behind him Serrurier managed to stay ahead of Lederle for three laps, but then his car packed up on him with a burnt piston and he was forced to retire. Where he left off, however, de Klerk took over and thrilled the spectators from then on by slipstreaming Lederle and making repeated attempts to pass him. Behind them the race developed into a high-speed procession which carried on without a break until the twenty-third lap when Piet made his bid to pass Lederle. He managed to draw level with the Lotus as they screamed down the straight and stayed there until they went

SLIPSTREAMING Neville Lederle (Lotus) is Piet de Klerk (Alfa Special).

# GARY HOCKING WINS RAND SPRING TROPHY

BY TONY HULL



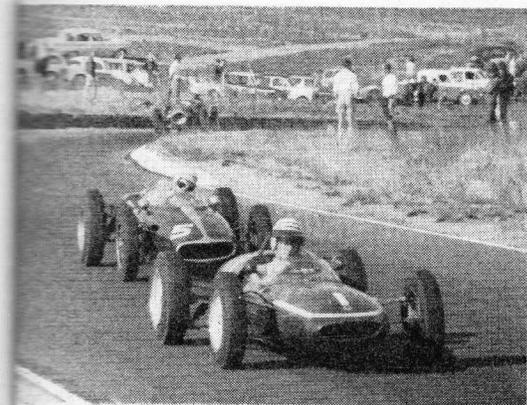
DOUG SERRURIER (L.D.S.-Alfa) leading Piet de Klerk in the opening stages.

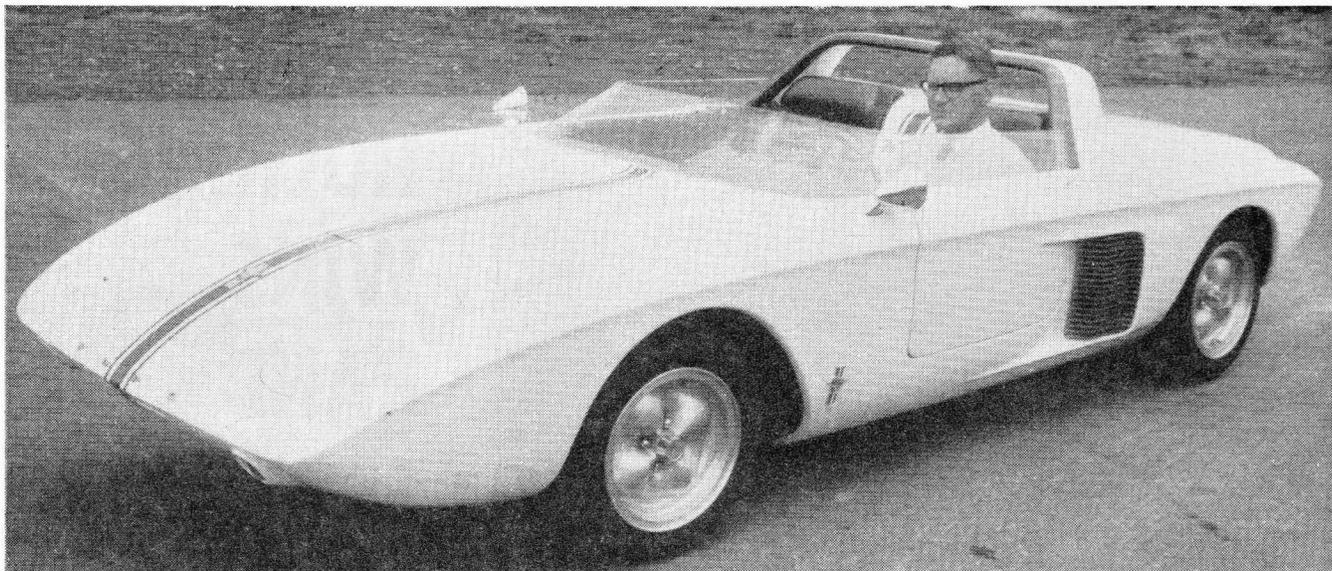
into the esses where he squeezed past. He was going too fast, however, and almost spun out in the last corner. Lederle was able to regain second place and beat him to the line by a good second.

Hocking won by about three-quarters of a mile and the final result, based on the results of the two heats, was as follows:

1. G. Hocking (Lotus-Climax), 1 h. 19 m. 39.7 s.; 2. N. Lederle (Lotus-Climax), 1 hr. 20 mins. 07.9 s.; 3. P. de Klerk (Alfa Special), 1 h. 20 m. 28.4 s.; 4. S. Tingle (L.D.S.-Alfa), 1 h. 22m. 43.5 s.; 5. S. P. Viljoen (L.D.S.-Climax), 1 h. 23 m. 36.0 s.; 6. W. Dunlop (Cooper-Alfa), 1 h. 26 m. 33.4 s.; 7. D. Gous (Porsche Spyder RSK); 8. C. Trundell (Cooper-Climax); 9. R. Cresp (Cooper-Ford); 10. R. Hartman (Netuar S/S).

Fastest lap and new lap record: G. Hocking, 1 m. 36.8 s., 94.8 m.p.h.





# FORD'S NEW MUSTANG

BY GREGOR GRANT

ONE of the most interesting departures from standard practice is the introduction of a 1½-litre, rear-engined sports car by Ford of U.S.A. This is the work of H. L. Misch, stylist Gene Bordinat and development engineer Roy Lunn. The prototype, shown at Watkins Glen, was beautifully executed and if produced in series will undoubtedly be a force in small-capacity sports car racing.

The space-frame is built up from welded 1 in. diameter steel tubes, reinforced by gussets. At the rear is located a V4, 1½-litre engine, developed by Taunus of Cologne and based on the original Cardinal. In road form it develops 89 b.h.p. at 6,600 r.p.m., and in competition trim 109 b.h.p. at 6,400 r.p.m. The drive is taken through a four-speed, all-synchromesh gearbox.

Suspension is all-independent, by helical springs and wishbones controlled by telescopic dampers. An anti-roll bar is fitted at the rear. Rack-and-pinion steering is used, in conjunction with a telescopic column. A unique feature is that the seats are fixed, but the pedals and hydraulic units are adjustable fore-and-aft.

Bodywork is of light alloy, and 13 ins. magnesium wheels are used. The complete car weighs 13½ cwt., and a canopy behind the driver encloses a roll-bar. The headlamps are fully retractable.

The Mustang will be put into production if public reaction is favourable.

## SPECIFICATION

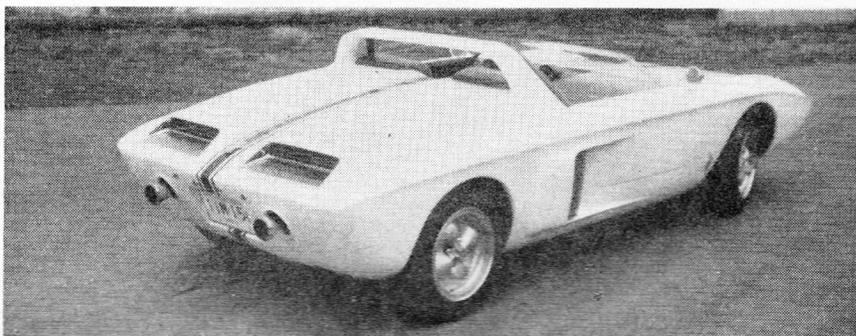
**Engine:** Four cylinders, 60° Vee, o.h.v. (push-rod) 90 mm. x 59 mm. (1,496 c.c.); 11 to 1 compression ratio; 89 b.h.p. at 6,600 r.p.m. (standard); 109 b.h.p. at 6,400 r.p.m. (competition). Two Weber 32-D20A3 carburettors (single on road version). Alternator ignition. Dual radiators.

**Transmission:** Single-plate dry clutch; Four-speed all-synchromesh gearbox. Ratios (3.3 to 1 axle): 13, 7.7, 4.9 and 3.3 to 1. Reverse, 13.1 to 1.

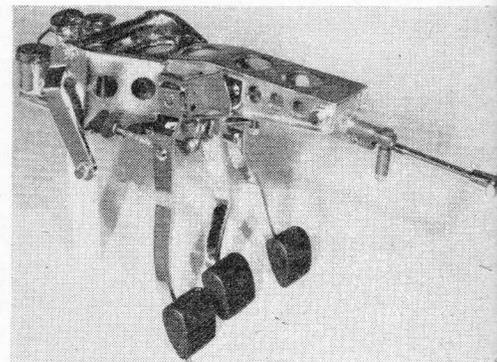
**Suspension:** Independent all-round, by wishbones, helical springs and telescopic dampers.

**General:** Tubular space frame; rack-and-pinion steering; adjustable pedal/hydraulic assembly unit and steering wheel; disc brakes (9.5 ins.) at front; 9 ins. drums rear. Fly-off handbrake; 5.20 x 13 ins. tyres; magnesium four-bolt wheels; light alloy body; 13 (U.S.) galls. rear fuel tank. Retractable headlamps.

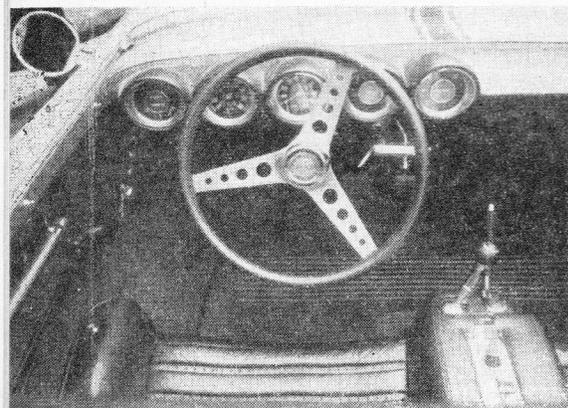
**Dimensions, etc.:** Overall length, 12 ft. 10 ins.; width, 5 ft. 1 in.; height (at roll-bar), 3 ft. 3½ ins.; wheelbase, 7 ft. 6 ins.; track (front), 4 ft. 0 in. (rear) 4 ft. 1 in. Ground clearance 4½ ins. Turning circle, 30 ft. (2.9 turns, lock to lock). Dry weight, 13½ cwt.



DEMONSTRATING the retractable headlamps.



THE adjustable pedals.



UNUSUAL cockpit layout, with separate instrument nacelles.

## BRIAN FOLEY'S REPORT FROM EIRE

By the time these words appear in print, the Eire trials season will be in full swing—on the handbrakes. Eire trials are not trials at all in the English sense of the word. Mud plugging is practically non-existent so, in actual fact, Eire trials are driving tests events. Dublin clubs usually incorporate a maximum of 12 to 14 tests in one or two laps of a dyed course. Cars are despatched at intervals and these Saturday afternoon events are usually over in from three to four hours, depending on the entry and the organizational efficiency.

Country clubs hold their trials on Sundays. All the cars move off in convoy behind an official car. Tests are set up at cross-roads, "T"-junctions, village squares, around creameries, and often into farmyards. Unlike the Dublin events, a maximum of eight tests is usual and all drivers have the opportunity of watching their rivals performing. In places like Kilkenny, Waterford, Carrick-on-Suir, Clonmel, etc., the locals turn out in force to watch the sport and many join in the convoy with their own cars. Country folk in the most backward and out of the way places have surprised many a stranger when they discuss the finer points of tests driving!

The trials season lasts from October to April, although occasional events are held in the summer months. On 30th September, Seamus Griffin, the reigning Eire trials champion, won the Tipperary Club's Autumn Trial from Johnny Moore in an Austin Seven.

The Leinster Motor Club's Vigzol Cup Night Trial is now accepted as the curtain-raiser for the trials season. Twenty-four drivers competed in this event held over a 32 miles course, which started at Phoenix Park and finished in Dunboyne village. Seamus Griffin in his 1,172 c.c. Griffin-Ford won the Premier Award with 176.6 marks. Young John Hayes drove his Austin-Cooper into second place, only three marks behind the reigning Eire trials champion. Leslie Vard finished third in his Austin Seven. Leslie Fitzpatrick, in his new M.G. Midget, was leading the field until he knocked a pylon and collected 10 penalty marks in the very last test. Fitzpatrick drove a Mark I Sprite in the last two seasons and the show jumper should win a



STEPHEN GRIFFIN, in his 1,172 c.c. G.T.S. being sent off in the Vigzol Cup Night Trial by Leinster M.C. official George Montgomery. The start was in Dublin's Phoenix Park and the finish at Dunboyne, Co. Meath.



JACK FILDES gave the new M.G. 1100 its Eire competition debut in the Vigzol Cup Night Trial on 5th October. Here he tapes his numbers on at the start. With Dudley Reynolds navigating, Fildes won the Circuit of Clare Rally on 7th October.

"Premier" before long, if he keeps driving the Midget so well.

#### Results

Premier Award: Seamus Griffin (1,172 c.c. Griffin-Ford), 176.6 marks. First-Class Awards: John Hayes (Austin-Cooper), 179.6; Leslie Vard (Austin Seven), 180.2; Leslie Fitzpatrick (M.G. Midget), 184.6. Second-Class Awards: Brian Kehoe (VW), 184.6; Johnny Moore (Austin Seven), 187.4; Larry Mooney (VW), 187.6. Novice Award: John Mahon (Austin Seven), 205.4.

Jack Fildes introduced the new M.G. 1100 saloon to Eire competitions in the Vigzol Cup Trial, but he was unplaced. On the following Sunday things were very much different in the Limerick Motor Club's 100 mile Circuit of Clare Rally. Fildes, navigated by Dudley Reynolds, scored outright victory. Leslie Fitzpatrick made it a

one-two for Abingdon by finishing second in his M.G. Midget. Brian Kehoe, with Jim Cullen navigating, finished third overall in his Volkswagen. It will indeed be most interesting to see how the new M.G. 1100 saloon will compare with the Volkswagens in the over 1,000 c.c. class in driving tests. Up to now the VWs have been unchallenged in this class.

#### Results

Premier Award: Jack Fildes (M.G. 1100), 424.8 marks Sports Cars: 1, L. Fitzpatrick (M.G. Midget), 434.1; 2, C. Quinn (Sprite), 453.4; 3, J. Cooney (M.G. Midget), 469.3. Small Saloons: 1, N. T. Smith (NSU Prinz), 462.6; 2, B. Kenna (Austin-Cooper), 474.2; 3, J. Moore (Austin Seven), 478.4. Large Saloons: 1, J. Fildes (M.G. 1100), 424.8; 2, W. B. Kehoe (VW), 436.2; 3, P. O'Callaghan (VW), 451.5. Navigators' Awards: D. Reynolds (with Fildes), 4 marks lost; T. Burke (with O'Callaghan), 60 marks lost; D. Bradley (with Cooney), 60 marks lost.



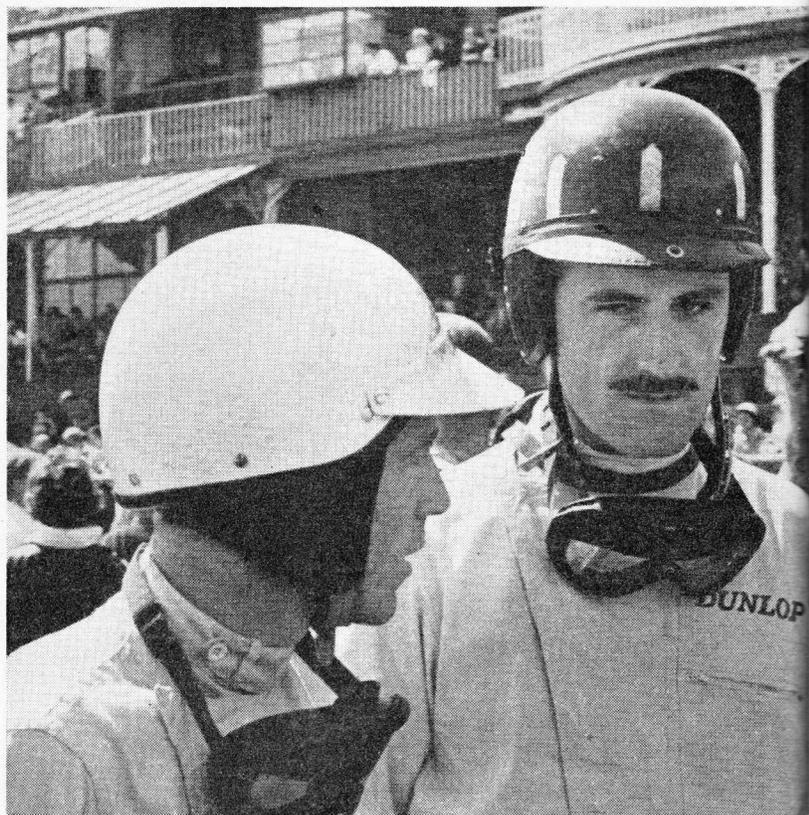
DES and Colette Cullen in their Austin-Healey Sprite. Des will drive the Sprite, with special shortened bonnet, in trials this winter. He scored several trials wins in recent years in NSUs.

# FIVE-STAR QUINTET

## The Annual "Autosport" Summing-up of Grand Prix Drivers

BY GREGOR GRANT

*B.R.M. TEAM-MATES Graham Hill (right) and Richie Ginther. Hill is at the top of the list, while Ginther had a somewhat disappointing season.*



*JIM CLARK (right), possibly the fastest of the 1962 crop of drivers, chats to a possible candidate for 1963 Grand Prix honours, ex-motor-cycle champion Gary Hocking.*



*JOHN SURTEES has had a meteoric rise to fame and only just failed to win a World Championship event. Surtees has also brought the works Bowmaker Lola team to the front.*

ONCE again the time has come round for the annual "starring" of Grand Prix drivers. Admittedly this is not exactly popular with everyone, but at least it appeals to readers, and the list certainly does provoke comment.

In 1961, Stirling Moss was put in the "five-star" category alone, and no one could argue otherwise. During 1962, the great driver has not taken part in any Grand Prix, owing the grave injuries he received at Goodwood on Easter Monday, and therefore must be omitted in this summing up.

The selection poses many difficult questions, for in my opinion there are five men all entitled to top rating, based on their performances in the various grandes epreuves. Naturally Graham Hill is the first to be considered, and I am certain that the decision to place his name at the top of the list will meet with no opposition. He has shown remarkably fine judgment, and with a little more luck, he would have won even more races than he has already done. His car control has been immaculate, and B.R.M. were indeed fortunate in having him as their team leader. Close behind comes Jim Clark, possibly the fastest of the 1962 crop of drivers. There is little to choose between them, but the Scotsman did not always produce the sort of consistency that was displayed by Hill. Possibly I am doing him an injustice, for he has had more than his fair share of mechanical breakages, and I would put his driving ability in the highest possible category. Team Lotus did a good deal when Jim Clark was signed up, and, like Moss and Hill, he is equally at home in a formula or a sports-racing car.

Now John Surtees must be considered. His rise has been somewhat meteoric, and in a few short months the ex-motocycle champion has acquired polish, and the sort of dedication that is eventually bound to meet with success. Driving a new make of Formula One car, his task has not been too

easy, but on more than one occasion he has produced truly dazzling form. He has put the name Lola-Climax on the map, and has justified the faith put in him by Reg Parnell, with the backing of Bowmaker.

Next comes Bruce McLaren, a really splendid driver and a delightful person altogether. His drive at Monaco would have done credit to Juan Manuel Fangio, and with his Cooper-Climax he showed the ideal Grand Prix temperament—particularly towards the finish, when he was being threatened by Phil Hill and his Ferrari. Bruce can drive very fast when and as required, and is not hard on his motor-cars.

The quintet is completed by Dan Gurney, a driver for whom I have nothing but admiration. It may be said that his Rouen victory was the result of the ill-luck of others, but the fact of the matter remains that he drove the sort of race that won! With a little more mechanical reliability from Porsche, the pleasant Californian would have collected many more Championship points than have come his way.

These, then, are the "five-star" men for 1962. There is scarcely anything to choose between them, and all can be acknowledged as skilled operators in the art of motor-racing.

It is difficult to put drivers in proper perspective when their equipment has not been up to their abilities. Phil Hill the 1961 World Champion, should be a five-star man, but since his electrifying display at Monaco, he appears to have lost some of the fire of last season. At Monza, for instance, he was a shadow of the Phil Hill we know, and never looked like being up with the boys. One supposes he could, if he had so wished, have driven the car which Mairesse took over, but he preferred the older Ferrari, and was outpaced from the start. He must, however, still rate four stars.

This category also takes in another former World Champion, Jack Brabham, and he

too has had equipment bothers. Committed to produce his own Brabham-Climax, he kept in Grand Prix racing with a Lotus 24 until his own machine was ready. When his cars have been going, the Australian has shown flashes of the brilliance which made him a two-times Champion, and there is little doubt that the skill is very much still there. This was emphasized at Watkins Glen, when he made history by becoming the first driver ever to win World Championship points in a car of his own construction.

With monotonous regularity the Lotuses of U.D.T.-Laystall have failed to last the distance, and up till Monza their record was not one calculated to arouse any enthusiasm. In consequence, it has been extremely difficult to assess both Innes Ireland and Masten Gregory. It is admitted that they are really first-class conductors of racing machinery, but it is impossible to rate them above three stars on the 1962 performances. This also applies to Jo Bonnier, whose Porsche drives have invariably been fraught with troubles. In all three cases, the uncertainty of their equipment has affected their driving. Given the chance, the trio are all perfectly capable of winning Grands Prix.

Tony Maggs has made a quick jump from Formula Junior to Grand Prix—and a most successful one, considering the fact that he started the season with a four-cylinder car. He was getting into the way of the V8 after a splendid second place at Rouen, when it was unwittingly wrecked



DAN GURNEY



BRUCE McLAREN

owing to that stupid camera incident at Nürburgring. Again, when he was in the running for a place at Monza, he had to refuel as his Cooper-Climax had not been fitted with extra tankage. I say two stars for Maggs, which could quite easily have been three. Richie Ginther redeemed himself at Monza for some rather disappointing results, but did not always have the best of equipment.

Trevor Taylor also gets two stars, for sheer perseverance in the face of bags of cruel luck. His drawing off of Mairesse at Spa-Francorchamps paved the way for Jim Clark's ultimate victory, and it was a great shame that his fine effort should end in a crash. As for the Rouen incident with Trintignant, that was sheer stupidity on the part of the gendarmes, and only Taylor's intensely quick reactions prevented what could have been a major tragedy. Willy Mairesse is still inclined to throw discretion to the winds, but of all the 1962 Ferrari drivers, he has given everything he possesses. Possibly he does not really know what fear is, but he can handle a fast motor-car. I believe he is entitled to his two stars.

Maurice Trintignant has almost dropped out of the reckoning as a possible winner, but his experience alone keeps him in the starred list. However, I do not see him as value for more than one. Both Bandini and Baghetti still lack experience, and time will tell whether or not they have the necessary something which makes a Grand Prix driver. Ricardo Rodriguez could be the fastest of anyone, but will have to learn to curb his over-enthusiasm, and concentrate on becoming more of a team-driver than an individualist. His rather pointless battle with team-mate Phil Hill at Spa-Francorchamps showed the need for a certain amount of disciplining.

Of the independents, Carel Godin de Beaufort deserves a star for the way he has consistently pushed the old Porsche "four" around the G.P. circuits with such a remarkable record of reliability. I should also include Ian Burgess in this category, for his re-hashed four-cylinder Cooper-Climax has finished in many races, and Burgess himself showed at Nürburgring that he is a most useful road-racing Formula One driver.

Jack Lewis has had a disappointing season, which promised well when he acquired a B.R.M., but did not come to fruition. His efforts with the old "four" were none too encouraging, and consequently he must rate as an honourable mention, along with Keith Greene, Joseph Siffert and Tony Marsh. Roy Salvadori has had his poorest-ever season, and up till Monza had not managed to finish a single Grand Prix, but he deserves one star for past performances. Tony Settember and

Tony Shelly, both running with outmoded motor-cars, were never really in the hunt for places. Some say that Vaccarella has possibilities, but again, until one can see him in a fast modern G.P. car, he cannot be considered.

Of Gary Hocking and Bruce Johnstone I can say nothing, at least till they make an appearance in a Championship race. I would also like to see Peter Arundell in a Grand Prix, and judge whether or not his fantastic Formula Junior performances are a portent of things to come.

Well, there it is; now reach for your knobkerries!

- Graham Hill \*\*\*\*\*
- Jim Clark \*\*\*\*\*
- John Surtees \*\*\*\*\*
- Bruce McLaren \*\*\*\*\*
- Dan Gurney \*\*\*\*\*
- Phil Hill \*\*\*\*\*
- Jack Brabham \*\*\*\*\*
- Innes Ireland \*\*\*\*\*
- Masten Gregory \*\*\*\*\*
- Jo Bonnier \*\*\*\*\*
- Tony Maggs \*\*\*\*\*
- Richie Ginther \*\*\*\*\*
- Trevor Taylor \*\*\*\*\*
- Willy Mairesse \*\*\*\*\*
- Maurice Trintignant \*\*\*\*\*
- Lorenzo Bandini \*\*\*\*\*
- Giancarlo Baghetti \*\*\*\*\*
- Ricardo Rodriguez \*\*\*\*\*
- Carel G. de Beaufort \*\*\*\*\*
- Ian Burgess \*\*\*\*\*
- Roy Salvadori \*\*\*\*\*



EX-CHAMPION Phil Hill had a poor season, due to the fact that cars put at his disposal were not as good as the opposition. Also, Hill seemed to lose a bit of fire towards the end of the season.



ITALIANS Giancarlo Baghetti (left) and Lorenzo Bandini (right)—with veteran Luigi Villoresi—were, like Phil Hill, handicapped by their machinery. Nevertheless, both figure in the World Championship tables.



JACK BRABHAM made the brave decision of going it alone in 1962 and also made the even braver decision to build his own car. He often had ill-luck with his Lotuses, while his Brabham appeared rather late. Nevertheless, he showed that he still possesses the skill needed to carry off the 1959 and 1960 World Championships.

# "Tuning" —

## *Its Relationship to Automobile Engineering*

BY TOM PRITCHARD

As an engineer I find it hard to bear either spoken or written reference to "tuned" engines, or such and such a "tuner". The words "breathed upon" bring forth a red haze and, forgetting the several first-class engineers in this small but thriving industry within the motor trade, I think of file-happy mechanics, over-compressed engines and exaggerated performance claims. In fact I dislike the word "tune" in connection with internal combustion engines, as it is now used to cover several scarcely related processes. When, for instance, the local garage mechanic "tunes" the carburetter(s), he is actually doing no more than setting the idling or slow-running circuit. A carburation engineer, however, talks of "tuning" as the development of a complete carburetter setting to cater for all conditions of engine speed and load—a job that can take up many hours of test bench and road test work. You can take your car in for a "tune-up" when the plug and contact breaker points, distributor setting, tappet clearances and perhaps compression pressures, will be checked over and such adjustments as are possible, effected. Finally, there is the time-honoured motor racing context: "Blanki the wizard Beta Juliet tuning exponent" sort of thing!

MOTOR RACING is a form of show business, and as such it has through the years been glamorized by the press; this is all very well, the sport has a genuine atmosphere and following second to none, but it is rather unfortunate that the engineering aspects should suffer misrepresentation and exaggeration. It would seem that any sound fitter who has made a name for himself in racing car preparation—and he certainly will not achieve fame unless he is sound, meticulous and resourceful—is labelled a "tuner". This is regardless of whether he does his work strictly to the engine manufacturer's recommendations and settings, or develops the components to produce better performance or improved reliability. The "tuning wizard" generally works the latter way—or at least that is the impression the press references give one—and it would seem that he has some peculiar genius or flair for finding horsepower, rather as a diviner locates hidden water. In actual fact the so-called wizards have in common the qualities of experience, considerable knowledge and a seemingly unlimited capacity for sheer hard work; there is seldom any genius in the usually accepted sense.

HAVING, I hope, made a few points on nomenclature, exaggeration and downright misrepresentation, I should now like to examine that part of the subject dealing with the up-rating of quantity production engines. This can, of course, cover everything from a half-ratio compression increase to complete Formula Junior specification, but the primary concern is with the "conversion business" as it applies to road-going cars. Motorists with few technical leanings might well be forgiven for thinking that engineers in the motor industry are not up to their jobs when they read the advertising matter from some of the conversion specialists. From the manufacturer's literature one tends to gain the impression that they themselves are keen on producing as much power as possible in their standard vehicles. With almost every new model announcement, more power, or improved torque, or both of these attributes, is emphasized. The relatively ill-equipped conversion firms, however, seem to have no hesitation in claiming considerable further increases in power following engine modification in their workshops. To achieve these ends it would seem that expensive engine components are altered irrevocably, whilst others are discarded and replaced by allegedly improved or more suitable items. Ports are reshaped and combustion chambers recontoured—to use the jargon—and the compression ratio is usually raised as well. The converted vehicle, it is usually claimed, has improved flexibility as well as much enhanced performance, whilst there is no loss of fuel economy.

At first sight then, it is difficult to reconcile the work and claims of the conversion firms with the end products of manufacturers who have, by comparison, vast resources in technical knowledge and test equipment at their disposal. It is a fact, though, that the majority of the specialist firms do obtain significant increases in engine performance by sensible means, and the standard of workmanship is generally high. Unfortunately, in the process of selling these "wares" to the public, exaggeration of results tends to take place, and this invariably leads to a snowball of "fishing" stories wherein the engineering truth is completely lost. A first-rate engine fitter or motor mechanic need not have any detailed knowledge of the working processes and design considerations of the type of internal combustion engine in question, and the wide differences in technical understanding are often apparent in the different ways in which extra performance is sought. This implies no slur on the craftsmen in the motor trade; engine development is very much a specialist's occupation and the major conversion establishments now employ competent personnel and furnish them with the necessary test equipment. There is a great deal in the old saying that an engineer is a man who can do for sixpence what any fool can do for five shillings, and it is noticeable that the conversions which produce the most performance gains for the least reductions in tractability generally involve relatively few departures from standard specification.

In order to understand why it is that the engine manufacturers seem unable, or unwilling, to use the specific performance levels produced by the conversion firms, it is advisable to study the design philosophy usually adopted. Here one must try to bear in mind the vast numbers of complete engines produced every day. Consider, for instance, the B.M.C. A-series variants—the Minor 1000, Austin A40, the 850 c.c. Minis, the Cooper-Minis, the new 1100s, Sprites and M.G. Midgets, etc. This must mean something in the order of 2,000 passenger car engines off the same tooling and assembly jigs each working day. Even if one per cent of these power units proved faulty or required some major replacement in its early life, what chaos there would be in the service and guarantee departments. But such a level of failures, even with a brand new design, is almost unheard of. This in itself is a magnificent achievement, particularly in view of the virtually automatic methods of component finishing and engine assembly employed. Satisfactory high-rate production—which is an economic necessity—is the product of design with respect to the production facilities available as well as the operating efficiency and serviceability of the finished product.

The designer of a component—say a cylinder head assembly—has to bear in mind easy machining, and as little of that as possible, together with suitability for assembly by semi-skilled "non-selective" methods. In contrast, many hours of skilled handwork may be spent on this unit by a conversion specialist to augment the engine power output by perhaps 10 per cent and yet retain its freedom from detonation. The designer and the "modifier" have few aims in common and from the manufacturer's point of view there is seldom either engineering or economic justification for raising specific power levels by more than a few per cent at a time. If a considerable power increase is sought, it is invariably more satisfactory to increase the engine size.

IN considering design in general, ample margins must be left to cover endurance fatigue and a certain amount of neglect and severe usage. In particular, there must be sufficient latitude in the choice of mechanical compression ratio to permit the use of sub-standard fuels without dire results and, in more usual circumstances, to allow knock-free operation over abnormally long periods between cylinder head overhauls. The knock-resistance factor is likely also to influence the ignition advance setting at each speed, for which the stock distributor is set. Even a sports-type production car must be thoroughly tractable for "shopping" expeditions and dense town driving; a long warming-up period before snatch and stall-free running is obtained in cold weather is not acceptable, nor is poor performance at low engine speeds. For these reasons the use of long valve-opening periods, large valves and ports, and unheated induction manifolds, must be resisted.

The engine designer, particularly when dealing with pushrod layouts, strives to use the smallest possible valve that will suffice for the power required; this means minimum spring and inertia loads, and thus low cam and tappet wear coupled with minimum noise. Dangerously high engine speeds are generally prevented by the onset of valve bounce, or a natural fall off in volumetric efficiency above peak power speed. Looking at the external components of the engine assembly—for the induction and exhaust systems receive a great deal of attention from the "modifiers"—a touring car induction system must be simple (and cheap) and above all unobtrusive in operation. A combined air cleaner/silencer is obligatory, as is adequate manifold heating in the interests of the aforementioned "cold drive-away". On a sports model, air intake silencing is not so important, but filtration most certainly is, and with twin-carburettor assemblies it is often possible to dispense with manifold heating. Exhaust set-ups must be simple and durable; they invariably have to be squeezed into remaining spaces under the body unit, in order to preserve the highest possible ground clearance line. There is generally a requirement to discharge from the rear of the vehicle and, of course, accepted standards of noise-limiting have to be met.

THOSE then are the "rules", for the power unit engineers realise that practically every one of these can be disregarded to some extent by the conversion people, and you can see that there is considerable scope for improved performance—at a price. Obviously, wholesale neglect of the "rules" could produce a noisy intractable and unreliable vehicle devoid of its initial refinement, but such a product of misguided modification is, mercifully, rare. We are particularly fortunate in our temperate cli-

mate to have cars which are designed to operate satisfactorily at much greater extremes of temperature, and this provides useful reserves in both cooling capacity and flexibility. Similarly, the man who is interested in above-average performance will not mind more frequent cylinder head overhauls or the cost of higher-grade fuel. The more enthusiastic motorist will not object to the more exacting twin-carburettor assemblies, as used on the sports model, and he may be prepared to use the throttle with extra caution in built-up areas in deference to a less efficient—as regards noise limitation—silencer. On the other hand, a change to a sports-type camshaft, which actually reduces the top gear acceleration below 60 m.p.h. in return for improvements above this speed, may not be acceptable.

WHAT are the returns for compression ratio increases, free-flow exhaust systems, reduced manifold heating, an extra carburettor and reduced intake silencing? It is not possible to give much more than a general idea here as apparently similar engines react in varying degrees to these changes, but it can be said that for any one alteration to result in more than a four to five per cent power gain would be most unusual. This would mean an increase in the order of one whole ratio in the geometrical compression. The difference between a "touring" and a G.T. exhaust system in terms of power loss, is usually around four per cent; it should be appreciated, however, that whereas a compression ratio change affects the whole of the power curve, less restrictive exhaust and inlet tracts will make little difference over the lower two-thirds of the range. A more likely figure for the power increase due to a change from a fully-silenced air cleaner assembly to a sports-type "pancake" cleaner would be two to three per cent.—so long as the latter was of adequate size. There is no justification for open intakes or unfiltered bell-mouth outside the competition field. Taking a general view, it is more straightforward to fit a pair of carburettors on simple stub manifolds than to open up an existing single carburettor manifold for a considerable power gain, but a single installation of sufficient air-flow capacity can equal the former. Induction manifold heating, or "hotspotting" as it is technically known, can reduce peak power by two to four per cent, according to the manner and severity of its application. A completely unheated four-branch single carburettor manifold, however, is generally unacceptable from the flexibility and "cold-drive-away" aspect, particularly where a fixed-choke carburettor is employed.

SOME authorities give the impression that "stock" engines suffer power loss through poor lining-up of manifolds with

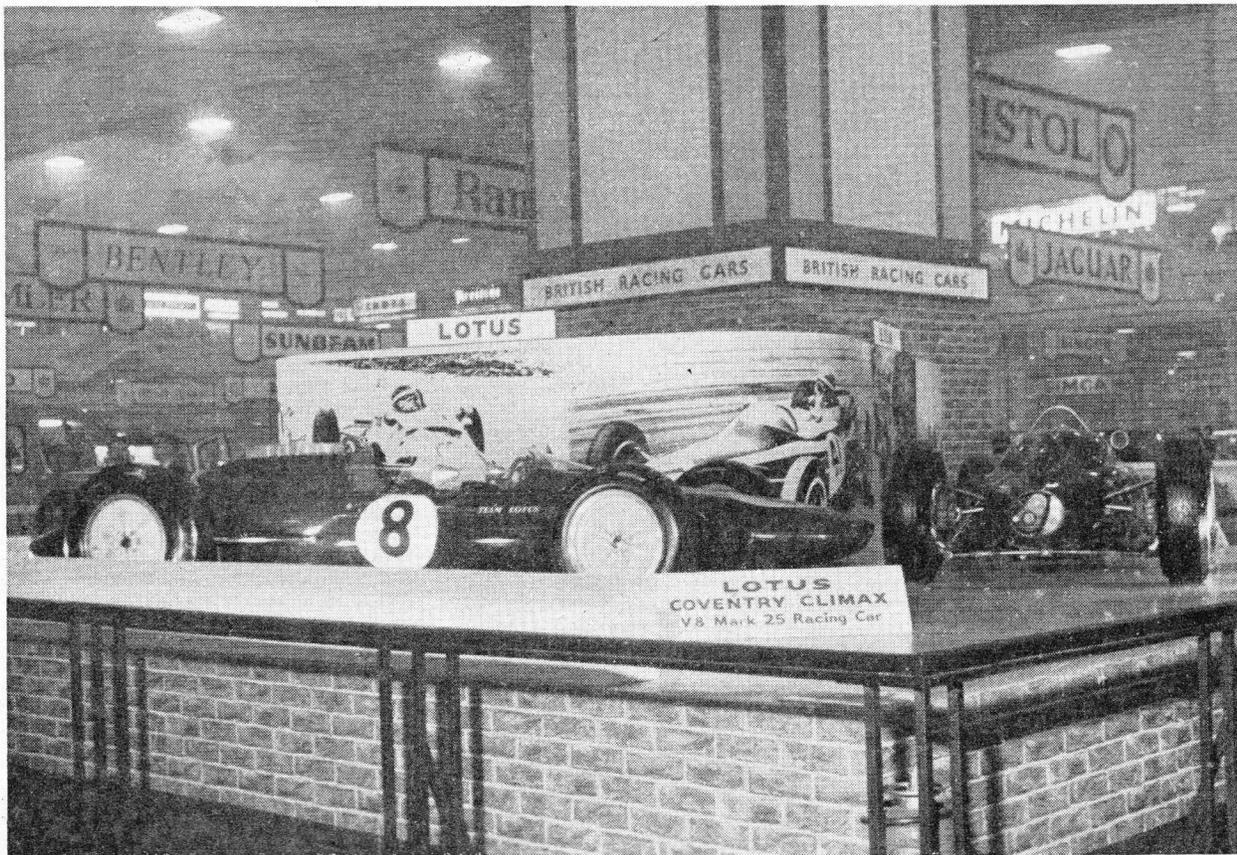
the head ports, but such overlapping of tracts in a deleterious manner is usually avoided these days, either by leaving the port entries larger on the inlet side and smaller on the exhaust side than their respective manifold tracts, or by the provision of chamfers having the same effect. The writer has found, in actual test bench experience, that small steps in the opposite direction seldom have any effect at all on engine performance, but here it should perhaps be emphasized that all these notes and observations apply to specific power outputs in the up to 50 b.h.p./litre bracket. At "sports-racing" specific outputs, engines tend to become more sensitive to small changes.

A great deal of energy appears to be expended in so-called polishing of inlet ports, but I would indeed be most surprised if the surface finish itself has any measurable effect on engine power. The polishing or cleaning-out operation, however, serves to increase the effective port diameter, and I submit that this factor is the important one, rather than any mirror-finish effect. Port development these days is facilitated by the use of airflow meters in a technique which has come to be labelled "gas flowing". By using a metering device to measure the mass flow of air through a port and valve throat at various valve lifts the effect of subsequent modifications to the tract can be determined. Once an amended shape has been established, the performance of all ports so modified can be checked on the airflow meter. All this work is at "steady" flow conditions, but on the engine pulsating flow obtains, and it is therefore difficult to predict the degree of engine performance change for an improvement indicated by steady flow tests.

FROM the foregoing brief references to the reasons why production engines are so apparently de-rated, and to some of the means adopted in up-rating them, it can perhaps be appreciated that any "tuning" business requires something more than competent mechanics and machinists, however enthusiastic they may be. Specialized knowledge and a considerable amount of test equipment are necessary if the customer is to buy increased performance without loss of refinement. It is not logical to expect real improvements to be effected on a carefully designed and developed machine by random "suck it and see" alterations. Each conversion should be thoroughly proved and tested before being placed on the market and, because of the considerable outlay in experimental work and equipment, it is advisable for the prospective buyer to consider first the products of large well-known concerns. Such relatively large producers can afford to do the necessary experimental and test work and have access to dynamometers which are virtually essential in the accurate determination of ignition and carburettor settings. Most of the larger establishments are recognized by the motor industry, or at least a section of it, and in some cases there is a certain amount of technical liaison with the car manufacturers.

The motoring press road tests of converted cars can serve as a useful guide as to the efficacy and merits of the many modifications on the market, but I do feel strongly that, in some cases, inferior tractability and unnecessarily high fuel consumption are glossed over in the enthusiasm for perhaps exciting performance improvements. It should not be necessary to make allowance for idiosyncrasies in cars modified for improved road performance, the defects are indicative of an unfinished job of work.

***Specialized Knowledge and  
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## EARLS COURT, 1962

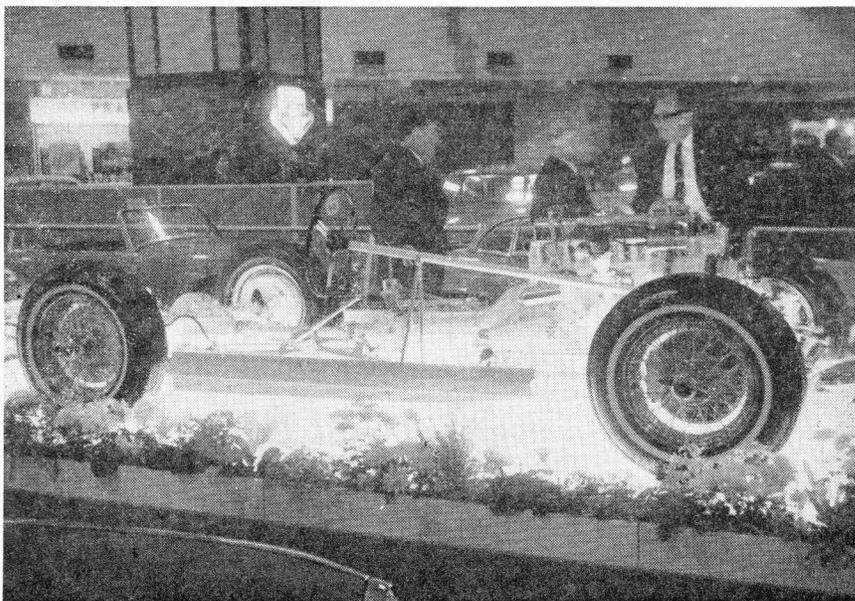
BY JOHN BOLSTER  
PHOTOGRAPHY BY GEORGE PHILLIPS

*The British racing cars stand (above) contained a display of B.R.M., Lotus and Cooper Formula One cars, together with details of their latest successes.*

THE 1962 London Motor Show will go down in history as the exhibition at which the British motor industry really bared its teeth in preparation to attack the Common Market. A very marked trend towards the virtual elimination of maintenance work is apparent. Many cars need never be approached with a grease gun, and sealed cooling systems are to be found, likewise a new sparking plug that need not be cleaned or gapped for 20,000 miles. In addition, that truly British accessory, the disc brake, is now firmly entrenched in the low-priced field, whereas it has previously been regarded as appertaining to the larger high-performance cars.

It is encouraging that the S.M.M. & T., once bitterly opposed to racing cars, has gone so far as to exhibit the three victorious British V8s, B.R.M., Cooper and Lotus. Many race spectators will come specially to the show just to get a close-up view of these masterpieces. This section could usefully be extended in the future, as the fabulous display at Paris proves.

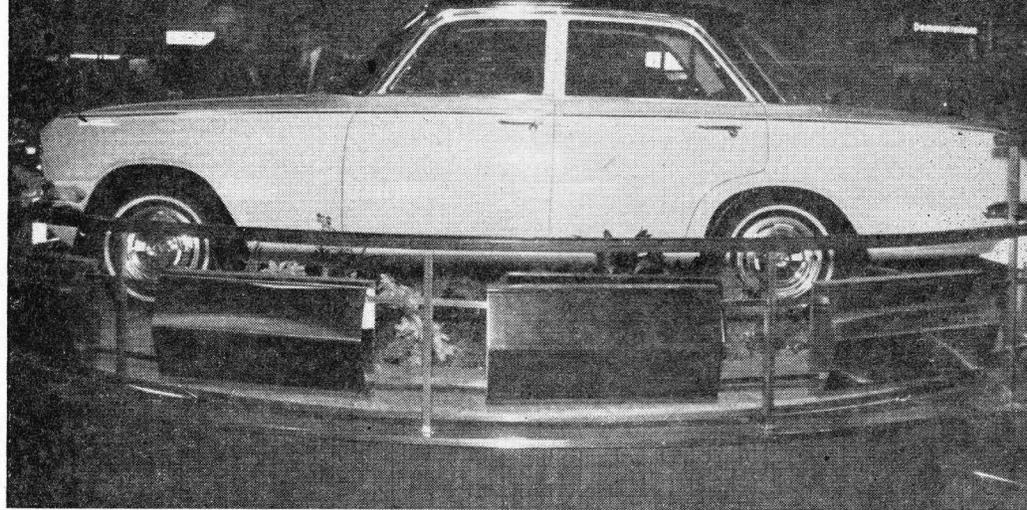
The car of today has a very different task to perform from the machines of the past. It must be able to cruise near its maximum speed for long periods on the new motorways. Then, it must idle indefinitely in traffic blocks of great density, stopping, moving, stopping, and creeping forward again. The high-frequency sparking plug, already mentioned in the opening paragraph, is the contribution of Lodge and K.L.G. to this curious mixture of driving conditions.



*RESPLENDENT: The gleaming, stripped chassis of the Austin-Healey 3000, showing the re-located gear-lever. In convertible form, the car boasts two carburetors instead of three, but goes ever faster!*

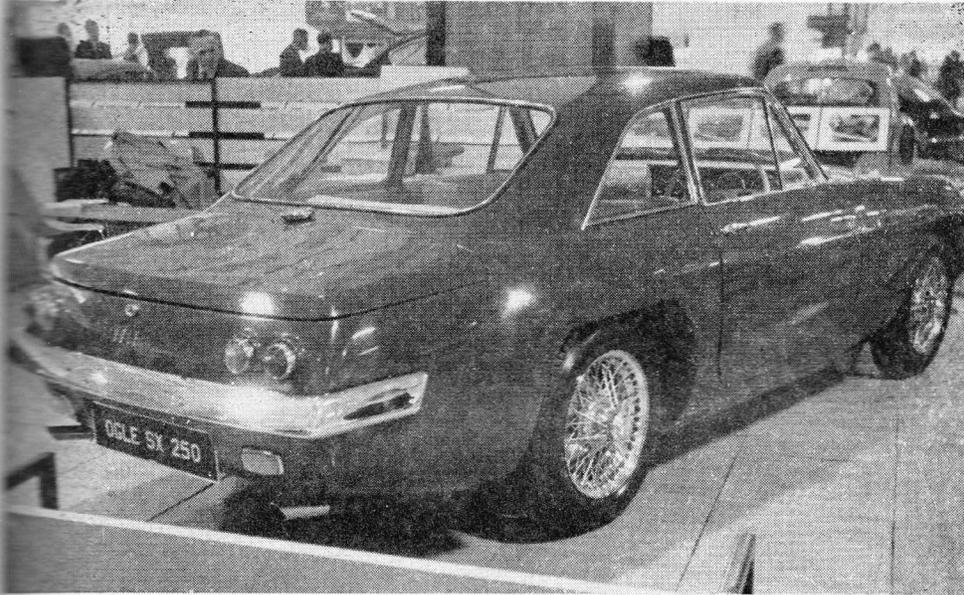
*VERY ATTRACTIVE, the new Vauxhall Cresta has really comfortable seating for all the passengers.*

Another very important development is the replacement of the D.C. generator by the alternator. This component can run at speeds as high as 12,500 r.p.m., for it has a very simple revolving field and no commutator. Its main advantage, however, is that it can continue to give a massive charge at idling revolutions, so that the continuous use of radios, heaters, and the many other electrical luxuries of the modern car cannot lead to a flat battery, however frustrating the traffic block. The alternator has long been used on motor-cycles and is also fitted to some American cars. It is shown at Earls Court by Lucas and Simms, and it will certainly be adopted as standard equipment for most of the larger cars, at least. Further details will appear in a future article.



and we look forward to testing these potent little machines.

Also on our list for future road tests is the Austin-Healey 3000. This car now has two carburettors instead of three, but goes faster than ever before. The gearbox has been rearranged with a much better lever, and all these things can be examined in a stripped chassis on the stand. The complete car is seen to have winding windows in its doors,

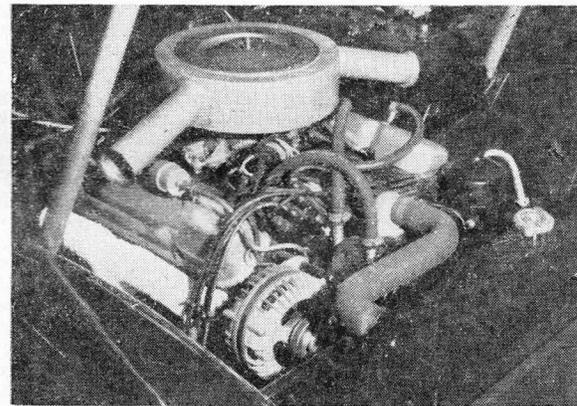


*REAR-END treatment is particularly effective on the 2½-litre V8 Ogle SX 250, a new grand touring, two-door, four-seater based on the sports Daimler.*

Earls Court contains cars of many nationalities, but we make no excuse for giving the British makes the lion's share of our space. Continental cars were well covered in our Paris report and they will get a fair crack of the whip at Turin.

Although it has already been covered exhaustively, the Morris 1100 must be regarded as one of the most advanced cars

at Earls Court. The Mini-Minor has been criticized for giving too hard a ride over the bad roads in some parts of Europe, though it is ideal for English conditions. The newer car has a suspension system which will suit any terrain, and it will certainly step up B.M.C.'s exports. The 1,100 c.c. engine, in two-carburettor form, is now fitted to the Austin-Healey Sprite and the M.G. Midget,



*CHRYSLER engine fitted to the new Jensen C-V8 has an alternator replacing the D.C. generator, an important technical advance in electrical systems.*

a refinement which is also found in the new M.G.B, which has an engine of 1,798 c.c.—large for a "four" these days.

Another sports car with winding windows is the new Triumph Spitfire. This good-looking little machine is one of the hits of the show, with its Michelotti-designed body. It has a two-carburettor version of the Herald 1,200 c.c. engine and the backbone-type chassis is shorter than that of the existing model. Herald components are used throughout, but the rear transverse spring is flatter, having no rear seat passengers to carry, so the i.r.s. works at advantageous angles. At £729 this is a most desirable little sports car in the 90 m.p.h. bracket.

Also of backbone form, the Lotus Elan has a very deep chassis of sheet steel. The five-bearing Ford engine has the Mundy-designed twin-cam head and some of the chassis components, such as the hypoid final drive unit, are of Ford manufacture. Great pains have been taken to insulate the roomy two-seater body from road noises, and this must be the most luxurious car yet to emerge from Colin Chapman's drawing board. Forgetting any thoughts of luxury,

*SPORTING TWO-SEATER, the TVR retains its appearance of chunky attractiveness and combines it with a lively performance.*



Mark 10 Jaguars, though there are no visible changes in these cars. The use of a Jaguar shell to carry the Daimler engine is interesting, but the bonnet space is unnecessarily long for the compact little V8 unit.

Most interesting is the Elva, which will in future be fitted with the M.G.B 1,800 c.c. engine. For only £148 extra, one can specify wire wheels and independent rear suspension, which includes inboard disc brakes. The Reliant Sabre chassis is shown in stripped form with a six-cylinder Zephyr engine. The front suspension geometry caused me to scratch my head, for the changes of camber are considerable and braking torque surely affects the attitude of the car. I must try it, for it may be better in practice than in theory. On a different stand, the Sabra is based on the Reliant and built in Israel.

The little Ogle, developed from the Cooper-Mini, is well known to our readers. Completely new is a grand touring four-seater two-door coupé, based on the V8 Daimler. Its four headlamps are behind plastic covers and there is no radiator grille, the air being picked up underneath the front



*MOUTHWATERING: the magnificent Pininfarina Ferrari Superamerica, possessing the kind of lines and the sort of performance that makes everyone yearn for a pools win!*

I turned my eyes towards the Super Seven, now with five-bearing engine, and felt 10 years younger at once.

Quite the fastest car ever to bear the illustrious name, the new 3-litre Rover Coupe has a delightfully sporting, short central gear lever. Power-assisted steering is standard on this model.

Many people walk past the good-looking Alvis because they think that they have seen it before. Nevertheless, a closer look would reveal a gear lever with five positions marked upon it, and this five-speed ZF gearbox is fully synchronized. Although British drivers may not feel quite so strongly about synchronized bottom gears as do Continental motorists, there is no doubt that the new all-synchromesh four-speed transmissions are a deciding factor in the sale of many Ford cars. The Cortina has good looks and a remarkably lively engine, too, so this newcomer is claiming a large share of the competitive 1,200 c.c. market. I left this stand hurriedly when I saw the Police Zephyr!

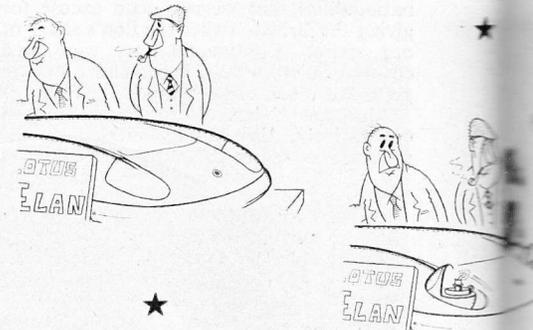
The American Ford V8 engine is found in the A.C. Cobra. In this case, the all-synchromesh four-speed gearbox is by Borg Warner. At £2,386, this very sporting two-



*INTERESTING new Elan two-seater from Lotus, pictured here (above) as the headlamps begin to open. RIGHT: What our cartoonist thought might happen when they did open!*

seater must be one of the most potent packages at Earls Court. One still greatly admires the lines of the E-Type and

*WINNING DESIGN in the International Coachwork competition, this Pininfarina body is a four-seater coupé on the Austin-Healey 3000 chassis.*



bumper. The rear-end treatment is particularly effective.

There is a new Jensen with a somewhat unusual frontal aspect, a massive car powered by six litres of Chrysler engine. The application of the alternator can be examined on this unit, the pulley sizes being chosen to allow it to run very much faster than the engine. The big Bristol also has eight American cylinders to propel it. The TVR Grantura has a new body with more attractive treatment of the rear end.

The DB4 Aston Martin now has a much more roomy body and is even better looking than before with its slightly smaller wheels. An attractive drophead coupé is also shown

on the stand, and the big Lagonda is there, aimed at the super-luxury market.

Among the cars for the very rich, the Rolls-Royce and Bentley have received new frontal treatment. Lower radiators are flanked by paired headlamps and the bonnet slopes quite considerably. This is not all, for the rather small SU carburetters have been replaced by larger instruments and the compression ratio of the V8 has been increased.

Very attractive in appearance, the new Vauxhall Velox and Cresta models really have comfortable seating for all the passengers. The specification remains conservative, however. The Rootes cars impress, as always, by their good finish. The Singer Vogue and the Super version of the Minx now have disc front brakes and chassis with not a single grease nipple. For those with Vintage leanings, the Morgan still has its traditional appearance though the performance is well up to modern sporting, or even racing, requirements.

Those are the highlights of the British stands. It must be admitted that our manufacturers, fully aware of the challenge that the future may bring, are doing everything in their power to enhance the British reputation for engineering of the highest quality.

Among the Continental exhibits, one must be allowed to drool over the Ferraris. The 250 GTO Competition Berlinetta has been victorious on all the circuits this season, and the 2+2, which is Ferrari's idea of a touring car, is also familiar. Entirely new is the 250 GT Berlinetta de Luxe. This has the engine moved forward, as in the 2+2, to give more interior room, and the rear suspension is of the GTO type. The body is a Pininfarina design, built by Scaglietti.

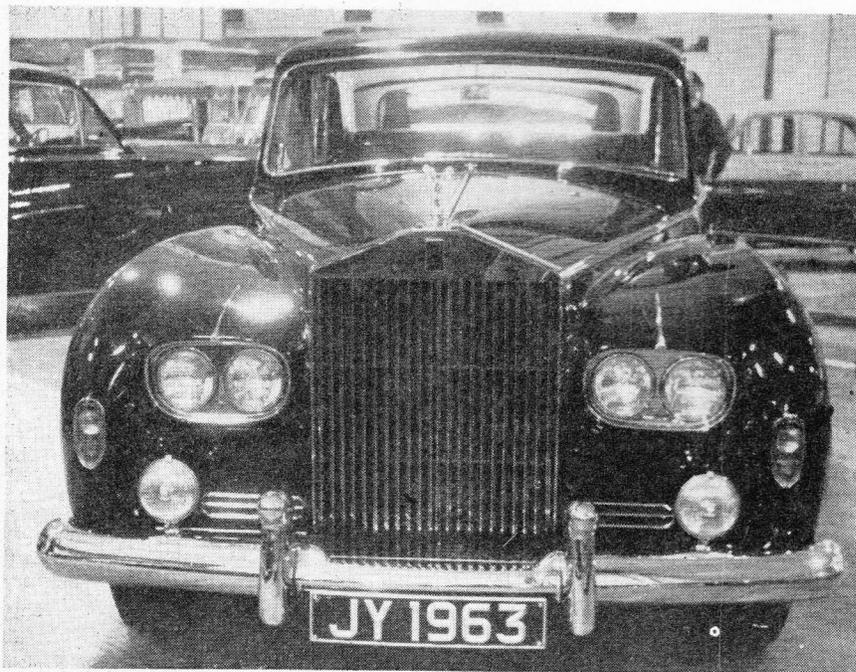
Very beautiful indeed is the Citroën Decapotable, which is to DS specification throughout but with the ID clutch and gearbox. The Abarth 1000 Bialbero develops 105 b.h.p. from 982 c.c., which gives it a maximum speed of 132 m.p.h.! I would like to thank Mercedes-Benz for letting us see the 300SL again, for it is one of the most desirable luxury sports cars.

Renault show the front-drive R4 as a chassis, and this car is selling remarkably well in England. The new R8 can be examined, and Renault actually remove the doors from their cars to encourage you to get in and try the seating positions. It is splendid to see the SAAB with which Eric Carlsson won the Monte. Perhaps I have a warped sense of humour, but I thought that the exhibit of a Volkswagen upside down was very funny indeed.

Another jolly jest is the speedometer of the Studebaker Avanti, which has a dial calibrated up to 200 m.p.h.! American cars are perhaps less in evidence than at some previous shows, but the Chevrolet Corvette "Sting Ray", mentioned in our Paris report, is a spectacular status symbol for the man with £3,747 in his pocket.

There is a fine display of the DAF, with five cars, one in "wickerwork" finish, a variomatic transmission, and a sectioned engine. The O.H.C. slanting engine of the BMW can be examined, but this 1½-litre saloon is costly at £1,566. The little coupé, with its flat-twin air-cooled engine, will give a keen driver about as much fun as anything on four wheels. Technically minded visitors to the Show will want to see the fuel injection engine of the Peugeot, and Maserati also have this feature on view.

Tucked away behind the caravans, the Pininfarina stand must be visited. Here, a body can be seen that was built to the design of the winners of the International Coachwork competition. A joint effort by a team of young men, this body is a two-door four-seater coupé, mounted on an



*CITY GENT'S natty suiting featured on the Renault stand by Frenchman Robert Sicot. Ain't he smart!*



*NEW frontal treatment for the Rolls-Royce. This James Young body features twin headlamps and a sloping bonnet, although retaining the traditional radiator.*

Austin-Healey 3000 chassis. It has a huge rear window and a curious louvred air entry in front, but somehow the general effect is rather undistinguished. In the Carriage Work Section, by far the most opulent stand is that of Harold Radford, where Rolls-Royce and Bentley cars are shown with a background of antique furniture.

There are many other stands more than worthy of a visit, and personally I like to gaze wistfully at the Alfa Romeos, the Porsches, and the Lancias, remembering the many happy hours I have spent road testing these cars. There are two new coupés on the Lancia stand that I should dearly love to handle, and in fact the many new cars at Earls Court make me look forward with excitement to the road tests to come.

The 1962 Motor Show is a great exhibition. It entirely lacks the artistic presentation and sophistication of the Continental Salons, but to both the prospective buyer and the engineering enthusiast it offers hours of enjoyment and instruction.

*FASTEST-EVER ROVER, the three-litre Rover Coupé has power-assisted steering, and a low, lithe outline which should attract the younger sportsmen.*



# RICARDO AND PEDRO AT MONTLHÉRY

**The Rodriguez Brothers  
Win the Paris 1,000  
Kilometres for the  
Second Year in  
Succession**

BY PATRICK McNALLY

DRIVING the N.A.R.T. Ferrari G.T.O. faultlessly and apparently effortlessly, the Rodriguez brothers sailed home to victory in the 1,000 kms. of Montlhéry, winning more or less as they pleased. Chief opposition came from the Maranello Concessionaires-entered GTO Ferrari driven by John Surtees and Michael Parkes, which held second place for much of the distance. It eventually finished second, a lap behind. The Lucien Bianchi/Willy Mairesse Ferrari had been well in the running, but eventually retired with cooling problems.

Practice had taken place on Friday and Saturday, the best times being recorded by the Rodriguez brothers with a time of 2 mins. 51.4 secs., the next fastest being 2 mins. 52.2 secs. from the Mairesse/Bianchi car just 0.5 secs. ahead of the GTO of Vaccarella/Abate. The fastest lap made by the Mike Parkes/John Surtees car was 2 mins. 54.3 secs., making them fifth on the grid. Jimmy Clarke and John Whitmore made the big Aston go extremely fast in practice, but were still only on the third row of the grid. The Trevor Taylor/Clive Hunt Elite was the fastest of the lesser brethren, recording 3 mins. 10 secs.; however Lorenzo Bandini/Tommy Spy-chiger were only 0.6 sec. behind in their Simca-Abarth. The Porsche Carrera Abarths were all doing "twelves". The semi-sponsored Lotus 23 driven by José Rosinski/Bernard Consten, after its recent

class win at Clermont-Ferrand, was going far faster than the rest of the class.

Race-day dawned bright and clear with not too much wind—almost ideal conditions for the 129-lap, 1,000 kilometre race. The convertible Ferrari course car led the cars round on the "inner-circle" before they set off after a rolling start.

First car to appear on the banking was the immaculate and well-conducted GTO of the North American Racing Team with Pedro Rodriguez at the wheel, already pulling out a small lead. Closely following the Mexican came Lucien Bianchi in the Equipe Nationale Belge GTO, Edgar Berney (GTO), John Surtees (GTO) and Jim Clark going great guns in the Aston. Further back came Nino Vaccarella and von Csazy, both in GTOs. Trevor Taylor was already leading the 1,300 class, as well as the two-litre one for that matter! Two laps gone and Jim Clark spun, dropping right back to 11th place (his brakes had been locking with new pads and the car appeared rather twitchy). Surtees got the bit between his teeth and by the end of lap three had moved up to second place behind the N.A.R.T. entry. Four laps saw the order: Rodriguez, Surtees, Bianchi, Berney, Vaccarella, Scarfiotti and von Csazy. After nine laps the leader was already 6 secs. ahead but the 3rd, 4th and 5th men were in close formation, making a splendid sight as they swept off the banking.

Pit-stops had already started and the Ernesto Prinoth/Peter Nöcker Fiat-Abarth came in for adjustments, whilst their team mate, Roger Masson, went missing. This was not the first retirement, Henri Quernette (Elite) retiring after only one lap with lack of oil pressure.

Thirteen laps saw Rodriguez having lapped all the smaller cars and about to lap the Jean Beurlys GTO. Schlessler's Abarth-Simca had succeeded in passing Trevor Taylor, and Bandini's Abarth-Simca was behind Taylor's Elite, threatening on every lap.

The 17th lap saw Pedro 29 secs. ahead of opposition whilst Surtees and Bianchi held station in front of Vaccarella and Lodovico Scarfiotti, the latter in the "bread van" Ferrari. Bianchi was the first of the "big boys" to make a stop. The Ferrari was refuelled and Mairesse took over.

With 25 laps completed the gap between the leader and Surtees had grown to 47 secs. whilst Jim Clark had moved right up through the field and had succeeded in passing the Davis/Scarfiotti Ferrari to take up fifth position.

The pits were now really busy. Von Csazy had come in after shunting the front of his GTO, only to find that it was serious enough to necessitate retirement.

Vaccarella displaced Berney for third place, the Mairesse car having dropped to seventh place after its stop. On the 28th lap Pedro Rodriguez handed over to his brother, Ricardo, and the car dropped to second place. Thirty laps saw the order: Surtees, Rodriguez, Clark and Scarfiotti, whilst in the smaller class Bandini had passed both Taylor and Schlessler and headed the up to 1,300 class. The three Abarth Porsches, headed by Koch, were leading their class. Vaccarella stopped to hand over to Abate, dropping back to sixth place. Surtees was next to come in, Parkes going off in double quick time, losing only three places.

This left only Clark to make his pit-stop out of the leading cars; this he did when lying in second place on the 37th lap. John Whitmore went off in seventh place but had to retire only a couple of laps later

when the engine holed a piston—a sad end to an extremely spirited drive. The small cars now started their stops.

The positions after 50 laps were Rodriguez, Mairesse, Parkes, Abate, Davis and Beurlys, whilst Bandini led the 1,300 class, Taylor/Hunt having retired at the chicane. Rosinski still led the one-litre class, but Bouharde (René Bonnet) was on the same lap.

Parkes came in on the 68th lap to hand over to Surtees and put two of his wheels outside the deceleration zone (right at its start). The car was held up for 1 min. and was penalized 2 mins.—however, this penalty was later withdrawn. This dropped the car back to third place behind Mairesse.

Seventy laps completed and Rodriguez still led with only Mairesse and Surtees on the same laps. One lap behind came the Scarfiotti car with Jean Guichet in pursuit. The Koch/Linge Porsche had now taken the lead in the two-litre class, well ahead of Pon/Slotemaker, but still on the same lap. Bandini must have been having engine troubles, for he dropped back but still led the 1,300 class from the Herrmann/Bianchi Abarth-Simca.

Surtees drove brilliantly and held a comfortable second place, extending his lead over Bianchi on every lap.

Tension mounted towards the 100th lap. The Rodriguez car called into the pits on the 97th lap for Ricardo to take over, but as the car was nearly lapping the second man Parkes (who had just taken over from Surtees) it made little difference. Colin Davis took over from Scarfiotti; Pon/Slotemaker still led the two-litre category, the latter having displaced Bandini who had dropped back behind Herrmann.

With only 20 laps to go the order looked as if it would not change at all. But Mairesse, who was going extremely well, stopped for what appeared to be a routine driver change; however the Ferrari was overheating and would not restart. Linge/Koch also made a last-minute stop for a carburettor adjustment, but continued without losing much time. Mike Parkes made a last-minute stop, but his position was unchallenged as Colin Davis was a lap behind.

In the last few laps Rodriguez lapped the second man Parkes before he crossed the line, having completed the 1,000 kilometres in 6 hrs. 21 mins. 58.7 secs. Parkes/Surtees were second, Davis/Scarfiotti third and then came the Guichet/Noblet car. Mairesse and Bianchi finished fifth, despite their stop. Beurlys/"Elde" (Ferrari) were disqualified for having three drivers, otherwise they would have finished sixth.

The two-litre class went to Koch/Linge from Pon/Slotemaker, both in Porsches.

#### Results

**General Classification:** 1, Pedro Rodriguez/Ricardo Rodriguez (Ferrari 250GTO), 129 laps in 6 h. 21 m. 58.7 s.; 2, John Surtees/Mike Parkes (Ferrari 250GTO), 128 laps; 3, Colin Davis/Lodovico Scarfiotti (Ferrari 250GT), 127; 4, Jean Guichet/Pierre Noblet (Ferrari 250GTO), 125; 5, Willy Mairesse/Lucien Bianchi (Ferrari 250GTO), 122; 6, André Simon/Georges Berger (Ferrari 250GT), 121; 7, Gerhard Koch/Herbert Linge (Porsche Carrera Abarth), 118; 8, Ben Pon/Rob Slotemaker (Porsche Carrera Abarth), 117; 9, Hans Herrmann/Mauro Bianchi (Abarth-Simca), 116; 10, John Wagstaff/Gil Baird (Lotus Elite), 115; 11, José Rosinski/Bernard Consten (Lotus-Ford 23), 112; 12, Giancarlo Sala/Alfonso Thiele (Alfa Romeo Giulietta S.V.Z.), 110; 13, Robert Bouharde/Jean Vinatier (René Bonnet), 108; 14, Claude Bobrowski/Ruata (Fiat Abarth), 107; 15, Rossi/Biscaldi (Alfa Romeo Giulietta S.V.Z.), 107; 16, Furtmayer/Dechent (Alfa Romeo Giulietta S.V.Z.), 105; 17, Guy Savoye/Claude Savoye (Morgan Plus 4), 100; 18, Robert Buchet/Edgar Barth (Porsche Carrera Abarth), 100; 19, Lorenzo Bandini/Tommy Spy-chiger (Abarth-Simca), 92; 20, André Guilhaudon/Alain Bertaut (Panhard CD).  
**Fastest lap:** Rodriguez/Rodriguez (Ferrari 250GTO), 2 m. 51.4 s., 163.501 k.p.h.



TAKING his shining blue Jaguar E-type steadily round the second test is D. R. Harris.

**I**N spite of its name, the 1962 Bournemouth Rally started at Taunton and most of the route lay to the west of the start. A most welcome change from previous years was the elimination of a tedious run in. John La Trobe in a Volkswagen was flagged away at 10 p.m. to embark immediately on the serious part of the rally—88 controls in 200 miles. He was followed by the Mabbs brothers in the first of a long string of B.M.C. "babies", for no fewer than 13 of the first 24 competitors were Mini mounted.

Although conditions were ideal for competitors, some were soon in trouble. Stones thrown up by another competitor from a newly gravelled road broke the windscreen of Tony Blore's Mini. He and navigator Barry Hughes were more thankful than most that the night remained dry and clear.

After an excursion into the maze of roads in the Blackdown Hills, the route skirted Tiverton and turned north following the Exe valley. Several hopes of "clean sheets" faded when crews encountered a level crossing which was shut. Pat Moss and David Stone in Pat's SAAB immediately turned round, but their detour cost them 6 mins. Seconds after they left, however, the gates were opened and the Dave Seigle-Morris/John Brown Morris 1100 was able to continue with hardly a pause and was unpenalized at the next control.

Some "plot and bash" sections were included to keep navigators on their toes. They were not given the location of a control until they had checked in at the previous one. Brian Melia breathed a sigh of relief after he had successfully navigated Tony Fisher's Mini through a group of these stages, and promptly took a wrong slot! After some hectic agricultural motoring across a field, they arrived at the next control a minute late, incurring their only penalty on the rally.

This year the notorious ford at Tarr Steps was so shallow that it held no horrors for competitors and it was disappointing for the handful of spectators who had turned out to watch the fun, remembering when cars had foundered on previous occasions.

A run over the moors and down the 1 in 4 gradient of Porlock main road hill led to the special test run at a 50 m.p.h. average up the less steep but twisting 3.8 mile toll road. Bob Aston, getting in some practice with a Reliant Sabre in preparation for the R.A.C. Rally, was enjoying the climb immensely until an ominous noise from the back end indicated suspension troubles. All he could do was to nurse it to the finish—in spite of this he made sixth best time.

The tightest section of the rally came after the special stage just south of Porlock village. A loop round the Holnicote Estate contained eight controls to be visited in 15 mins. But with good conditions prevailing even this schedule did not defeat the more expert crews.

The control near Dulverton at the end of a 10 mins. section caught out many navigators who, thinking it would be in the centre of the village, plotted the reference carelessly—it was in fact on a white road which lead into the village from the north. Three times London Rally winner, Ron Crellin, navigating Peter Astbury's Vitesse, was among those who were horrified to find that, on arrival at Dulverton, they had not passed through the check point! Dave Seigle-Morris's Morris 1100 limped into Dulverton, front wheels askew, with a broken track rod.

After a welcome break at the Tantivy Cafe, where coffee and biscuits were "on the club", crews were faced with a further 28 controls which took them to Bridport. While some "pressing on" was necessary, none of it was tight enough to penalize those already well placed.

The convoy made its way to Bournemouth and breakfast where the now familiar Philishave Bar was set up for competitors' benefit. Dave Skeffington, not having shaved for some days, was able to make full use of the equipment. Dave was Volkswagen-mounted as usual, but navigating for Ben Davies instead of Bill Bengry, who, while demolishing some brick-work, had the misfortune to break some bones in his hand.

The traditional end to the Bournemouth Rally, driving tests on the promenade, took

## TONY FISHER/ BRIAN MELIA WIN THE BOURNEMOUTH NATIONAL RALLY

place before several hundred spectators. The first test, a 100-yard dash through five chicanes looked deceptively easy. But as the distance between successive barriers decreased so the number of dislodged straw bales increased. The second test was in the style of a "Monte Morecambe" test but the narrowness of the promenade prevented



DAVID SEIGLE-MORRIS has time for a chat with the R.A.C. stewards of the rally while waiting at the start of the special stage on Porlock Hill.

competitors making a complete turn without reversing. No one ever looked like approaching Geoff Mabbs's time until the last car through, David de Souza's Mini. David's perfectly controlled handbrake turns brought a gasp of admiration from spectators and gave him B.T.D.—a just reward for he had struggled all night to keep going, when shortly after the start his Mini began to lose oil. By the time he reached the finish he had used 6½ gallons!

One regret about an otherwise well organized event was that no results were available at the finish. Tony Fisher and Brian Melia's fine win gives them a commanding lead in the R.A.C. Rally championship with only two more qualifying events to take place.

### Results

1, Tony Fisher/Brian Melia (Mini); 2, Pat Moss/David Stone (SAAB); 3, John La Trobe/Mike Butler (Volkswagen).

Driving test award: David de Souza (Mini).

# Club News

By MICHAEL DURMIN



TADPOLE AT SPEED! Ken Piper driving his Messerschmitt with his usual verve.

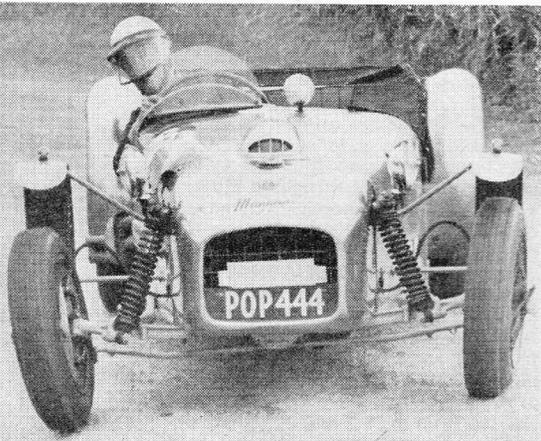
## HASTINGS, ST. LEONARDS AND EAST SUSSEX C.C.

### BODIAM HILL-CLIMB

THE Bodiam Hill-Climb, promoted by the Hastings, St. Leonards and East Sussex Car Club, took place on Saturday, 13th October, for the eighth and most successful year yet. A record crowd of well over a thousand watched the skilful performances of 78 competitors over the difficult course of 670 yards, which is a private road over hop-gardens belonging to Messrs. Guinness at Bodiam.

Everyone was thrilled by the exciting battle between Roy Pierpoint, John Mew and Ian Raby, who, in Lotus cars, each broke the course record, set by the late Stuart Lewis-Evans in 1958, of 29.6 secs. in an Elva. Both Pierpoint and Mew returned record times in three out of their four runs; and the new record holder Pierpoint, who recorded 28.0 secs., is to be congratulated as this year was the first time he had ever seen the hill! Mew and Raby are also to be congratulated on their best times of 28.2 and 29.0 secs. respectively.

Roy Pierpoint was awarded the Elva Trophy, Replica and cash prize of £15 for B.T.D. and John Mew for the second best time took home the Morren Trophy,



MRS. E. M. PRICE trying hard in her M.G.-engined Lotus Mk. 6

Replica and £10. Alan Wershat, in Lolita, is the new holder of the John Hales Trophy, with Replica and £5, for his best time of 30.8 secs. in the 1172 Formula Class, whilst the S.S.A.F.A. Cup, Replica and £5 went to Alistair Crawford for his time of 31.2 secs., in his Lotus Elite. The quickest lady on wheels, at 32.8 secs., was Mrs. Cherry-Anne Price in a Lotus who takes the Warren Trophy and Replica.

The best time of the day by a club member was made by Nick Ramus, who received a well-earned "Smufco" Trophy for his performance of 32.6 secs. in a Healey. The Sedlescombe tankard, which is awarded to the member of this club giving the most outstanding all-round performance, was well earned by I. G. Hutchinson for his consistently excellent handling of his pre-war M.G. TC, a beautifully kept and fast little car.

The secretary of the organising club tells me that this year's hill-climb was the best yet, both from the financial and entertainment point of view. Preliminary arrangements for the ninth annual hill-climb at Bodiam on 19th October, 1963, have been made.

RICHARD WILSHIN.

#### Results

B.T.D.: R. F. Pierpoint (Lotus-Climax 15), 28.0 s. 2nd B.T.D.: J. R. C. Mew (Lotus-Ford 20), 28.2 s. 3rd B.T.D.: I. E. Raby (Lotus-Ford 20), 29.0 s. Class Winners: P. H. Martin (Austin), 34.4 s.; T. A. Crawford (Lotus Elite), 31.2 s.; W. G. F. Swayne (Porsche), 33.4 s.; J. J. Richards (Lotus-Climax 7), 29.8 s.; R. F. Pierpoint (Lotus-Climax 15), 28.0 s.; A. R. Wershat (Lolita-Ford), 30.8 s.; J. E. Barnes (Lotus), 31.0 s.; J. Heskett (Lotus), 32.2 s.; H. C. Balfour (Lotus), 31.6 s. B.T.D. Lady Driver: Mrs. C.-A. Price (Lotus Elite), 32.8 s. Best Club Member: C. N. Ramus (Austin-Healey Sprite), 32.6 s.

## SOUTHSEA M.C.

### DRIVING TESTS

FOR some years now the Southsea Motor Club's "Autosport" meeting (which has no connection with us) has been growing in stature and this year the event was the last round of the A.C.S.M.C. Driving Test Championship, with chief contenders Doug Worgan and Ron Gee running neck and neck.

The Clarence Pier Coach Park at Southsea is a most pleasant spot overlooking the sea, and a large crowd watched proceedings in perfect weather. The antics of the nearby Big Dipper, which emitted horrible metallic noises from time to time, caused more than one competitor to glance anxiously downwards on occasions, but happily nothing untoward marred the event except for the laying on its side of the Humphrey Rapier on test 2.

There were five tests, four fairly tight, and the fifth, which occupied the same area as the first four, consisting of a good old blind into and out of a box at the very end of the park, intermingled with chicanes, garages and pylons. The tests were fairly complex, but were not so complicated as the diagrams had led to believe. Each was tackled twice, with the better time on each to count.

As was to be expected, Don Harris set the pace with the D.M.F. Special, but Ron Randell, driving brilliantly, ran him extremely close in his M.G. Midget, now running unblown. Only 2.4 seconds separated them at the finish. The Midget's nearest class rival was again Don Harris, very nearly 10 seconds slower, while Doug Worgan was just .4 behind Harris. This may well have cost Worgan the A.C.S.M.C. Championship, for Ron Gee finished fourth and is thought to have thereby

### Coming Attractions

- 27th-28th October. Huddersfield M.C. 11th Dusk 'Til Dawn Rally. Starts Brockholes Motors, Southgate, Huddersfield, Yorks. (M.R. 103/149166), at 11.30 p.m.  
 London M.C. Norwester Rally. Starts Marlborough, Wilts., at 7 p.m.  
 Vickers (Weybridge) M.C. 4th Vanguard Rally. Starts White's Garage, Camberley, Surrey, at 8.30 p.m.  
 Tunbridge Wells M.C. Night Navigation Rally.  
 28th October. M.G.C.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 1 p.m.  
 Cumberland S.C.C. Sprint, Kirkbride Airfield, near Carlisle, Cumberland.  
 Sheffield and Hallamshire M.C. High Peak Trial. Starts Strines Inn, near Bradford, near Sheffield, Yorks. (M.R. 102/223937), at 10 a.m.  
 Cambridge C.C. Driving Tests, near Cambridge.  
 3rd-4th November. Liverpool M.C. Guys and Dolls Rally.  
 Forces M.C. Cotswold Continental Rally. Starts Gloucester at 8 p.m.  
 Thames Estuary A.C. Kittens Eyes Rally. Starts Lynfield Cafe, near Witham, Essex, at 10 p.m.  
 Sporting Owner D.C. Twister Rally. Starts near Buckland (M.R. 159/892124), at 6.45 p.m.  
 Stockport M.C. Regent Rally.  
 Windsor C.C. Firework Rally.  
 SUNBAK Airline Rally. Starts Derbyshire, at 9 p.m.  
 Oxford M.C. Boanerges Rally. Starts Corston Garage, Corston, Malmesbury, Wilts., at 11 p.m.  
 Falcon M.C. Guy Fawkes 200 and Guido Vase Reliability Trial. Starts London, Taunton, Southampton, Cambridge and Gloucester.  
 3rd-11th November. Grand Prix de Puerto Rico Speed Week, Caguas, near San Juan, Puerto Rico (S., G.T., F.J.).  
 4th November. Mexican Grand Prix, Mexico City (F.I.).  
 R.A.C. Veteran Car Run—London to Brighton. Starts Hyde Park.  
 West Hants and Dorset C.C. Sprint, Rockley Sands, Poole, Dorset. Starts 1 p.m.  
 Shenstone and D.C.C. Trial.  
 Cambridge University A.C. Grand Slalom, Snetterton, near Thetford, Norfolk.  
 12th-17th November. R.A.C. International Rally of Great Britain. Starts Blackpool, Lancs., at 4 p.m.

clinched the title by one point. The final outcome of an earlier meeting still clouds the issue, however.

As is now quite customary, Peggy Witheyman romped away with the Ladies' Award and the usual Mini battle was resolved in Brian Greave's favour with his defeat of David de Souza by 1.8 secs., with Barry Eastwood 1.6 secs. away, third.



PRESSING ON in his A35 is M. Warner.

Southsea are to be congratulated on a most successful meeting, well organized and slickly run, despite the full entry.

RON AMBROSE.

#### Results

B.T.D.: D. M. Harris (D.M.F.) 151.2 secs. Best Southsea: R. Clear (Mini) 172.6. Best Lady: Mrs. P. Witheyman (Sprite) 168.4.

Class Winners: G. Lindley (Mini) 174.8; B. Greaves (Austin-Cooper) 169.2; L. Crutenden (DKW Junior) 186.0; C. Barrell (Ford Prefect) 189.8; J. Ozanne (Triumph Vitesse) 184.8; R. Randell (M.G. Midget) 153.6; K. Shotton (Lotus 7) 171.6; B. Drake (Drake Special) 168.2.

Team Award: Harris/Randell/Calton.

## CORRESPONDENCE

### Long-Distance Racing

WITH reference to Mr. Sheldon's letter of the 5th October issue, I think it would be an excellent idea if, as he suggests, race results and data were collected and pooled together through some system. Perhaps an encyclopedia of facts and figures could be compiled at the end of each year? In my opinion, a source of information such as this is to an extent lacking in motor racing. Anyway, it's food for thought.

Changing the subject rather, I would like to take this opportunity of remarking on the two recent long-distance races in this country—the AUTOSPORT Three Hours at Snetterton and *The Motor Six Hours* at Brands Hatch.

It would seem that in certain respects some more extensive pre-race organization is needed. In the Snetterton event the lap-scoring broke down completely during the hour or so of darkness, and the final results were not known until over two weeks after the race took place. Imagine Le Mans or Sebring results being so long overdue!

In the saloon car six hours, though the results were prompt and accurate in coming out, during the race the public, in my opinion, was not informed frequently enough of the leading positions both overall and in the classes. For instance, only a percentage of the spectators, I'm sure, realized that the John Coombs and Equipe Endeavour Jaguars were on the same lap with only just over an hour to go, and I myself hadn't a clue as to who was fourth or fifth at the end of the race.

As on August Bank Holiday Monday, I took advantage of the secondary scoreboard on the outside of South Bank Bend to watch the race. Despite the length and importance of the event, there was no one to operate the scoreboard from the B.R.S.C.C., but as I was, strictly speaking, trespassing on "official" property, it seemed reasonable that I should do a job of work, so I kept a lap-chart and filled in the numbers in the box!

Doing everything at once, however, proved impracticable, and the lap-chart was soon reduced to half a dozen leading cars, the result being that later in the race first, sixth, then fifth and finally fourth places became somewhat obscure. Even the main scoreboard on South Bank seemed to be lacking in lap-scorers, for they (or someone) persisted in 'phoning up to determine the first six positions from "my" box.

So with official bulletins being read out only every hour or so over the public address, and two rather unreliable scoreboards, the public was left guessing in many cases. But then it was *only* the longest scratch event to be held in this country since 1959, and "international" at that!

To cap it all, we have now been informed that the "winners" might not have won after all, with objections to the two Jaguars concerning the regulations. Surely such objections cannot be upheld, for all the cars were closely examined before the race by the scrutineers, and pronounced eligible—weren't they? For my money, and, I think, for anybody else's who was there, the winner was the Mike Parkes/Jimmy Blumer Jaguar, with the Peter Lindner/Peter Nöcker Jaguar second.

These criticisms, of course, are purely my own opinions, and of a specialized nature. They are certainly not intended to be taken as general criticisms of the organizing clubs of both the Brands Hatch and Snetterton meetings, both of which were run off extremely smoothly and competently. (This was definitely true of the one at Brands, and, I think, of Snetterton, though I wasn't there.)

I hope, then, for more "endurance" races, but minus objections, confusion, etc.

MORDEN, SURREY.

JOHN E. THOMPSON.

### More on Brighton

I AM not in the habit of writing letters to the press, but after reading various correspondence and press reports on the Brighton and Hove Motor Club Sprint, I felt I could not let this opportunity pass without expressing my views, and in doing so speak for many other competitors participating in this form of competitive motoring.

Only five years ago I used to be a regular competitor at Brighton, but the organizers of this event made it obvious that this was not an event for competitors in fact they were only running an event for Traditional reasons, but regrettably some where along the principals behind its organization have long since been cast to the seas, or is it the "Aquarium Bar".

The entry fee is scandalous, the behaviour of officials including those in uniform were, five years ago, quite beyond reproach and, having observed your reports and talked to many competitors who took part in this year's fiasco, a regrettable and unwarranted atmosphere still prevails. I am more than surprised that followers of the sport such as Summers, Marsh, Owen, Westbury and many other leading sprint drivers were of the opinion that 1962 was going to be any different from past events. I have heard their complaints every year since I discontinued paying for the doubtful privilege of being herded along the seafront by over-officious gentlemen suffering from an obvious inferiority complex.

Sprinting and hill-climbing are two of the only true motor events remaining where competition is still very much an amateur sport, and long may it be so. It is also becoming very much more popular with the public; there are many clubs finding it difficult to obtain a fixture in the very full calendar, so please, Brighton and Hove, do not rest on your fast wilting laurels.

Having spent some time now participating in all types of hill-climbs and sprints, I would thank AUTOSPORT especially for the last year in providing more detailed reports which have been most interesting and in the main very unbiased.

EASTBURY, NEAR NEWBURY, BERKS.

DAVID R. GOOD.

(More Correspondence on page 596)

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

protection without restriction

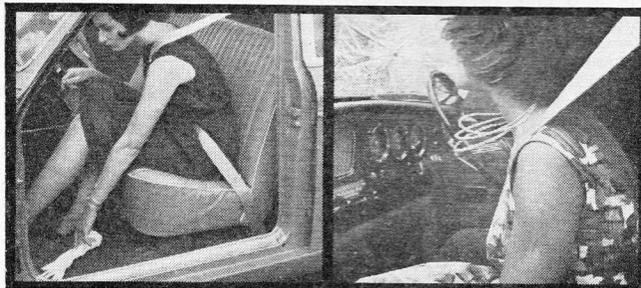


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## SOUTHERN C.C. DRIVING TESTS

WELL, I'm sorry, all other driving test organizers, but this newly affiliated Southern Car Club has just shown you all how to run a driving test meeting! With 47 entries out of a total membership of 130, everyone concerned including even the Clerk of the Weather, is to be heartily congratulated. Only bribery on a massive scale could have been responsible for the perfect weather conditions, but in all other respects this meeting ran as smooth as a detuned Rolls-Royce. The set timetable functioned to the precise minute, there were no timing hitches, and a results party kept the scoreboard up to date throughout the day, showing not only everyone's individual marks but also at-a-glance class placings as well.

Two particularly good ideas, both new to the writer, were the chequered flags indicating the finish line of each test (a good safety point here) and the method of starting. This involved starting in your own time from *behind* the start line, with the timing actually commencing as you crossed the line, thus obviating false starts.

The entry was classified according to car suitability expectation, with five classes altogether, and there were 12 tests on the good tarmac surface of Croydon Airport. It was obvious after everyone had done the first series of four tests that the only thing the Club lacks at present is a nucleus of experienced test drivers, for the standard of driving was enthusiastic but not very high. However, this fact provided the writer with a class win, so he is the last person to complain.

SAM ACTMAN.

### Results

The Tavern Cup: (awarded on class improvement), R. Ambrose, 558.1; Class Winners: S. Actman, 506.4 s.; A. Bromiley, 672.3 s.; J. Greenfield, 563.5 s.; A. Eldridge, 680.5 s.; F. Burrows, 625.4 s.

## BORDER M.R.C. CHARTERHALL RACE MEETING

THE Border Motor Racing Club's Handicap Trophy Final, held at Charterhall on 7th October, was won by J. Nicholson, who drove a 1-litre Lotus 11. He beat Bill Thompson (Lotus Elite) and Jack Slater (Lotus-Ford 23). The racing car event went to Malcolm Templeton from Adam Wyllie, both driving Lotus 22s. Templeton made the fastest lap of 1 min. 21.4 secs., 88.7 m.p.h. Bill Borrowman (Austin-Cooper) won the saloon car event, John Blades (B.B.K.-Climax) the sports car race and J. Stewart (Jaguar E) the G.T. event.

### Results

Racing Cars: 1, M. Templeton (Lotus-Ford 22), 86.7 m.p.h.; 2, A. R. Wyllie (Lotus-Ford 22); 3, W. Forbes (Lotus-Ford 22). Fastest lap: Templeton, 88.7 m.p.h. Touring Cars: 1, W. Borrowman (Austin-Cooper), 67.9 m.p.h.; 2, D. I. Fraser (Mini-Cooper); 3, I. W. Scott-Watson (Austin-Cooper). Fastest lap: Borrowman and Fraser, 69.6 m.p.h. Sports Cars: 1, J. H. Blades (B.B.K.-Climax), 82.7 m.p.h.; 2, J. S. Slater (Lotus-Ford 23); 3, J. Y. Stewart (Jaguar E). Up to 1,100 c.c. Class: 1, J. S. Slater (Lotus-Ford 23); 2, C. Dawson (Lotus-Climax 11); 3, W. J. Stein (Lotus-Ford 7). 1,101-2,000 c.c. Class: 1, J. H. Blades (B.B.K.-Climax); 2, Miss J. Hutchinson (Terrier-Ford Mk. 2); 3, A. Bowman (Lotus Elite). Over 2,000 c.c. Class: 1, J. Y. Stewart (Jaguar E). Fastest lap: Blades, 84.7 m.p.h. Grand Touring Cars: 1, J. Y. Stewart (Jaguar E), 80.8 m.p.h.; 2, W. A. Thompson (Lotus Elite); 3, R. C. Martin (Lotus Elite). Up to 1,000 c.c. Class: 1, A. A. Barton (Morris); 2, Dr. I. W. Williams (Austin-Healey Sprite); 3, J. G. McWilliam (M.G. Midget). 1,001-2,000 c.c. Class: 1, W. A. Thompson (Lotus Elite); 2, R. C. Martin (Lotus Elite); 3, A. Bowman (Lotus Elite). Over 2,000 c.c. Class: 1, J. Y. Stewart (Jaguar E). Fastest lap: Stewart, 82.6 m.p.h. Handicap Trophy Final: 1, J. Nicholson (Lotus 11); 2, W. A. Thompson (Lotus Elite); 3, J. S. Slater (Lotus-Ford 23).

## WIRRAL 100 M.C. RHYDYMWYN SPRINT

THE Wirral 100 Motor Club's Sprint at Rhydymwyn on 13th October saw a new course record fall to Mike Hatton (Cooper-J.A.P.) when he was timed at 1 min. 13.2 secs. and new class records went to Peter Borthwick (Lola-Climax), 1 min. 16 secs.; Graeme Austin (Emeryson), 1 min. 15.4 secs., and David Bridges (Merlyn G.J.), 1 min. 13.8 secs.

Contrary to rumour, Rhydymwyn has not been sold to the builders yet; the price asked of some £30,000 seems a little excessive!

FRANCIS PENN.

### Results

B.T.D.: M. Hatton (Cooper-J.A.P.), 1 m. 13.2 s. Sports Cars: Up to 1,250 c.c.: 1, P. S. Borthwick (Lola-Climax), 1 m. 16 s.; 2, J. T. Butterworth (Lotus-Ford 23), 1 m. 18.8 s. 1,251-2,000 c.c.: 1, G. Austin (Emeryson-Climax), 1 m. 15.4 s.; 2, D. Martland (Lotus Super 7), 1 m. 18.4 s. Saloon Cars: Up to 1,100 c.c.: 1, N. Porter (Austin Mini-Cooper), 1 m. 23.2 s.; 2, J. B. Pemberton (Austin Mini-Cooper), 1 m. 28.4 s. 1,101-2,000 c.c.: 1, D. Wood (Vauxhall VX4.90), 1 m. 36.2 s.; 2, R. L. Hare (Alexander Hillman Minx), 1 m. 37.8 s. Over 2,000 c.c.: J. R. Kennerley (Jaguar 3.8), 1 m. 26.4 s. Formula Junior: 1, D. Bridges (Merlyn-Ford Mk. 3), 1 m. 13.8 s.; 2, J. T. Butterworth (Lotus-Ford 23), 1 m. 19.2 s. Racing Cars: Up to 1,500 c.c.: 1, M. Hatton (Cooper-J.A.P.), 1 m. 13.2 s.; 2, G. Austin (Emeryson-Climax), 1 m. 14.8 s. Over 1,500 c.c.: A. McCall (Rapier 1100), 1 m. 28.6 s.

## HARROW C.C. AUTOCROSS

THE Harrow Car Club put on an autocross meeting once a year for their own members and those of five other invited clubs. There are several reasons why the Cottingham Memorial Autocross is a success, but the most important is the efficient way in which it is organized. For example, there is the best kind of starting arrangement, in which each competitor gets up speed for some hundred yards or so before the flying start/finish line. This makes the timing procedure far more satisfactory by eliminating false starts, and should be standard practice. Another excellent idea is that of running the practice laps on a separate course, immediately inside the main one, so that the surface is as little torn up as possible for the timed runs. Finally, the marshalling was so good that 46 competitors enjoyed three two-lap runs, with the best time to count, and the event was over in the space of the afternoon.

On the smooth 970 yard circuit were several tricky corners and two straights, along which the faster cars got up to something like 60 m.p.h. The event was run in fine weather conditions and on road tyres, giving less than the usual advantage to the specials. In fact, very few seconds separated the leading sports cars from the leading specials, with the sole exception of J. Parkin's Cannonball, which finished way out in front of everyone else.

SAM ACTMAN.

### Results

Best Time of Day: J. Parkin (Cannonball), 1 m. 52.8 s.; Best Harrow Member: R. Goodey (Lotus VI), 2 m. 3.6 s.; Ladies' Award: Mrs. M. Parkin (Cannonball), 2 m. 1.2 s.; Class A: 1, L. C. Manifold (Volkswagen), 2 m. 5.4 s.; 2, J. M. Mears (Austin 7), 2 m. 9.8 s.; Class B: 1, W. C. Payne (Austin A60), 2 m. 16.6 s.; Class D: 1, K. Piper (Messerschmitt), 2 m. 5.6 s.; 2, S. M. Actman (A.-Healey Sprite), 2 m. 6 s.; Class F: 1, P. B. Kerridge (Porsche), 2 m. 3.8 s.; Class G: 1, K. Piper (Aberties), 2 m. 2.4 s.; 2, J. Sheldrick (Lotus), 2 m. 2.8 s.; Team Award: J. Sheldrick, D. Bickell, P. B. Kerridge.

THE B.R.S.C.C. will put on a display of R.A.C. Affiliated Motor Clubs' Car Badges at the next Racing Car Show. Wishing this to be as comprehensive as possible, they have written to every club.



PETER BORTHWICK drives the Peco-Lola-Climax which established a new class record of 1 min. 16 secs.

## MAIDSTONE AND MID-KENT M.C. TRIAL

DELIGHTFUL weather, good hills, firm but fair marshals and a good crowd of sympathetic spectators—what more could a triallist want? Only a comfortable venue for the start and finish, and this, too, was provided by the Maidstone and Mid-Kent Club for their 18th Annual Bossom Trophy Trial, held on 14th October.

Lord Bossom of Maidstone, aged 81, drove down from London to start the cavalcade of 38 cars from the Mote Pavilion, Maidstone, whence they drove to the hills at Boxley.

After weeks of dry weather Clerks of the Course Rod Hulks and Des Chappell feared too many clean climbs and, accordingly, long, winding climbs through the trees were the order of the day. They were popular with the drivers, the loose leaf mould and deep, dusty soil providing an astonishing variance in grip.

Bernard Dees, Rex Chappell and Peter Highwood were among those in fine form, attaining almost impossible summits with a display of dexterity bringing bursts of appreciative applause from the crowd—certainly the largest yet seen at Boxley.

Percy Barden lost all traction on the adverse camber of a sharp left-hander on Hill Four, the car double-somersaulting before coming to rest with all four wheels in the air. Car and crew continued with little damage, although Sandra Vince, Percy's passenger, lost most of her pants in the process.

Ron Kemp was in difficulty during the afternoon with a loose starter that seemed to be in constant mesh with the ring gear, and Bill Durling, a new entrant to the sport, driving a Spence VII, lost his brakes.

Stephen Clipston climbed consistently and looked as though he may well become as good a triallist as he is a rally driver.

A. TUCKER.

### Results

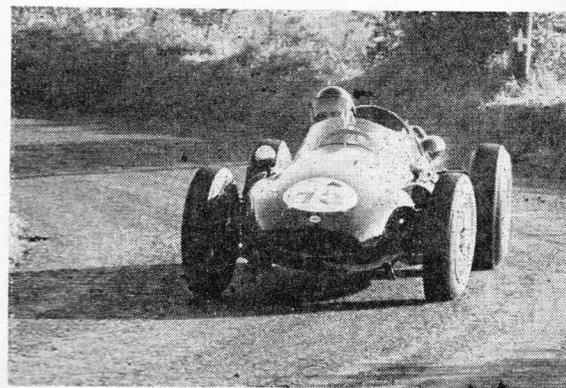
1, P. Highwood (Canhi), 25 marks; 2, R. Chappell (Cannon), 26; 3, B. H. Dees (Cannon de Luxe), 30; 4, E. J. Chandler (Chandler Shambrook), 40. 1st Class Awards: M. R. Cannon (Cannon), 42; W. G. Warr (Warr IV), 43; I. H. Portlock (Cannon), 48. 2nd Class Awards: K. B. Lindsay (Cannon), 53; G. V. Simpson (Cannon), 56; S. R. Seely (V.G. spl.), 58.

THE Ulster speed season for 1962 finished recently with a hill-climb at Knockagh—about six miles from Belfast—organized by the Ulster Automobile Club. The day proved to be yet another triumph for Cooper driver John Pringle when he established a new record at 48.77 secs., 0.25 sec. faster than the previous record which he also held.

Weather conditions were excellent when practice started on the hill early in the afternoon. Right away Pringle got down to business and recorded a time of 51.79 secs. on his first ascent. It was during practice

Another car which failed to reach the top of the hill was Maurice Acheson's Lotus Junior which ended up in a field beside the hill. The driver, however, was unhurt.

A good drive by D. A. McShane, a relative newcomer to motor sport in Ulster, gave him victory in the class for saloon touring cars up to 850 c.c. in a Morris-Mini. A similar car in the hands of Fred Stinson was second while M. A. Graham in a Austin-Mini was third. In the class for saloon touring cars 850 c.c.-1,600 c.c. first place went to Victor Kerr with his Porsche. He finished ahead of Derek Boyd in his Cooper-



BEST TIME OF THE DAY at the Knockagh Hill-Climb was set up by John Pringle.

## The Last Ulster Speed Event for 1962

### KNOCKAGH HILL-CLIMB

BY BRIAN WADDELL

that Cecil Molyneux had a lucky escape when his new Volvo coupé struck the bank on the last bend and was forced out of commission. Undaunted Molyneux borrowed Victor Stanfield's Austin-Cooper which he drove for the remainder of the event.

Austin and Molyneux who drove the borrowed Cooper-Austin into third place.

Ronnie McMillan in his Sprite won the class for Grand Touring cars up to 1,000 c.c. followed by John McClean whose Austin-Cooper was quick enough to give him second place in front of W. H. Hagan in a

M.G. Midget. A Turner driven by John L'Amie was fastest in the class for Grand Touring cars 1,000 c.c.-1,750 c.c. while the large grand touring class went to Bill Paterson in his Austin-Healey followed by Billy Reid's Triumph and Ted Maguire in his Daimler SP250.

In the absence of strong opposition which was expected from Malcolm Templeton, the Formula Junior scratch class went to Mervyn McKinney in his Cooper followed by Tommy Reid in his Lotus. A Crossle driven by Ross Raymond won the 1,172 c.c. Ford Special scratch class.

Following the hill-climb, prizes won at Knockagh and at the Bishops court race meeting, held last month, were distributed by Mrs. J. A. McMichael, wife of the vice-chairman of the club, at a dance held in the Midland Hotel in Belfast.

#### RESULTS

Saloon Cars: Up to 850 c.c.: 1 D. A. McShane (Morris), 70.75 s.; 2, F. R. Stinson (Austin), 73.09 s.; 3, M. A. Graham (Austin), 73.90 s. 850 c.c.-1,600 c.c.: 1, E. V. Kerr (Porsche), 62.68 s.; 2, D. D. Boyd (Austin-Cooper), 65.84 s.; 3, C. Molyneux (Austin-Cooper), 66.49 s. Handicap: 1, D. D. Boyd, 48.84 s. (net); 2, C. J. T. McMeekin (Hillman), 50.19 s.; 3, R. Steenson (Austin), 51.01 s. Grand Touring Cars: Up to 1,000 c.c.: 1 R. A. D. McMillan (Austin-Healey Sprite), 64.98 s.; J. S. McClean (Austin-Cooper), 66.94 s.; 3, W. H. Hagan (M.G. Midget), 67.85 s. 1,000 c.c.-1,750 c.c.: 1, G. J. C. L'Amie (Turner), 57.25 s.; 2, B. Nelson (Turner), 60.87 s.; 3, C. W. Eyre-Maunsell (Sunbeam Alpine), 62.39 s. Over 1,750 c.c.: 1, W. B. Patterson (Austin-Healey), 59.92 s.; 2, W. J. Reid (Triumph), 60.34 s.; 3, E. D. Maguire (Daimler), 68.35 s. Formula Junior: 1, M. McKinney (Cooper), 50.91 s.; 2, T. D. Reid

(Lotus), 52.36 s.; 3, P. V. Wright (Venom-Austin), 67.98 s. 1,172 c.c. Ford Specials: 1, R. Raymond (Crossle), 59.12 s.; 2, D. S. Baird (Lotus), 63.29 s.; 3, W. J. McGucken (Ford), 63.46 s. Open to all: Up to 1,000 c.c.: 1, B. Bleakley (Kieft), 53.74 s.; 2, A. J. P. Hobbs (Lotus), 63.87 s.; 3, R. A. D. McMillan (Sprite), 64.98 s. 1,000 c.c.-1,300 c.c.: 1, M. McKinney (Cooper), 50.91 s.; 2, T. D. Reid (Lotus), 52.36 s.; 3, G. J. C. L'Amie (Turner), 57.25 s. Over 1,300 c.c.: 1, J. R. Pringle (Cooper), 48.77 s.; 2, R. McElhinney (Lotus), 56.02 s.; 3, C. S. Porter (Lotus), 56.36 s. Open Handicap: 1, A. Magee (Singer), 43.32 s. (net); 2, G. J. C. L'Amie (Turner), 47.25 s.; 3, Mrs. Daphne Molyneux (Volvo), 47.30 s.

B.T.D. (new record): J. R. Pringle (2,495 c.c. Cooper-Climax), 48.77 s.



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This all-independently sprung small saloon car has been exhaustively tested over the last twelve months, proving beyond all doubt the extreme rigidity of the backbone chassis with integral reinforced glassfibre body and floor.

The Europa is now available in component form.

Priced at £730 complete ex-works

Contact us and arrange a demonstration.

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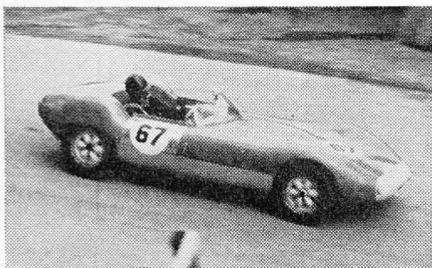


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This body, as used on the very successful 'Rejo' 1172 Formula cars, is supplied as two separate units to fit any wheel base and up to 3' 11" track. It is therefore, suitable for re-bodying most sports racing cars and specials.

Available in various self-coloured finishes.

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This hard top is now available to fit all types of M.G.A.

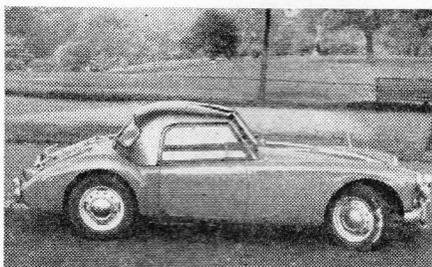
The new model has cast aluminium rain gutters, improved sealings all round and a choice of black or white self-colour finishes.

Delivery is approximately three weeks from date of order.

Price £30 ex-works

These can be fitted at our works if required.

#### THE HERON M.G.A HARD TOP MK. II



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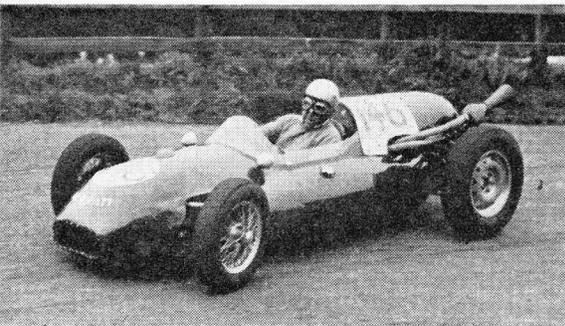
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**JAGUAR D.C. (N)**  
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**EAST YORKSHIRE C.C.**

## OLIVER'S MOUNT HILL-CLIMB

ON Sunday 14th October, the Scarborough Hill-Climb was jointly promoted by the Jaguar Drivers' Club, the B.A.R.C. (Yorks Centre) and the East Yorkshire Sports Car Club. An entry "peaking" at 150, drew an enormous crowd even if weather conditions were dull, tending to be misty toward the finish.

The course, 7/8th of a mile of the Oliver's Mount International motor-cycle racing circuit, is a natural and quite equals anything this country can offer in hill-climb venues. Starting from the grandstand area, the course runs slightly uphill to a severe hairpin at Mere, climbs Quarry Hill complete with its fast left and right-handers, through the Esses to terminate on a gradual swerving left-hand finishing straight on which the faster cars are exceeding the ton.



*JACK CORDINGLEY on his way to establishing B.T.D. in his J.B.W.-Maserati.*

Cordingley's J.B.W.-Maserati time of 47.32 secs., incidentally recorded twice, beats Jimmy Blumer's Cooper Monaco class record of 49.24 secs. set last year.

FRANCIS PENN.

### Results

**B.T.D.:** J. S. Cordingley (J.B.W.-Maserati), 47.32 s.  
**Touring Cars:** B.M.C. Minis: 1, K. N. Lee (Mini-Cooper), 59.61 s.; 2, F. H. Crosby (Mini-Cooper), 59.64 s.; 3, J. Wales (Mini-Minor), 62.06 s. **Up to 1,066 c.c.:** 1, H. W. Ratcliffe (Morris Minor), 63.33 s.; 2, D. R. M. Kay (Ford Anglia), 64.67 s.; 3, K. H. Monkham (Austin A40), 68.03 s. **1,067-1,900 c.c.:** 1, B. W. Moss (Riley 1.5), 64.06 s.; 2, H. O. Holliday (Riley 1.5), 64.76 s.; 3, F. P. Kaye (Morris 1100), 64.79 s. **1,901-2,700 c.c.:** 1, I. Banks (Warwick G.T.), 63.93 s.; 2, E. Bowers Booth (Ford Zodiac Mk. 3), 64.71 s.; 3, E. B. Wadsworth (Healey Elliott), 65.79 s. **Over 2,700 c.c.:** 1, A. G. Wood (Jaguar 3.8), 56.89 s.; 2, G. H. F. Parkes (Jaguar 3.8), 57.60 s.; 3, H. S. Shepherd (Jaguar 3.8), 58.56 s. **Marque Sports Cars:** **Up to 1,066 c.c.:** 1, R. D. Sutherland (Austin-Healey Sprite), 58.20 s.; 2, J. Johnstone (Austin-Healey Sprite), 63.03 s.; 3, J. E. M. Denton (Austin-Healey Sprite), 66.56 s. **1,067-1,650 c.c.:** 1, E. D. Clark (Sunbeam Alpine), 62.67 s.; 2, J. A. Wilson (M.G.A. 1600), 64.32 s.; 3, A. W. Raylor (M.G.A. 1600), 66.69 s. **Sports Cars:** **Up to 1,900 c.c.:** 1, G. Durham (Porsche Carrera), 55.27 s.; 2, C. J. W. J. Meek (Elva Courier), 55.34 s.; 3, J. C. B. Whitworth (Lotus Elite), 55.55 s. **1,901-3,000 c.c.:** 1, D. C. Astle (Austin-Healey 3000), 53.71 s.; 2, E. C. Booth (Frazer-Nash Le Mans), 53.91 s.; 3, P. M. Bradley (Morgan Plus 4), 56.06 s. **Over 3,000 c.c.:** 1, K. Baker (Jaguar E), 50.66 s.; 2, P. P. G. Sturgess (Jaguar E), 50.83 s.; 3, R. B. Beck (Jaguar XK120), 51.77 s. **Sports-Racing Cars:** **Up to 1,000 c.c.:** 1, F. W. Smith (Lotus 7), 51.06 s.; 2, J. T. Butterworth (Lotus 7), 55.14 s.; 3, D. C. Thompson (Lotus 7), 56.23 s. **1,001-1,450 c.c.:** 1, A. Lanfranchi (Elva-Climax Mk. 6), 51.83 s.; 2, R. G. Hirst (Cooper-Climax), 52.09 s.; 3, T. R. Clapham (Lotus 7), 53.28 s. **Over 1,450 c.c.:** 1, J. Randles (Cooper-Climax Monaco), 49.68 s.; 2, C. K. W. Schellenberg (Jaguar C), 49.75 s.; 3, J. P. Chapman (Chapman-Mercury), 53.49 s. **Racing Cars:** J. S. Cordingley (J.B.W.-Maserati), 47.32 s.; 2, E. Dawson (Lotus-Ford 22), 50.17s. 3, A. Brooke (Lotus-Climax 16), 50.70 s.

**SOUTH WALES A.C.**

## CASTEL FARM HILL-CLIMB

THE South Wales Automobile Club's recent Castel Farm Hill-Climb saw the closest battle for B.T.D. witnessed at this venue for a very long time, and during the course of the day no fewer than eight class records fell. Completion of the first runs saw Fred Jones's Mk. 11 Cooper-J.A.P., with 27.81 secs. ahead of Ken Wilson's Lister-Jaguar, which had returned 28.22 secs. and was being harried by Peter Cottrell's Lotus Fifteen which, with 28.24 secs., was obviously well in the running for maintaining its record of being undefeated at Castel Farm for the last five successive meetings. However, the second runs saw Jones's 27.81 secs. stand as B.T.D., and he was also able to improve his F.J. Martin-Ford Lola time to 27.90 secs., which won the small racing class and broke the class record. Cottrell got down to 27.91 secs. with his Lotus to win the large racing class, while Wilson's Lister fairly thundered up in 27.96 to take the unlimited sports-racing class.

Bernard Raikes, on his first ever competitive drive, clocked a cool 29.60 secs. in his Cosworth Lotus Super 7 in the 1½-litre class, challenged by Seward Ashcroft and his similar machine, which indulged in a rural detour on its first run and then, with 29.68 secs., romped into second place.

The most extraordinary individual performance of the day, however, was that of Keith Howells and his very well-known Mini-Minor, contesting the Group 2 subclass for small saloons. On his first run he returned 35.48 secs., fractionally outside his own class record; second time up his time turned out to be 34.25 secs., which was enough to win the class easily and shatter the class record. Nonetheless, all good things must come to an end—on his third,

**SEVEN-FIFTY M.C.**

## WISCOMBE HILL-CLIMB

THE final Wiscombe Hill-Climb of the 1962 season was organized by the Seventy Motor Club, and was a considerable success, despite some regretted non-starters among a large and interesting entry.

The expected return match between Peter Westbury and David Good did not materialize, as the former decided to remain at home, to be on hand at the arrival of a brand new 1962 "Westbury Special"!

The Vintagents brought forth some interesting, though at times temperamental, motor cars. The resident Alta sported twin rear wheels and recorded 51.94 secs., with Major Lambton at the wheel.

The 750s and 1172s brought forth a crop of interesting specials, fastest of which was R. W. Povey's Lotus, while Mike Burgess's Lilfo went through a large portion of the Esses waving an inside front wheel about six inches off the deck, doing 56.80 into the bargain.

Considerable excitement had been caused in practice by Chris Summers, who had got the Cooper Chevrolet up in around the record. On his first official trip he fairly blasted the Cooper to the top in a new record of 44.64 secs. David Good tried very hard indeed, and was only a fraction slower, with 44.88.

Thus ended a pleasant meeting.

TONY HOLLISTER.

and final, excursion of the day, Howells found his Mini leaving the first bend on its roof, which is *not* the best way to do it; however, the intrepid pilot was quite unharmed and the car surprisingly little damaged by its inversion.

The remaining major excitements of the day came from the 1½-litre G.T. cars. On his first run Tom Pascoe (Porsche) did 32.41 secs., with Peter Cottrell's Gilbern close behind in 32.48 secs.; Waldo Edwards kept his Alfa Romeo Giulietta Sprint on the road for most of the time, and John McAdam was most unkind to the gearbox of his M.G.A. Twin-Cam on his first run. Second time out Pascoe, with 32.20 secs., took the class and knocked a half-second from his own class record, while Cottrell improved to 32.40 secs. to snatch third place from R. J. Smart's Lotus Elite, which returned 32.72 secs.

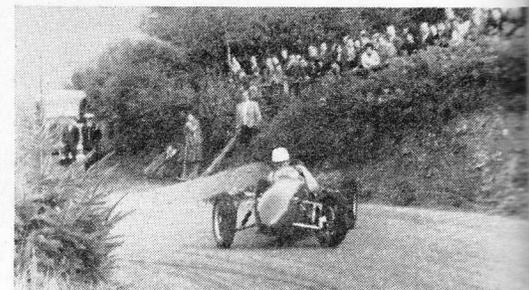
HOWARD BILEY.

### Results

**B.T.D.:** Fred Jones (Cooper-J.A.P. Mk. 11), 27.81 s. **Racing cars:** **Up to 1,000 c.c.:** 1, Fred Jones (Lola F.J.), 27.90 s.; 2, Ricky Fuchs (Cooper Mk. 8), 30.73 s.; 3, Colin Priddey (Cooper Mk. 8), 30.89 s. **Over 1,000 c.c.:** 1, Peter Cottrell (Lotus 15), 27.91 s.; 2, Wilf Smith (Cooper Mk. 11), 28.22 s.; 3, Charles Sgonina (Aston Martin DB3S), 30.56 s. **Sports Cars:** **Up to 1,000 c.c.:** 1, Dennis Firkins (Lotus 7), 30.62 s. **1,001-1,500 c.c.:** 1, Bernard Raikes (Lotus Super 7), 29.60 s. **Over 1,500 c.c.:** 1, Ken Wilson (Lister-Jaguar), 27.96 s. **G.T.:** **Up to 1,100 c.c.:** 1, Gerry Thomas (Austin-Healey Sprite), 32.17 s.; 2, D. W. Burston (Austin A40), 35.88 s.; 3, Tom Jones (Austin-Healey Sebring Sprite), 36.30 s. **1,101 to 1,600 c.c.:** 1, Tom Pascoe (Porsche), 32.30 s.; 2, Peter Cottrell (Gilbern), 32.40 s.; 3, R. J. Smart (Lotus Elite), 32.72 s. **1,601 to 2,500 c.c.:** 1, K. Evans (Triumph TR2), 34.01 s. **Over 2,500 c.c.:** 1, Ken Wilson (Jaguar "E"), 31.08 s. **Touring Cars:** **Up to 1,000 c.c.:** Group 1: 1, John Northcroft (SAAB), 36.42 s.; 2, Fred Ferris (DKW), 37.60 s. **Up to 1,000 c.c.:** Group 2: 1, Keith Howells (Mini-Minor), 34.25 s.; 2, Tim Bassett (Mini-Minor), 38.14 s.; 3, Duncan Atkinson (Austin Mini), 38.51 s. **Up to 1,000 c.c.:** Group 3 and Coopers: 1, Nick Porter (Austin-Cooper), 31.82 s.; 2, Norman Harvey (Austin-Cooper), 34.16 s.; 3, David Davies (Austin-Cooper), 34.22 s. **1,001 to 1,600 c.c.:** 1, J. Churchill (Rapier), 35.71 s.; 2, Clason Jones (Riley 1.5), 35.72 s.; 3, Brian Field (Riley 1.5), 35.73 s. **Over 1,600 c.c.:** 1, Micky Owen (Jaguar 3.8), 31.02 s.; 2, Arthur Bassett (Jaguar 3.8), 31.54 s.

### Results

**B.T.D.:** C. G. Summers (Cooper-Chevrolet), 44.64 s.  
**Saloon Cars:** **Up to 1,300 c.c.:** 1, J. Nicholls (Morris Mini-Minor), 61.77 s.; 2, F. Ferris (DKW Junior), 62.28 s. **1,301-2,000 c.c.:** 1, A. F. Lefevre (Sunbeam Rapier), 56.54 s. **Sports and G.T. Cars up to 1,000 c.c.:** 1, A. J. D. Sim (Diva-Ford), 49.78 s.; 2, J. Barnes (Lotus 7), 50.15 s.; **1,001-1,600 c.c.:** 1, N. Price (Lotus Elite), 52.09 s.; 2, Mrs. C. A. Price (Lotus Elite), 52.37 s. **1,601-2,500 c.c.:** 1, M. H. Morris (Frazer-Nash), 51.43 s.; 2, J. Dangerfield (A.C. Ace-Bristol), 52.50 s. **Over 2,500 c.c.:** 1, R. Fry (F.C. Ferrari 250GT Berlinetta), 49.75 s.; 2, P. Farquharson (Allard J2X), 50.07 s. **Vintage and P.V.T.:** 1, Major C. Lambton (Alta), 51.94 s.; 2, Dr. W. Taylor (Caesar Spl.), 51.95 s. **750 Formula:** 1, B. A. M. Small (Special), 55.40 s.; 2, R. Wheeler (Special), 56.10 s. **1172 Formula:** 1, R. W. Povey (Lotus 7), 55.07 s.; 2, M. Burgess (Lilfo), 56.80 s. **Sports-Racing Cars:** 1, J. Hart (J.H.S.), 53.45 s.; 2, G. Tyack (Lister-Bristol), 54.17 s. **Racing Cars:** **Up to 500 c.c.:** 1, H. M. Bennett (Cooper-Norton), 47.39 s.; 2, J. Macartney-Filgate (Cooper-J.A.P.), 50.58 s. **Over 500 c.c.:** 1, C. G. Summers (Cooper-Chevrolet), 44.64 s.; 2, D. R. Good (Cooper-Climax), 44.88 s.



*FREDDIE FLOYD enjoying himself at Saw Bench in his Cooper-J.A.P.*

# AUTOSPORT

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0-60 m.p.h.	19.8 secs.	14.8 secs.	13.5 secs.	
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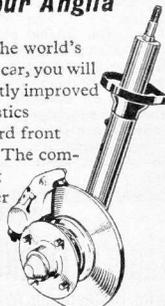
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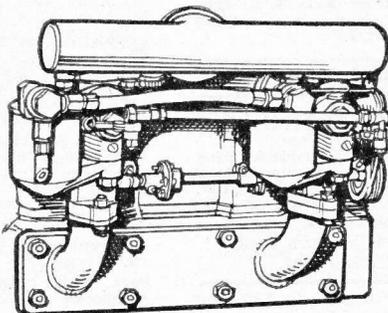
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## Correspondence—continued

## Brighton Again

I READ with interest and mixed feelings John Farley's comments about his exclusion from the Dragster class at Brighton. Whilst agreeing with him over the Club's £40 saving in award money, I don't agree with him in the way I think he "dug" at Sydney Allard re his remarks about V.I.P. treatment and special Allard ambulance classes, etc. Surely Sydney has done far too much for British motor sport to be subjected to these petty remarks.

Perhaps, however, Mr. Farley was a little hungry and felt that he could beat the famous Dragster on this very bumpy Promenade surface—no doubt he could have done this, thereby winning another £40 to add to his £40 B.T.D. I note, however, that he wasn't at Church Fenton Sprint where only awards were given and not cash—but Sydney was there—Dragster as well!

Yes, I really do think Mr. Farley is a little "hungry"—he recently entered his Cooper-Chevrolet at Weston-super-Mare Sprints twice in the over 1500 c.c. racing class gaining B.T.D. with Chris Summers driving it (£30 plus award) and then with Thornton driving it made 2nd B.T.D., giving him the class win (£5 and replica). One bite at Mr. Farley's mighty Chev. (4,636 c.c.) by my 2.5-litre J.B.W.-Maserati is enough, but to be got at twice is rather much, though I was consoled by having, of course, a smashing day out amongst many friends, which surely counts for quite a lot!

HASLINGDEN, LANCS.

JACK CORDINGLEY.

## Future World Champion?

WITH the 1962 season drawing to a close, I don't think any correspondence page would be complete without a special mention of the fine driving of Peter Arundell.

His record this season has been truly fantastic: 18 wins, three seconds, and on only four occasions has he failed to finish. The three second places were very close, he being beaten by Frank Gardner by about a yard, the late Peter Ryan beat him by 1 sec., and Tony Maggs also had the honour, again by 1 sec.

His driving is very reminiscent of Jimmy Clark when he was in Formula Junior, and I am sure that Peter is going to follow the same pattern. Any team manager who is looking for a good new Formula 1 driver should look no further than Peter Arundell. Let's hope we see a lot more of the famous red helmet out in front of the field, only in a Formula 1 machine in 1963.

ROMEY, ESSEX.

K. RANDALL.

## Come On You Manufacturers

As Honda are entering, and there is a distinct possibility of Ford (U.S.A.) and General Motors participating in Grand Prix racing in the near future, not to mention Ferrari, Serenissima, Porsche and

(who knows?) maybe even Mercedes-Benz, would it not be an idea for some of our major manufacturers to seriously consider competing themselves?

After all, small firms like Cooper and Lotus, who have been doing such a lot for British prestige on the circuits, can hardly be expected to keep pace with such firms as Honda, nor can we expect B.R.M. to bear the brunt of British Grand Prix activities alone.

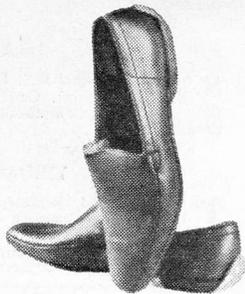
How about it, Rootes and B.M.C.?  
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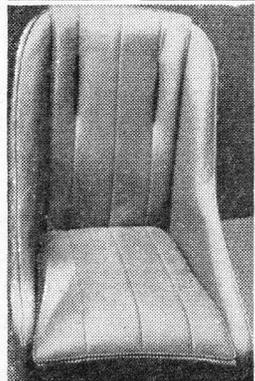
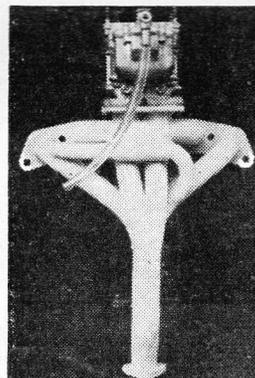
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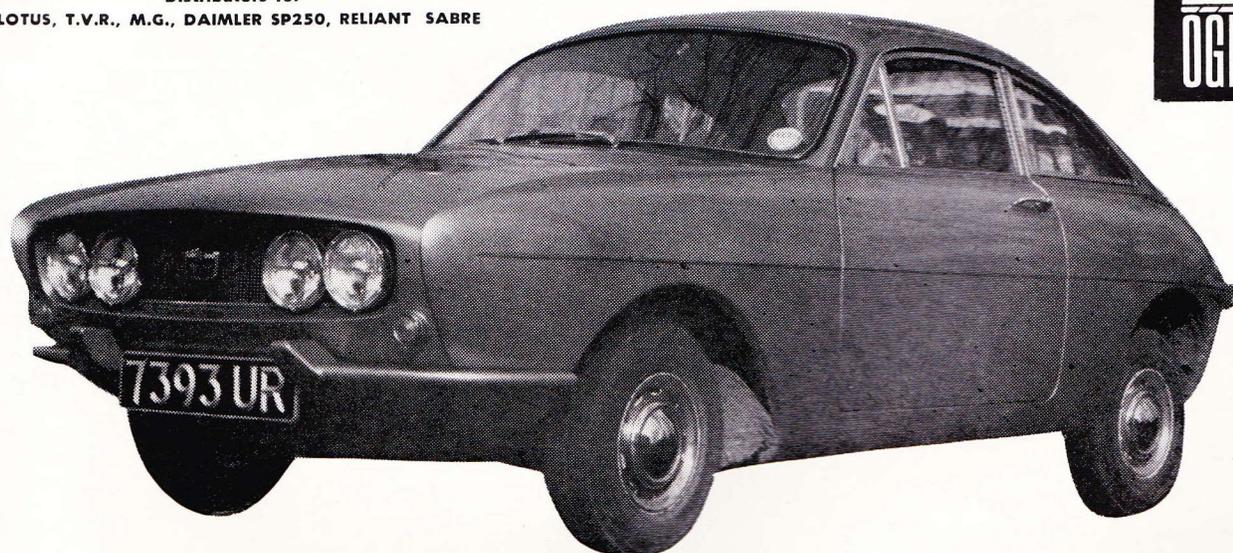
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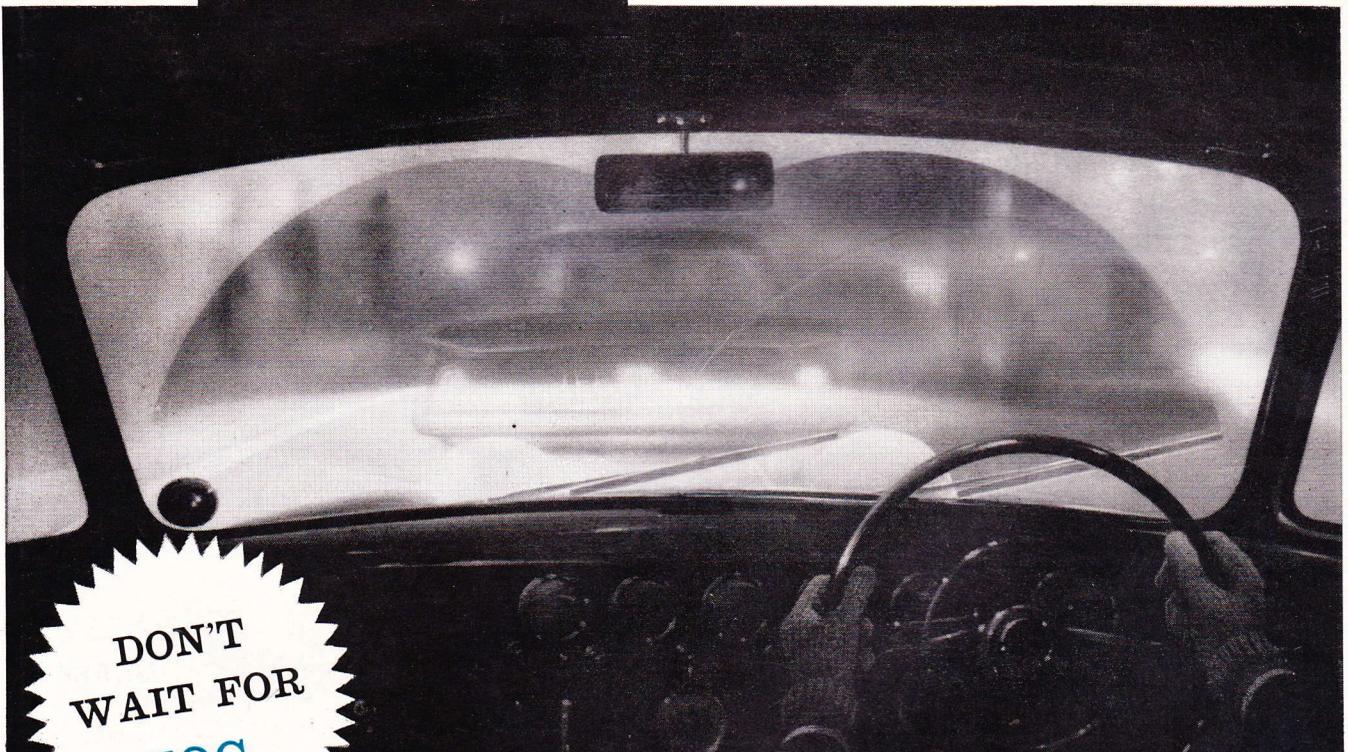
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