

R.A.C. RALLY—FIRST REPORTS

AUTOSPORT

NOVEMBER 16, 1962

AUTOSPORT

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EVERY FRIDAY
Vol. 25 No. 20

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE TURIN MOTOR MUSEUM : THE SOUTH AFRICAN RAND NINE HOURS RACE
THE NEW JAPANESE CIRCUIT : ZAGATO AND ABARTH FACTORIES



New Triumph Spitfire 4 takes the lead among light sports cars



FASTER Top speed 92 mph. Standing $\frac{1}{4}$ mile 19.5 seconds.



INDEPENDENT SUSPENSION On all four wheels for safer, surer cornering.



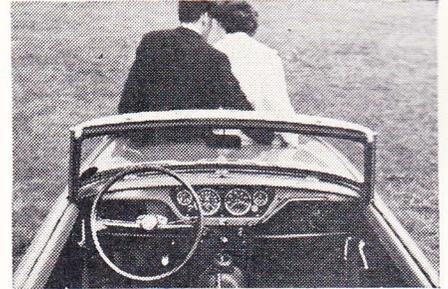
STRONGER Tough steel-girder chassis for lifelong strength.



DISC BRAKES On the front wheels. Safer under all conditions.



TIGHTER TURNING 24-ft turning circle for nimble parking.



MORE LUXURY Wind-up windows, king-size cockpit, tailored hood.

With one stride, Triumph take the lead in the light sports car field. In fact, the only thing that keeps the new Spitfire out of the luxury sports car class is its price, £640.19.7 inc. p.t.



A member of the Leyland Motors Group

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 25 No. 20**November 16, 1962****Managing Editor GREGOR GRANT****Assistant Editor MARTYN WATKINS****Technical Editor**

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EDITORIAL

THE CHOPPER FALLS

As from 31st December, UDT-Laystall ceases to exist as a racing organization, but the British Racing Partnership, who managed the team, hope to continue in Formula One racing. It is patent that the main reason for the withdrawal was the comparative failure to establish a good record in Grand Prix racing, which did not exactly please the sponsors, United Dominions Trust. In sports-car racing UDT-Laystall had much better fortune, and with the team's GTO Ferrari, Innes Ireland won the Tourist Trophy. Despite the efforts of Eric Broadley, Reg Parnell, the Bowmaker mechanics and, above all, the superb driving of John Surtees, Bowmaker-Lola will also be disbanded. Two second places in World Championship races apparently did not satisfy Bowmaker, even though the Lola-Climax was in its very first season, competing against the strongest opposition in the world. John Surtees has few problems, for in 1963 he will be seen in a factory team, and we are assured that Tony Maggs will not lose, even though he had signed up for Bowmaker. Also, the cancellation of plans to send Dan Gurney and Jo Bonnier to South Africa could be taken as an indication that Porsche may be considering a withdrawal from Formula One. However, as the concern acts as an experimental and development section for Volkswagen, the coming struggle for export markets may persuade VW that it would be an advantage to continue, even though the directors have firmly set their minds against motor-racing in any form during the past few years. With Fiat backing assured, Sefac Ferrari will return to the fray, even more determined to recapture the former glory of the "Prancing Horse," and to establish just as much supremacy as has been secured in sports-car and GT events. Therefore, the 1963 season should see teams from B.R.M., Ferrari, Lotus and Cooper, and a few selected "independents" such as the Rob Walker stable. It is probable that Serenissima and Honda will appear later, although the former are not in such a happy financial position as is believed, and the Japanese have not, so far, completed the kind of organization necessary for an assault on European-type racing, nor has the machine to be used been tested, or even reached a race-worthy stage of development. Naturally British constructors were worried about the Coventry Climax announcement, but one feels that the statement issued by the concern cannot be regarded as being absolutely final, and it is difficult to believe that Mr. Leonard Lee and his technicians will throw away all that they have built up without having a re-cap. The offer of the Owen organization to build a series of B.R.M. engines is a gesture that would undoubtedly be of great assistance to entrants, but it is felt that rivalry stimulates the competitive spirit to a far greater extent.

OUR COVER PICTURE

CLOSE QUARTERS: It may be the wintry "close" season for motor-racing in Europe, but in other parts of the world it is being fought out still. Here, during the South African Rand Nine Hours Race, David Piper's Ferrari gets in amongst 'em on one of the tight corners.

PIT & PADDOCK

THE GERMANS ACCEPT

COLIN CHAPMAN'S offer to prove that the winning speeds of his Formula Junior Lotus-Fords can be matched on any chosen circuit, and a challenge to put up a purse of £1,000, has been accepted by the author of the offending article, Richard von Frankenberg, whose magazine has also put up £1,000. Monza has been selected as the venue, and after the demonstration the Cosworth-Ford engine will be stripped down to prove that it is under the permitted 1,100 c.c. limit, and not almost 1½ litres, as the Germans have accused Team Lotus of using. Should Chapman prove his point, which is most likely, the magazine has undertaken to print a full retraction of the statements, and also an apology.

FERGUSON P.99 IN AUSTRALIA AND NEW ZEALAND

HARRY FERGUSON RESEARCH LTD. have confirmed that their P.99, with a 2½-litre Climax engine, is to be driven by Graham Hill and Innes Ireland in New Zealand and Australia this winter. The decision to race the car again is still part of their programme to test the latest advances in the development of four-wheel drive.

The car was designed round the 4-cylinder, Coventry Climax engine, primarily for use with the 1½-litre version, but the 2½-litre unit was interchangeable. In view of the current trend in motor racing events, this will probably be the last opportunity to race the car with the big engine and, although it will stress some of the parts rather highly (being designed primarily for 1½-litres), it is desired to take the advantage of the chance to learn more about the handling and general behaviour of the car with considerably more power than would be available under Formula 1—even with the latest developments of 1½-litre engines.

Stirling Moss had hoped to do the Antipodean season with this car, but as he himself will not be available the car was offered to Graham Hill, who accepted. Although very keen to sample a four-wheel drive car, Graham, owing to his commitments to B.R.M., could not be available for all the events, so Innes Ireland will drive the car in some of the races.

The car is, therefore, being loaned to the R. R. C. Walker Team, who will provide the race organization and administration. Fergusons are sending one experienced fitter, with intimate knowledge of the car, to assist in technical matters.

IN our recent report of the Horton Autocross, R. N. Thomas's entry was described as an L.M.B.-Ford. In fact, it is a pre-war Y-type prepared and modified entirely by G.T. Engineering of Bristol. Ted Williams's Mini-Cooper received attention from them, too.

THE Allard Motor Co., Ltd., have officially announced the homologation of both the 997 c.c. supercharged and the 1,340 c.c. unsupercharged Allardettes. The supercharged car has been given the nominal cylinder capacity of 1,600 c.c. and both cars are classed as G.T. (Group 3) cars.

ALFRED MOMO, well-known American engine tuner and famous for his work on Briggs Cunningham-owned cars, was recently made a Knight in the Order of Merit of the Republic of Italy for furthering Italian-American relations.

SWITCHING from the East to West run of the past two years, the Shell Four Thousand Rally, an International event, will be run from Vancouver, British Columbia, to Montreal, Quebec, starting on 20th April. The rally will also be cut from a seven-day run with overnight stops to six days. James Gunn, president of the Canadian Automobile Sports Club, said that the rally will be made more difficult for cars and drivers, but easier for navigators. Many American and European manufacturers have expressed interest in entering the event. It was won last by a Studebaker Lark.

SOUTH AFRICAN NOTES

ENTRIES for the Rand Grand Prix on 15th December will include Team Lotus and three cars from B.R.M., one for Bruce Johnstone. Tony Maggs will drive a Cooper-Climax and Gary Hocking will be in the Rob Walker Lotus. John Surtees may drive a Bowmaker-Lola—he has indicated that he would like to drive in this race as well as the South African Grand Prix on 29th December, and there is a possibility that the new V8 De Tomaso will be entered. Innes Ireland will drive a U.D.T.-Laystall Lotus... South African G.T. car, the Flamingo, is to go into production... David Piper, having just won the Nine Hours race at Kyalami (see report in this issue), is to take part in the Lourenco Marques races, should he be able to locate his missing tyres!... A Lotus V8 has arrived in South Africa, the owner of which is not known!... The Lotus 7 is to be manufactured in South Africa next year and other Lotus cars are to be imported... Motor-cyclist Jim Redman will drive a Grand Prix car next year. Honda?

W. R. SKINNER.

KEITH GREENE is said to be equipping himself with a 1962 B.R.M. for next year.

NORMAN CLARK died recently at the age of 42. "Nobby" Clark joined Lotus in 1953 as the first employee and greatly assisted in the building up of the Lotus Group of Companies. He became a director and General Manager of Lotus Components, Ltd., when the company moved to Cheshunt in 1959. AUTOSPORT extends its sympathy to "Nobby's" wife and small son.

B.R.M. are building their own six-speed gearbox for 1963. A small number will be made available to teams using B.R.M. engines.

CARROLL SHELBY'S A.C. Cobra has been homologated as a G.T. car by the F.I.A. A team of cars will compete in all American and the major European G.T. events next year. The lightweight 4,261 c.c. V8 Ford engine develops 260 b.h.p. at 5,800 r.p.m. 153 m.p.h. is claimed!

WINTER test runs of the new Rootes "Apex" revealed that the car's heater was not quite good enough for the Canadian climate, and suitable modifications are being made before the car arrives on the Canadian market. Rootes test drivers drove the car over parts of the route of the International Canadian Winter Rally.

ONE of Canada's top rally drivers will move to Europe next month to try his luck in British and Continental events. Red-bearded Sam Nordell, a Swede who has lived in Canada for several years, has been very successful in almost every event he has entered in Canada. He prefers rallies where the main requirement is high speed driving on ice!

JUST the thing for a Christmas present to that mad-keen enthusiast you know—Basil Smith has sent us some fine line drawings, 24 ins. by 18 ins., featuring a 250F Maserati, an E.R.A., a Bugatti and a magnificent Bentley, which are priced at 12s. 6d. each unframed or £2 5s. framed, and are obtainable from the Civil Service Store, 425 Strand, London, W.C.2, Motor Books and Accessories, St. Martin's Court, St. Martin's Lane, W.C.2, or L'Interieur, 24A Chapel Ash, Wolverhampton.



PETER SELLERS has had 70 cars in the last 17 years. Here he takes delivery of his 71st, a £5,280 white Mercedes-Benz convertible, the only one of its kind in the country.

DURING the final testing at Monza, the Ecurie Ecosse Tojeiro, driven by Jack Fairman, achieved the best times ever recorded for cars of 2½-litre capacity running on the banked circuit. Certified speeds of 152 m.p.h. per lap were made. The testing was limited, however, due to a broken oil pipe which fed oil onto the exhaust pipe, causing a minor fire. The car ran in standard trim and used pump fuel.

THE 5.6-litre V8 engine currently propelling one of Briggs Cunningham's Le Mans Tipo 151 Maseratis—replacing the mere 4-litre unit—is reported to have been found in a boat. However, even 5.6-litres is nothing compared with 6.2-litres of Chevrolet-powered Chaparral that is also currently successful in American sports car races.

ROBERT A. KISCH has formed the One Off Components Co. to supply obsolete and prototype components and assemblies. All jobs are quoted for first and personal attention is guaranteed. The company is at Mill Cottage, Cocking, Midhurst, Sussex.

DOG HOUSE NIGHT OUT

ON 7th November, members and supporters of the Women's Motor Racing Associates Club (Dog House Owners' Club) had a highly successful outing. This started off with a wine and cheese party at the Headfort Place Hotel, where John and Hazie Morgan had arranged a splendid buffet. The party of over 80 people then made their way to the Windmill Theatre, where the Club President, Sheila van Damm had reserved the entire circle for a performance of the world-famous "We never closed" show.

Motor racing was strongly represented with ex-World Champion Jack Brabham, title contenders Graham Hill and Jim Clark, and constructors, John Cooper and Colin Chapman, amongst the guests. Ian Smith laid on the B.R.S.C.C. van to take some of the guests from hotel to theatre.

1963 GRANDES EPREUVES

THE dates of next year's World Championship events are listed below. It is noted that the Dutch Grand Prix has been moved back several weeks and the French Grand Prix brought forward a week from their normal dates due to "police" and "holiday" politics.

Monaco G.P., Monte Carlo, 26th May.
Belgian G.P., Spa-Francorchamps, 9th June.
Dutch G.P., Zandvoort, 23rd June.
French G.P., Rheims, 30th June.
British G.P., Silverstone, 20th July.
German G.P., Nürburgring, 4th August.
Italian G.P., Monza, 8th September.
United States G.P., Watkins Glen, 6th Oct.
South African G.P., East London, 28th Dec.

British meetings that have been granted International status are as follows:

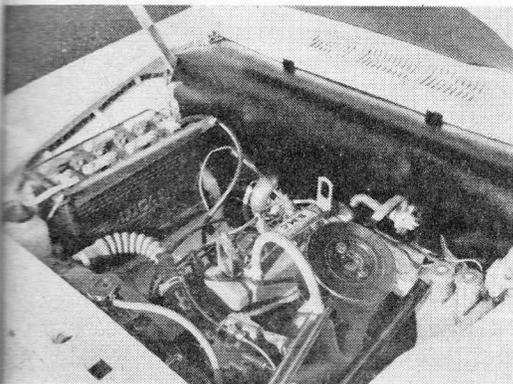
Snetterton, 30th March.
Goodwood, 15th April.
Aintree, 20th April.
Silverstone, 11th May.
Crystal Palace, 3rd June.
Brands Hatch, 6th July.
Mallory Park, 13th July.
Silverstone (G.P.), 20th July.
Brands Hatch, 5th August.
Goodwood (T.T.), 17th August.
Brands Hatch, 14th September.
Oulton Park, 21st September.

FOLLOWING the death last July of the proprietor of the Antone Company, Mrs. M. L. Curtis has decided to continue the business under the name of Antone (Epsom), Ltd., and has invited the two Chief Engineers, Mr. J. O. Chapple and Mr. J. D. Atfield, to join her on the Board. The work of the Company will be guided by the same high standard set by Mrs. Curtis's late husband, Mr. A. E. S. Curtis.

THE Model and Replica Car Society has been formed as a result of the increasing interest in the hobby of collecting and constructing model cars. Headquarters are at 16 Soho Square, London, W.1.

B.M.C. DIESELS

THE Austin A60 Cambridge and Morris Oxford Series 6 Diesel saloons, introduced this week, break new ground on economy and overall running costs by becoming the first all-British produced cars fitted with diesel engine to be offered at realistic prices, costing £102 more than the equivalent petrol-engined cars (inclusive of purchase tax). It is also the first time that a diesel unit of under 1½-litres capacity has been employed in a private car. Tests have resulted in a consumption of 57 m.p.g. at 30 m.p.h. and 42 m.p.g. over a difficult course at an average speed of 40 m.p.h. Power output is 40 b.h.p. at 4,000 r.p.m.



B.M.C.'s new diesel engine.

IAN WALKER RACING, LTD., one of Britain's most active private racing teams, will be especially active this winter. Ian Walker recently announced that his company will be undertaking commercial work and will specialize in the tuning and preparation of sporting cars, with particular emphasis on Lotus and Austin-Healey cars—Walker has, of course, raced these two particular marques with much success—and high performance cars will be also sold from the premises at 1,089 Finchley Road, London, N.W.11.

Australian Paul Hawkins, one of the team's leading drivers, will be in charge of the development department—he is, of course, a very able mechanic, having served his apprenticeship as an electrical and mechanical engineer in Australia.

The 1963 plans of the Ian Walker Racing team should be announced at the time of the Racing Car Show—obviously, he is waiting until all next year's cars are unveiled!

RESTALL now produce a reclining bucket seat for Minis, a control knob giving any seat-back angle through 30 deg. The seats fit the original floor mounting, are available in single colour black trim only and cost £16 each. Manufacturers are Restall Brothers, Ltd., Floodgate Street, Birmingham, 5.

MIKE SALMON and Brian Hetreed have just opened their new garage—Atherstone Engineering, Atherstone Mews, off Cromwell Road, London—and are now in a position to undertake specialist repairs and tuning.

SWEDISH LADIES' TEAM WINS ARGENTINE RACE

THE "Gran Premio Internacional Standard Argentina", which finished in the province of Buenos Aires on Sunday, 4th November, after six tough stages, was won by the Swedish Mercedes-Benz ladies' team Ewy Rosqvist and Ursula Wirth. For the first time in the history of the race the winning team was also able to win all six stages in a record time.

The 286 cars started at Buenos Aires on 25th October for the first stage. Only 53 cars were left by the morning of the last stage at Cordoba, to compete for the final decision. The Swedish ladies' team led, followed by their nearest rival, Garafulic (Volvo). They covered the 2,856 miles long course at a record average of 78.842 m.p.h. Schock/Schiek, also on Mercedes-Benz and winners last year, achieved an average of 75.345 m.p.h. In 1960 the average was only 71.901 m.p.h.

The Argentine road race covers six stages, with one rest day in between each stage, over 2,856 miles from Buenos Aires, travelling almost over the whole of the country back to the capital, to the Autodrome of Buenos Aires, where the blonde Swedes, with their "silver arrow", were enthusiastically received.

With 286 cars, the participation in this Argentine road race was even greater than last year. Only 43 cars were left at the end of the last stage, which tells of the extraordinary difficulties of this race. Fast good roads, on which the Swedes drove at an average of 99.41 m.p.h. for several hundred miles, alternated with other road sections with no solid foundation. Desolate tablelands with partly silted up by-roads had to be overcome. Especially exhausting were the passes of the Lower Cordilleras and the roads high up in the Andes, climbing up twice over 10,000 ft., and several times up to 6,500 ft. in endless serpentines. Even in

SPORTS NEWS

BOXING DAY BRANDS

SEVEN events will comprise this year's Boxing Day Brands Hatch meeting to be organized by the British Racing and Sports Car Club on the 1.24 mile club circuit. The Silver City Trophy Race, a 25 mile event, heads the bill; it is for sports cars, with classes up to and over 1,500 c.c. Long John Distilleries, Ltd., are to sponsor an event for pre-war (maturing) racing cars. The winner of the Long John Trophy, which, it is hoped will be an annual contest, will receive the gift of a Tregnum (a triple-sized bottle) of whisky!

Also in the programme are the final 10 lap rounds of this year's John Davy Formula Junior Championship (which John Fenning looks like winning), the Peco G.T. Championship and the Molyslip Championship for saloon cars. It is also planned to stage a 5 lap "demonstration" by 12 motoring journalists, all driving the same make of car (to be announced).

NEW marketing arrangements for Standard-Triumph cars in Italy were announced at the Turin Show. The company has signed an agreement with Ducati Meccanica whereby the Italian firm will undertake the distribution of Triumph cars throughout Italy and the new agreement also covers the possibility of assembly and progressive manufacture.



EWY ROSQVIST and Ursula Wirth.

this gruelling stage the two ladies attained the stupendous average of 47.2 m.p.h.

The victory of the Swedish ladies' team was even more remarkable as Ewy Rosqvist and Ursula Wirth had, after the second stage, to depend completely on themselves over thousands of miles. They were hard-pressed by all other competitors, especially by the 14 very well organized Volvo works teams.

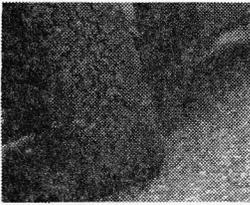
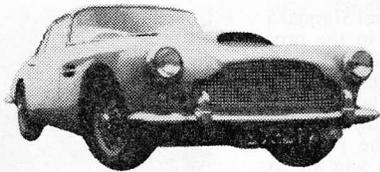
During the first stage, Böhringer/Lang (Mercedes-Benz 300 SE) had to give up as their car was badly damaged after a water pool on the road had caused them to lose control. At the end of the first stage the Argentine Menditeguy (Mercedes-Benz 300 SE) was excluded from the race by the scrutineers; he had driven his car into the "Parc fermé" too late. The second stage was overshadowed by the death of Hermann Kühne (Mercedes-Benz 220 SE), whose car collided with two goats on a straight road.



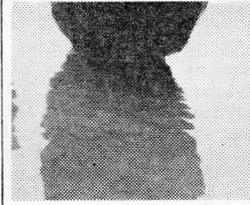
"You go round corners on rails—so absolutely safe and relaxed".....**Ken Rudd**



"I find that Cinturas in the wet are very, very impressive".....**John Sprinzel**

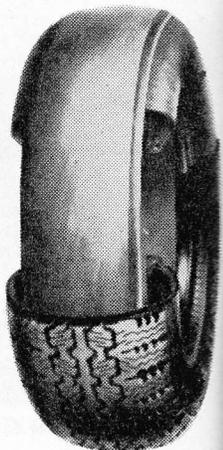


The 'safety belt' of the Cintura stiffens the tread against the cornering forces which tend to deform it transversely; consequently the thrust generated in the axial direction is considerably higher than in a conventional tyre. The slip angle is thus reduced considerably and cornering is made more precise — and therefore much safer.



Wet weather has almost no effect at all on Cintura road-holding. For the built-in 'safety belt' not only guarantees that the tyre maintains a more square and uniform contact area with the road; it also prevents any distortion of the tread pattern, so that the tread delivers maximum adhesion under all conditions.

THE CINTURA SUCCESS STORY Amongst enthusiast drivers the trend towards the Cintura has begun in a big way. No other tyre so perfectly meets the needs of the man who has a high-performance car—and likes to drive it briskly and safely. And the proof of this is in the driving. No sales talk needed. That is why Cintura advertising is based on the objective, tape-recorded reports of top drivers. We invite you to send for your free copy of the full reports—and to read what a remarkable experience it is to drive Cintura.

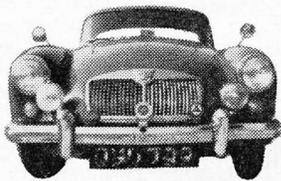




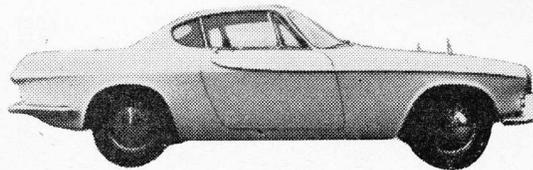
"Cinturas are as much at home in a high street as on an international rally" **Nancy Mitchell**



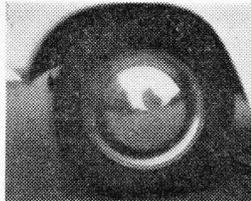
"It's just unbelievable the difference Cinturas make to road-holding" **Johnny Wallwork**



The Cintura tyre is composed of carcass plies of textile cords that are laid at an angle of 90 degrees to the beads — and a 'safety belt' laid circumferentially under the tread. The tread and belt are rather like the rim of a wheel — and the radial cords like the spokes. Hence the Cintura's unique road-holding qualities.



The Cintura uniquely combines superb road-holding characteristics with a comfortable ride due to the fact that the 'safety belt' is made from textile cord plies. Whilst it is virtually inextensible in its length, it still remains fairly flexible and can absorb bumps from the road. Contraction is avoided by tension — not by rigidity in the belt.



PIRELLI CINTURA

The fabulous tyre with the built-in safety belt

The Pirelli Performance Bureau, 343-345 Euston Road, London N.W.1
Please send me a free copy of the following Cintura Road Test Report(s) (tick where required)

Ken Rudd	<input type="checkbox"/>	Name _____
John Sprinzel	<input type="checkbox"/>	Address _____
Nancy Mitchell	<input type="checkbox"/>	_____ Make of car _____
Johnny Wallwork	<input type="checkbox"/>	

REVISED CAR PRICES

PRICES ARE CALCULATED TO THE NEAREST £

	TOTAL PRICE £		TOTAL PRICE £		TOTAL PRICE £		TOTAL PRICE £
ABARTH		CHRYSLER		FORD—contd.		MERCEDES-BENZ	
850 TC	1,146	Valiant	1,767	Zephyr 4	773	190	1,690
1000 Monomile	2,409	Estate Car	1,897	(automatic)	870	190D (diesel)	1,832
1000 Twin Cam	3,071			Estate car	1,051	190SL	2,460
A.C.		CITROEN		Zephyr 6	837	Convertible	2,604
Ace	1,567	Bijou	433	(automatic)	934	220	2,068
Ace-Bristol	1,876	Ami-6	702	Estate car	1,116	220S de luxe	2,283
Ace 2.6	1,476	ID	1,309	Zodiac III	972	220SE	2,460
Aceca	1,879	DS	1,571	(automatic)	1,068	Convertible	4,016
Aceca-Bristol	2,186	Convertible	2,545	Estate car	1,250	220SE coupé	3,700
Aceca 2.6	1,821	Safari (Estate car)	1,626			300SE	4,039
Greyhound	2,347			FORD (German)		Coupé	4,937
Greyhound-Bristol	2,560	DAF		17 M 2-door	986	Convertible	5,288
ALFA ROMEO		750	615	4-door	1,029	300SL Roadster	4,766
Giulia 1600 T.1	1,459	De luxe	658	Estate car	1,041	Convertible	5,018
Spyder	1,581	Daffodil	702	T/S Sports 4-door	1,162		
Sprint	1,723			FRAZER NASH		MERCURY (Canadian)	
2600	2,415	DAIMLER		Sebring	2,783	Comet 4-door	1,290
Spyder	2,468	V8-SP250 Spec. B.	1,277	Continental	3,025	Monterey 4-door	2,318
Sprint	2,621	2½-litre V8	1,571			MESSERSCHMITT	
ALVIS		Majestic Major 4½-litre	2,557	GILBERN		Tg 500	569
3-litre Series I	2,414	Limousine	3,314	MGA 1600	1,083		
(automatic)	2,529	DKW		GOGGOMOBIL		M.G.	
Convertible	2,656	Junior	679	Regent 300	407	Midget	599
Series II	2,535	40S	701	Regent 400	424	1100 2-door	702
(automatic)	2,650	800S	767	Mayfair 300	509	1100 4-door	714
Convertible	2,777			Mayfair 400	524	MGB	835
ASTON MARTIN		DODGE		Royal T 300	572	Magnette IV	893
DB4	3,509	Dart 440	2,228	Esquire estate car	681	(automatic)	975
Vantage	3,751			HARRINGTON		MORGAN	
Convertible	3,872	ELVA COURIER		Alpine	1,131	4/4 Series IV	641
DB4GT	3,872	Sports two-seater	848	Le Mans Alpine	1,285	Plus 4 (TR) 2-seater	792
Zagato (To order)		Component form	716			4-seater	811
AUSTIN		Fixed head coupé	876	HILLMAN		Coupé	859
Mini	448	Component form	738	Minx 1600	617	Super Sports	1,089
Mini Super	494	FACEL VEGA		(automatic)	724	MORRIS	
Mini Cooper	569	Facel II	4,900	Husky II	575	Mini-Minor	448
Mini Countryman	532	Excellence	5,445	Super Minx II	743	Mini-Minor Super	494
A.40	557	Facellia	2,142	(automatic)	835	Mini Cooper	569
A.40 Super	599	FAIRTHORPE		Convertible	845	Mini-Traveller	532
A.40 Countryman	564	Electron Minor	701	Estate car	805	Minor 1000 2-door	540
A.40 Countryman de luxe	617	Electrina	701	HUMBER		2-door de luxe	540
A.60	721	Electron	1,022	Hawk III	1,059	4-door	546
(automatic)	803	Zeta (Zephyr)	1,022	Touring limousine	1,204	4-door de luxe	575
A.60 Diesel	823	Rockette	877	Estate car	1,325	Tourer	515
A.60 Countryman	829	(Component form)	625	Super Snipe IV	1,355	Tourer de luxe	540
A.110	1,053	FERRARI		(automatic)	1,482	Traveller	582
(automatic)	1,113	250 G.T. 2+2 Coupé	5,607	Touring limousine	1,476	Traveller de luxe	606
Gipsy s.w.b.	680	Scaglietti Berlinetta	5,607	Estate car	1,567	1100 4-door	593
Diesel	785	Spyder California	5,607	ISETTA (Gt. Britain)		1100 de luxe	611
Gipsy l.w.b.	750	FIAT		300 Plus	312	Oxford	731
Diesel	860	500D	411	JAGUAR		(automatic)	813
AUSTIN-HEALEY		Giardiniera	484	2.4 Mk. II	1,349	Oxford Diesel	833
Sprite Mk. II	587	600D	493	(automatic)	1,476	Oxford de luxe	766
3000 Sports	1,047	Convertible	537	3.4 Mk. II	1,464	Oxford Traveller	839
AUTO BIANCHI		600D Multipla 4/5 seater	643	(automatic)	1,591	MOSKVITCH	
Bianchina	511	6-seater	653	3.8 Mk. II	1,558	407	532
Bianchina Special	563	1100 Special	743	(automatic)	1,686	423H Estate car	720
AUTO UNION		1100 Export	661	Mk. 10	2,024	N.S.U.	
1000 2-door	921	1200 Cabriolet	1,148	(automatic)	2,160	Prinz IV	526
Universal estate car	1,123	1300	910	E-type	1,831	Sport Prinz	769
1000S	1,008	1300 Estate car	1,100	Coupé	1,915	NECKAR	
1000SP	1,650	1500	949	JENSEN		500 Limousette	494
BENTLEY		1500 Estate car	1,136	541S	2,729	770	535
S3	5,391	1800B	1,148	C-V8	3,396	770 Coupé	823
L.w.b.	6,613	1800B Estate car	1,276	LAGONDA		Europa 1100	714
James Young l.w.b.	7,986	2300	1,263	Rapide	4,356	OGLE	
H. J. Mulliner Convertible	7,000	2300	1,396	LANCIA		SX 1000	1,035
Continental		2300 Estate car	1,396	Appia	1,313	OLDSMOBILE	
Park Ward Convertible	7,871	2300 Special	1,752	Farina coupé	1,809	F85	2,079
H. J. Mulliner 2-door	7,871	2300 Coupé	2,314	Vignale convertible	1,851	Super 88	2,903
Flying Spur	7,871	2300 S Coupé	2,399	Zagato G.T. Sports	1,878	Starfire Convertible	3,255
James Young 4-door	7,562	FORD (American)		Flavia	1,758	PANHARD	
BMW		Thunderbird hardtop	3,470	Flaminia	2,987	PL 17	766
LS	687	Thunderbird convertible	3,761	Farina coupé 3B	3,267	PL 17 de luxe	907
700 Coupé	684	FORD (Canadian)		Zagato Sports	3,231	PL 17 Tiger	974
1500	1,378	Falcon 4-door	1,301	Touring	3,321	PEUGEOT	
BRISTOL		Fairlane 500 4-door	1,953	LANCIA		403	900
407	4,265	Galaxie 500 4-door	2,318	Appia	1,313	404	1,076
BUICK		Convertible 500	2,474	Farina coupé	1,809	404 Estate car	1,185
Special Compact	2,076	Country Estate car	2,616	Vignale convertible	1,851	404 Family	1,274
Convertible Invicta	2,783	FORD		Zagato G.T. Sports	1,878	PLYMOUTH	
CADILLAC		Anglia	514	Flavia	1,758	Fury	2,191
6039 Fleetwood	4,093	Anglia de luxe	538	Flaminia	2,987	PONTIAC	
6267 Convertible	3,693	1200 super	599	Farina coupé 3B	3,267	Laurentian	1,869
CHEVROLET		Anglia Estate car	575	Zagato Sports	3,231	Parisienne	2,460
Corvaire Monza	1,948	Estate car de luxe	593	Touring	3,321	Catalina	2,015
Corvette	3,267	Cortina 2-door	574	LINCOLN		4-door	2,053
Impala Hardtop 6	2,110	2-door de luxe	598	Continental 4-door	4,293	Bonneville	2,349
Impala Hardtop 8	2,311	4-door	592	Convertible	4,729	LOTUS	
		4-door de luxe	616	Seven (component form)	499	1500	725
		Classic 2-door	653	Elan 1500	1,313	Component form	1,095
		2-door de luxe	678	Elite	1,664	Component form	1,299
		4-door	678	MASERATI		LOTUS	
		4-door de luxe	702	3500 G.T.	5,103	Seven (component form)	499
		Capri	786	Fuel injection	5,377	1500	725
				Vignale	5,291	Elan 1500	1,313
				Fuel injection	5,386	Component form	1,095
						Elite	1,664
						Component form	1,299

REVISED CAR PRICES—continued

	TOTAL PRICE £		TOTAL PRICE £		TOTAL PRICE £		TOTAL PRICE £
PORSCHE		ROVER		STUDEBAKER		Vauxhall	
1600	1,902	95	1,208	Lark 2-door (6-cyl.)	1,404	Victor	617
Cabriolet	2,153	110	1,349	Estate car	1,603	Victor Super	647
Super 75	2,065	3-litre Mark II (automatic)	1,603	Lark Regal (8-cyl.)	1,615	Victor de luxe	702
Cabriolet	2,316	Coupé	1,664	Estate car	1,773	Estate car	714
Super 90	2,280	(automatic)	1,814	Hawk 259	1,700	Estate car de luxe	793
Cabriolet	2,530	Land-Rover II 88 in. Diesel	1,874	Hawk 289	1,755	VX/490	816
RAMBLER		SAAB		SUNBEAM		VOLGA	
(To be announced)		96	726	Alpine II	841	Saloon	950
RELIANT		SIMCA		Alpine hardtop	920	VOLKSWAGEN	
Sabre	935	1000	615	Rapier IIIA	853	De Luxe	626
Super Sabre SE2	1,016	Etoile	716	Convertible	901	Sunshine roof	666
G.T.	1,077	Elysée	703	Estate car	901	Convertible	868
RENAULT		Montlhéry	737	12-seater	950	Karmann-Ghia coupé	1,010
R4	483	Castel estate car	840	Diesel	1,060	Convertible	1,143
R4L	500	SINGER		TORNADO		VW1500	905
Estate car	537	Vogue II	829	Talisman Touring	1,004	Estate car 1500	998
Dauphine	580	(automatic)	920	Component form	795	Sun-roof 1500	974
Gordini	611	Estate car	883	Talisman G.T.	1,107	VOLVO	
R8	672	Gazelle IIC	708	Component form	875	121	1,053
Floride Speciale	1,027	(automatic)	814	TRIUMPH		122	1,137
Caravelle	1,027	SKODA		Herald S	553	P1800	1,615
RILEY		Octavia	522	Herald 1200	580	WARWICK	
Elf	575	Felicia	670	Coupé	604	2-litre G.T.	
One-point-five	702	STANDARD		Convertible	643	1,423	
4/72	917	Ensign de luxe	745	Estate car	663	WOLSELEY	
(automatic)	999	Estate car	891	Vitesse	736	Hornet	557
ROLLS-ROYCE		Luxury Six	871	Convertible	785	1500 Fleet	641
Silver Cloud III	5,524	Estate car	968	TR4	908	1500 Family	666
L.w.b.	6,740	STUDEBAKER		Coupe	950	16.60	839
H. J. Mulliner conv.	7,127	TURNER		TVR		(automatic)	921
James Young l.b.w. Phantom V	8,107	A.35 Sports	696	Standard	1,043	6.110	1,113
Park Ward 7-pass.	8,839	Climax Sports	938	VAN DEN PLAS PRINCESS		(automatic)	1,174
James Young 7-pass.	9,299	TALENT		3-litre	1,348	WOLSELEY	
James Young touring limousine	9,299	Standard	1,043	(automatic)	1,410	6.110	1,113
				4-litre	2,602	(automatic)	1,174
				(automatic)	2,836		

TEACHING 'EM YOUNG

The Roy Cooper Speedster Modelled on Go-Kart Lines

NOT a toy, but a well-engineered machine designed to teach children the handling characteristics of four-wheelers, is the Roy Cooper Speedster. Built up from welded steel tubes, the Speedster follows modern Go-Kart practice, with pedal-drive taking the place of a power-unit.

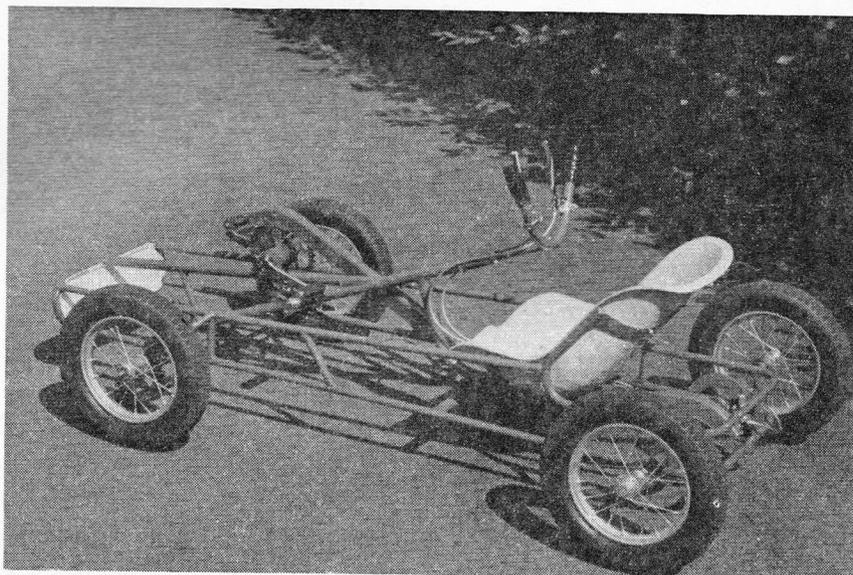
The chain transmission is so arranged that the Speedster can quickly be altered to suit children of various age groups. The moulded plastic seat is fixed, and supported in the frame itself. Control is by car-type steering column, with inverted "U" handlebars. A single disc brake on the rear axle is operated by Bowden cables from twin levers. The wire wheels have pneumatic tyres.

So responsive is the Speedster that it is possible to create immense oversteer, without any tendency to overturn. The machine also teaches drivers just how fast they can take corners without getting into trouble.

All moving parts run on ball-bearing races, and a selection of colours is available. Maintenance is similar to that of a bicycle, and the machine has been constructed as robustly as possible, without being too heavy.

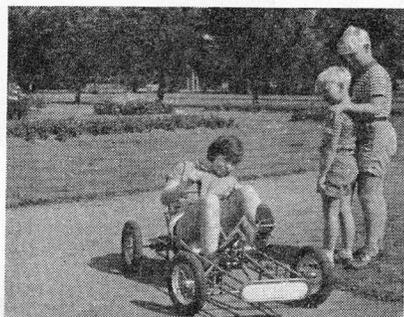
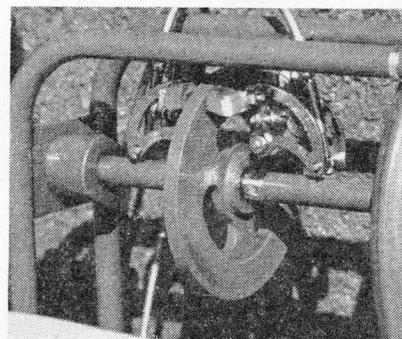
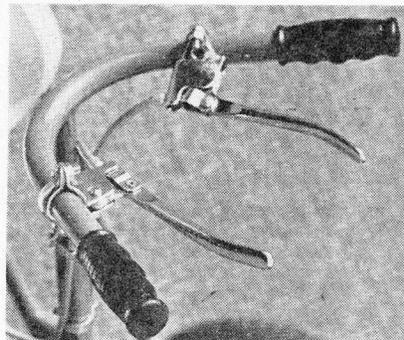
Retail price of the Speedster has been fixed at £24 19s. 11d., and models can be obtained from leading stores, particularly at Gamages of Holborn.

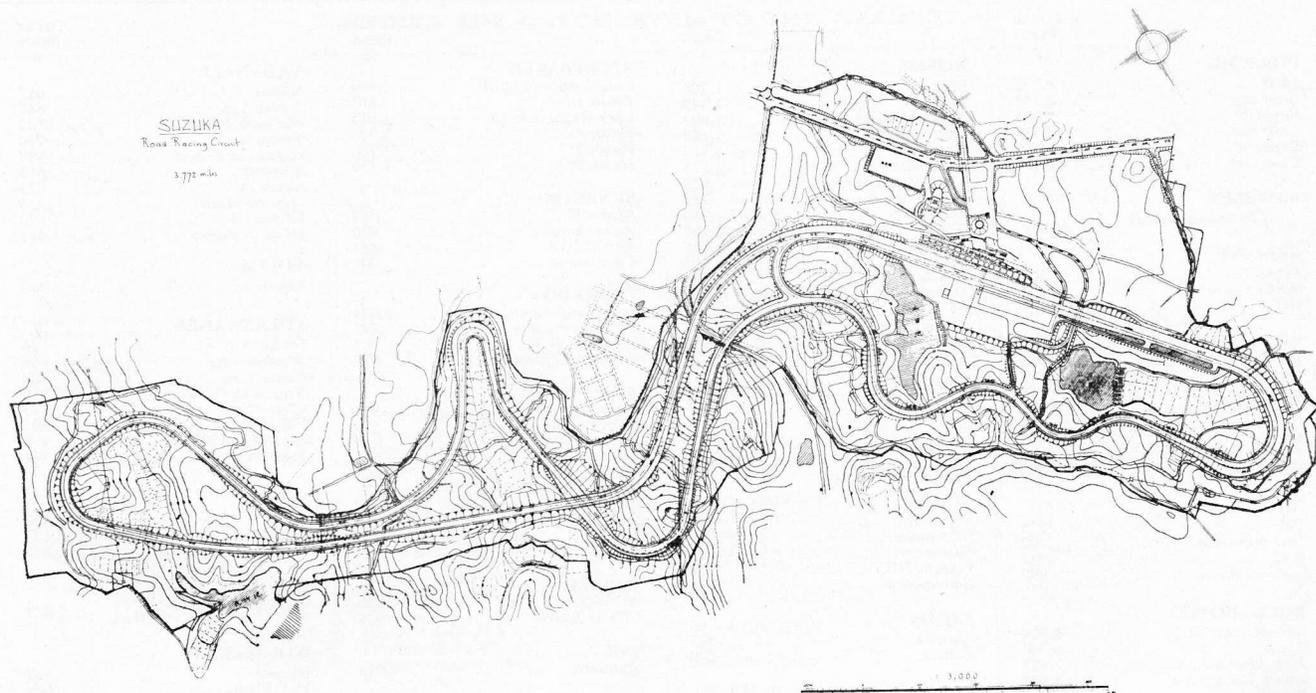
SIMONE GRANT takes a corner at speed, watched by Martin and Clive Phillips, in the Roy Cooper Speedster.



BELOW: Handlebar controls for the brake.

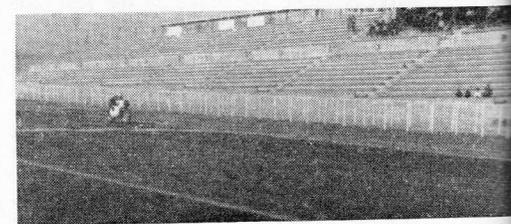
BELOW: Cable-operated disc brake.





NEW JAPANESE CIRCUIT

Exclusive Photographs of the Mountain Course at Suzuka, north of Tokyo



LEFT: The first corner past the pits is shown in the upper picture, while the lower photograph shows the fuel arrangements in the pits servicing area, with Shell very prominent.

RIGHT: The top picture shows the paddock and the area behind the pits, emphasizing the spacious layout. In the centre picture, a Yamaka motor-cycle team rider passes the spacious grandstands. The great width of the track here is notable. In the lower picture can be seen one of the exit gates at the back of the pits.

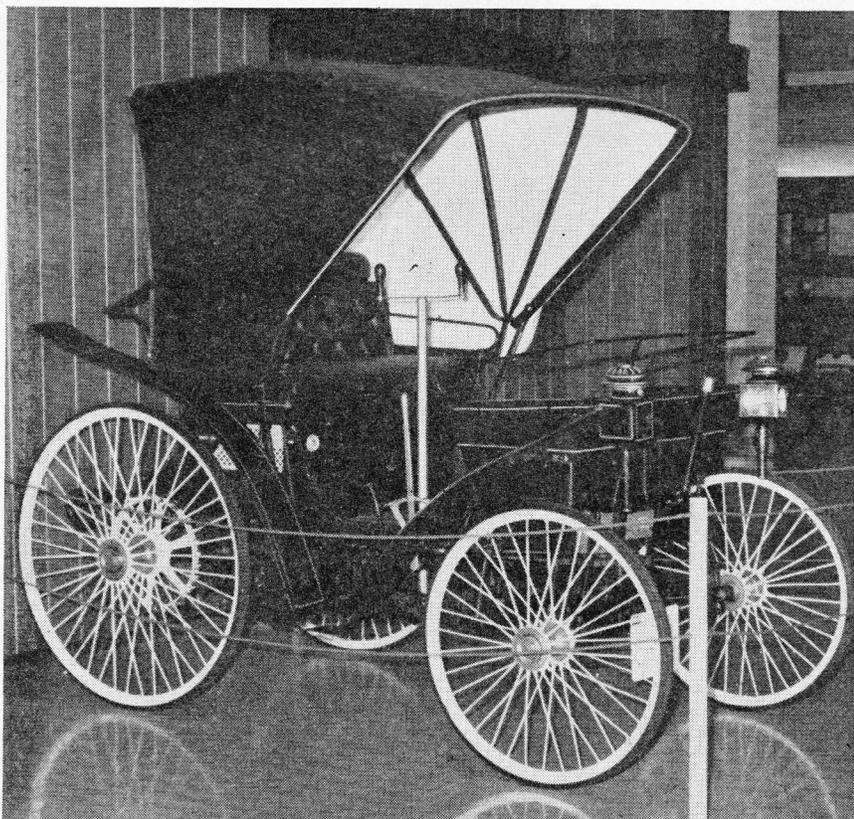
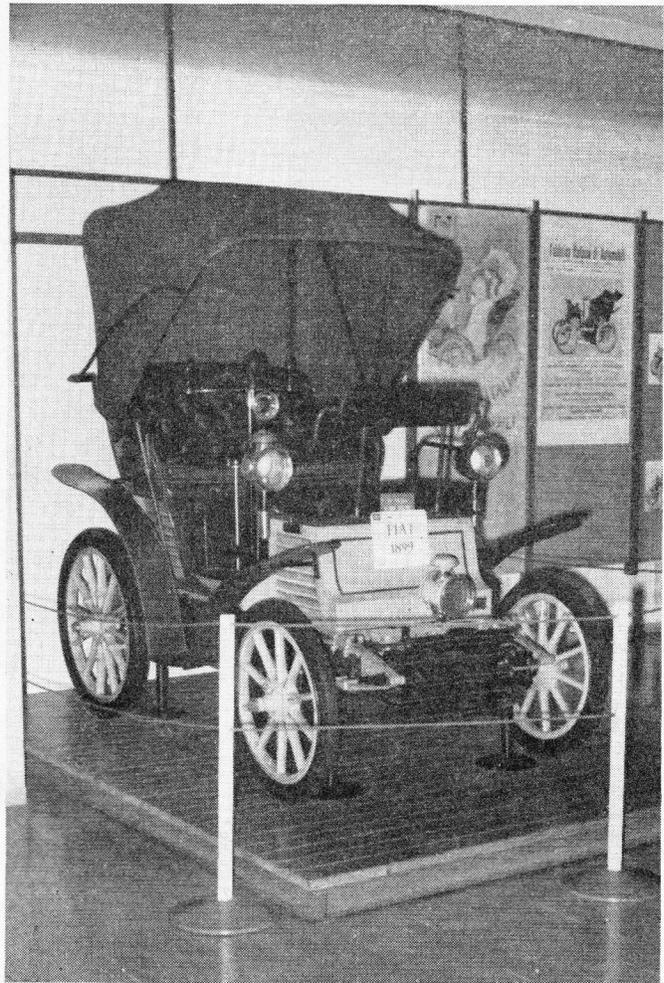
JOHN BOLSTER visits the

TURIN MOTOR MUSEUM

PART ONE: The Touring Cars

PHOTOGRAPHY BY THEO PAGE

OF THE 31 Fiats present at the Turin Motor Museum, this 1899 example is the earliest to be found. It is rear-engined, powered by a small horizontal twin-cylinder unit. ▶



THE motor museum at Turin represents a magnificent achievement. It is named after Count Carlo Biscaretti di Ruffia, and it is not too much to say that it was the life work of that very great gentleman. He began the collection of cars, pictures, drawings and books soon after the first war, and eventually he aroused the interest of the whole Italian motor industry.

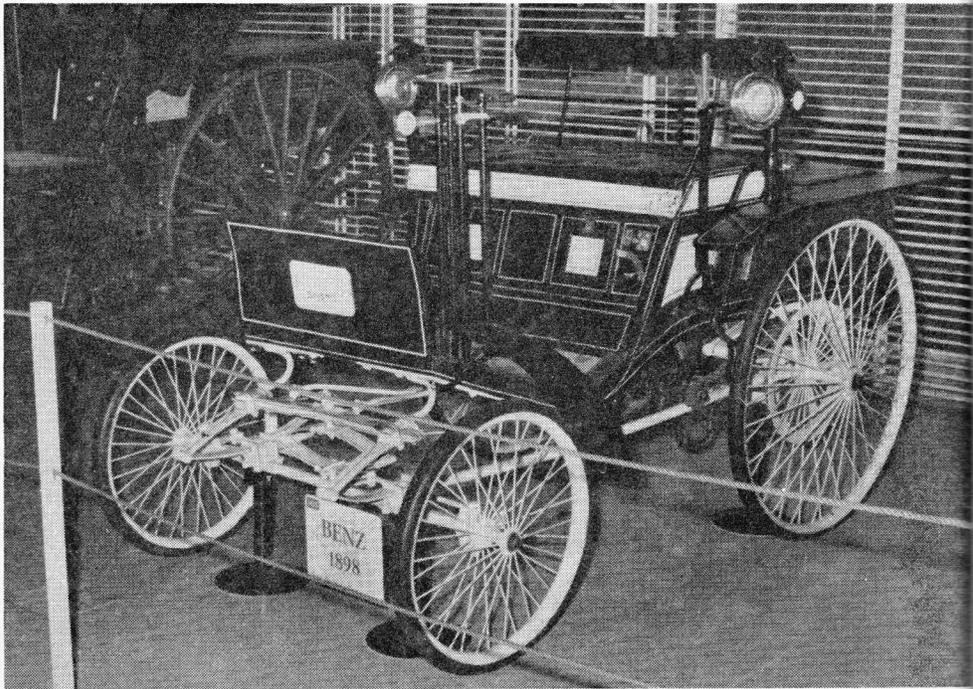
The result is the beautiful building, which was completed some two years ago, at a cost estimated at three-quarters of a million pounds. It contains, in addition to 126 cars plus some tricycles and bicycles, numerous models and pictures, many of them from the talented pen and brush of Biscaretti himself. There is a library and also a large auditorium for lectures or film shows. The founder passed on at the age of 80 years just as his work was completed, and he always remained a friendly, modest man, very approachable and delighting in technical discussions. I am proud to have known him.

The exhibits range from a wind-driven car of 1472 (reproduction) to a 2½-litre Grand Prix Ferrari. The "Sezione Sportiva" contains many racing cars, some of them extremely rare and a sheer delight

(Continued on page 680)

◀ THIS VERY RARE 1894 Peugeot has a twin-cylinder Daimler engine situated at the rear. The gears of the primitive 3-speed transmission do their work in the open air.

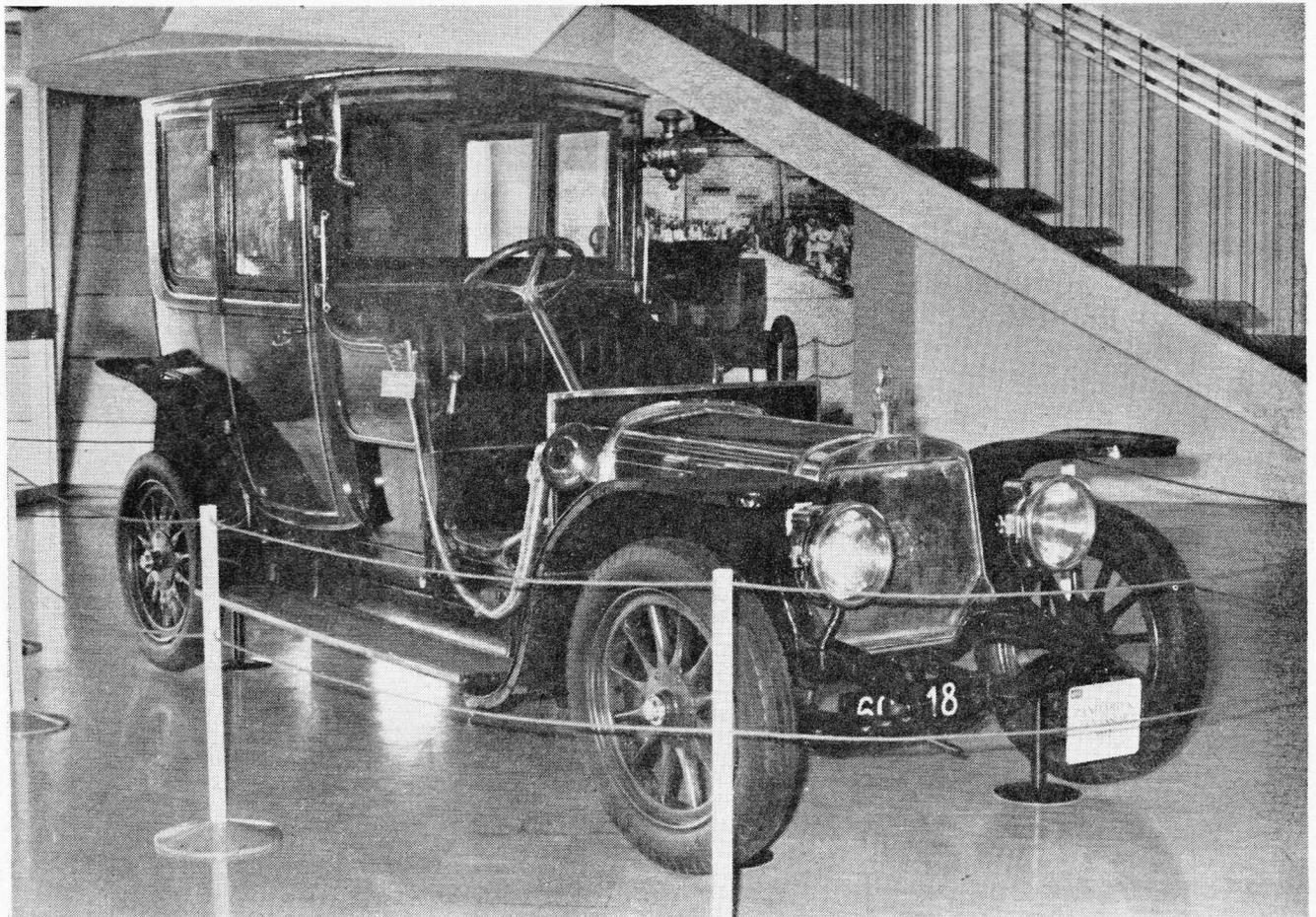
KNOWN AS the "Ideal" in England, the 1898 Benz "Velo" was a five-hundredweight machine propelled by a 3 h.p. motor. Note the "pram" tyres.

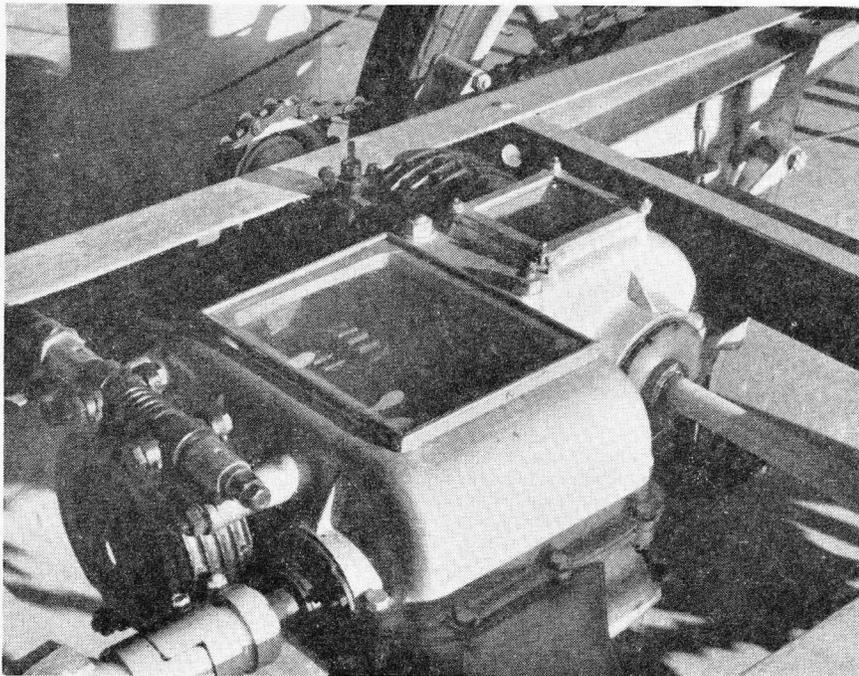


FOUR-LITRE V8 engine of the 1911 De Dion. The side-valve unit features fixed heads and screwed-in valve caps—the valve springs are enclosed, and the induction passages are minute.

A VERY ELEGANT CAR is the 1912 Panhard coupé de ville which has a sleeve-valve engine. A central heating system is fitted for the comfort of those in the closed section, the driver and footman not being considered worthy of such a luxury.

Around the Turin Motor Museum





◀ **INSPECTION** of the chassis of a 1908 Fiat reveals the transmission, which is still by side chains. A glass cover has been fitted to the gearbox so that the innards may be viewed.

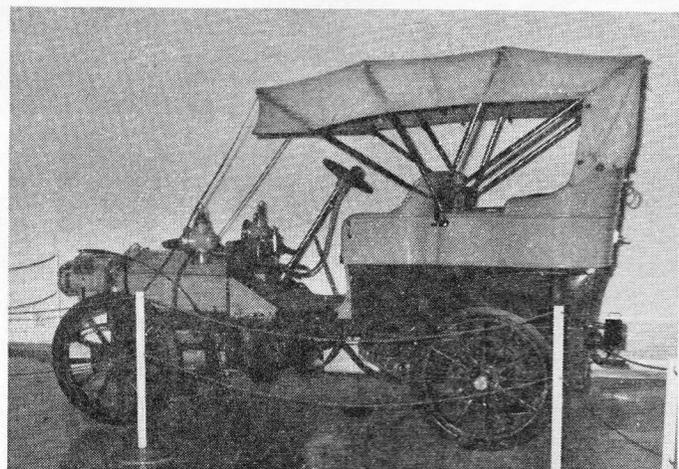
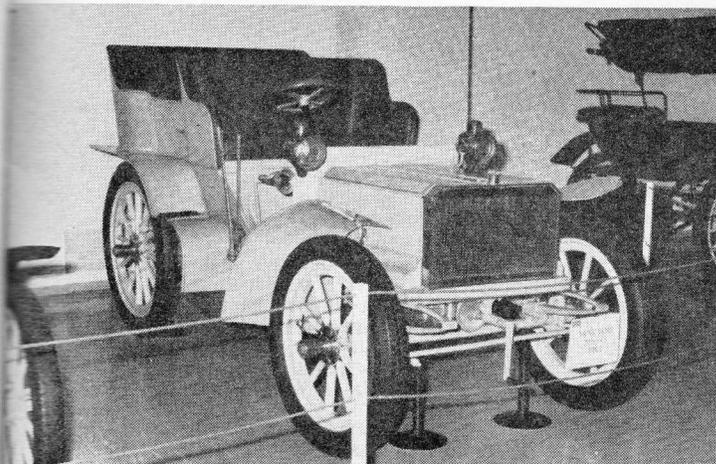
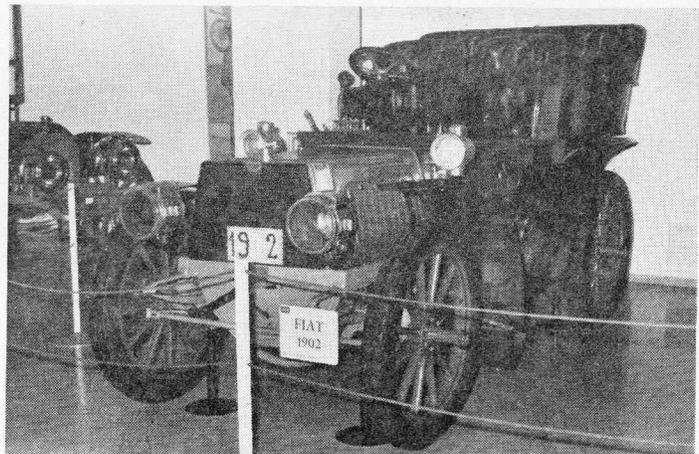
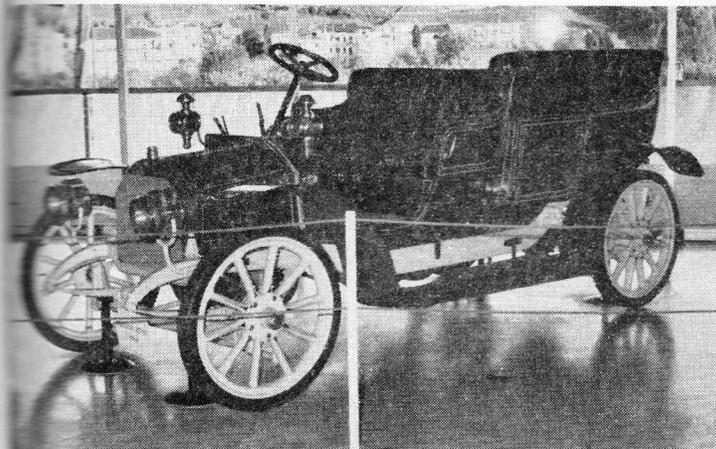
BELOW LEFT: The Brixia-Zust, an Italian car not well known in this country. The example in the museum is in pristine condition; it has a rather hefty front axle.

BELOW RIGHT: The 1902 Fiat shows a strong Panhard influence, having a wooden frame and a friction-driven water pump.

BOTTOM LEFT: The Minutoli Millo, a car of 1902 vintage that is virtually unknown in this country, also shows a strong Panhard influence.

With Theo Page's Camera . . .

BOTTOM RIGHT: Whereas the 1902 Fiat shows Panhard influence, the 1903 model resembles a Mercedes. This charming car has a 4-litre engine.



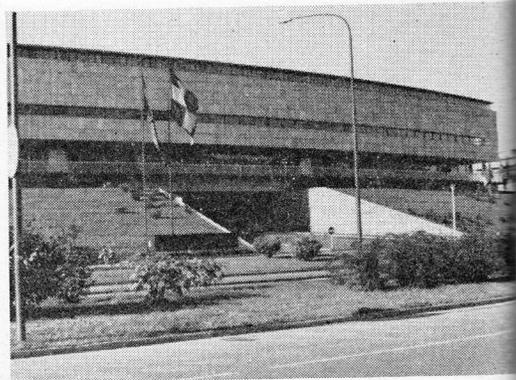
Turin Motor Museum—continued

to examine. Most of us have a secret love of steam, and there are models of many famous steam coaches, including all the English ones. There is also a genuine Bordino coach of 1854, beautifully restored in all its immensity, and admittedly inspired by the earlier British examples. The huge twin-cylinder horizontal steam engine is unsprung and drives directly on to the rear axle, which is a crankshaft with its two throws at right angles. Each wheel hub has a dog clutch, which a servant walking behind could disengage on sharp corners—a most efficient differential. At the rear, a coke boiler with 38 tubes has a high funnel, but it looks barely man enough to steam that huge engine. It is claimed that she could run at a speed of 5 m.p.h., which must have been quite enough on iron tyres over flints and cobbles.

Four of the original Benz cars range from the large "Victoria" of 1893, with a cylinder of 130 mm. by 160 mm., giving 5 b.h.p. at 400 r.p.m., to the 3 h.p. "Velo" of 1898 (called "Ideal" in England) with wire wheels, "pram" tyres, and a weight of 5 cwt. An 1894 Peugeot, with the 15° twin-cylinder Daimler engine at the rear,

be a stripped De Dion chassis of 1899. It has a small single-cylinder engine, a 2-speed gearbox operated by clutches running in oil, and the famous De Dion axle. There are two other De Dion "singles" of 1903 and 1907, and the almost apocryphal V8 of 1911. This retains the De Dion axle but has a 4-speed "crash" box and a multi-plate bronze and steel clutch. The 4-litre side-valve engine has fixed heads and screwed-in valve caps, the valve springs are enclosed, and the induction passages are minute.

Naturally, there are a great many Fiats, 31 to be precise. The earliest model is the 3½ h.p. of 1899. This is a rear-engined car with a very small horizontal twin-cylinder engine behind the back axle. By 1901 the engine had moved forward and drove the rear axle by a single chain offset to the left. The 1902 model is very like a Panhard, with a wooden frame and friction-driven water pump. Another car of the same date, called a Minutoli Mollo, also has many Panhard features. The 1903 and 1904 Fiats, on the other hand, of 4,181 c.c. and 6,371 c.c. respectively, could well be mistaken for Mercedes. The 60 h.p. 6-cylinder chassis of 1908 has



THE MUSEO BUILDING, a very modern item of architecture, was completed two years ago at a cost of three-quarters of a million pounds. It contains 126 cars, tricycles, bicycles, models and pictures.

with chain drive. The staggeringly modern straight-eight of 1920 has efficient four-wheel brakes and a beautifully neat and tidy engine. All Italian designs of the era have engines which are deliberately made to look beautiful, in contrast to the loose wires and pipes that seem to festoon the vintage Americans.

Several of the beautiful Itala cars are shown. Even the large ones have shaft drive, as opposed to the chains of Edwardian Fiats and Isottas. One of the 7½-litre 4-cylinder models has the name "Palombella" lovingly inscribed across its radiator, which was done for its owner, the Queen Mother Margherita of Savoy. These are all poppet-valve cars, no rotary-valve Itala having apparently survived.

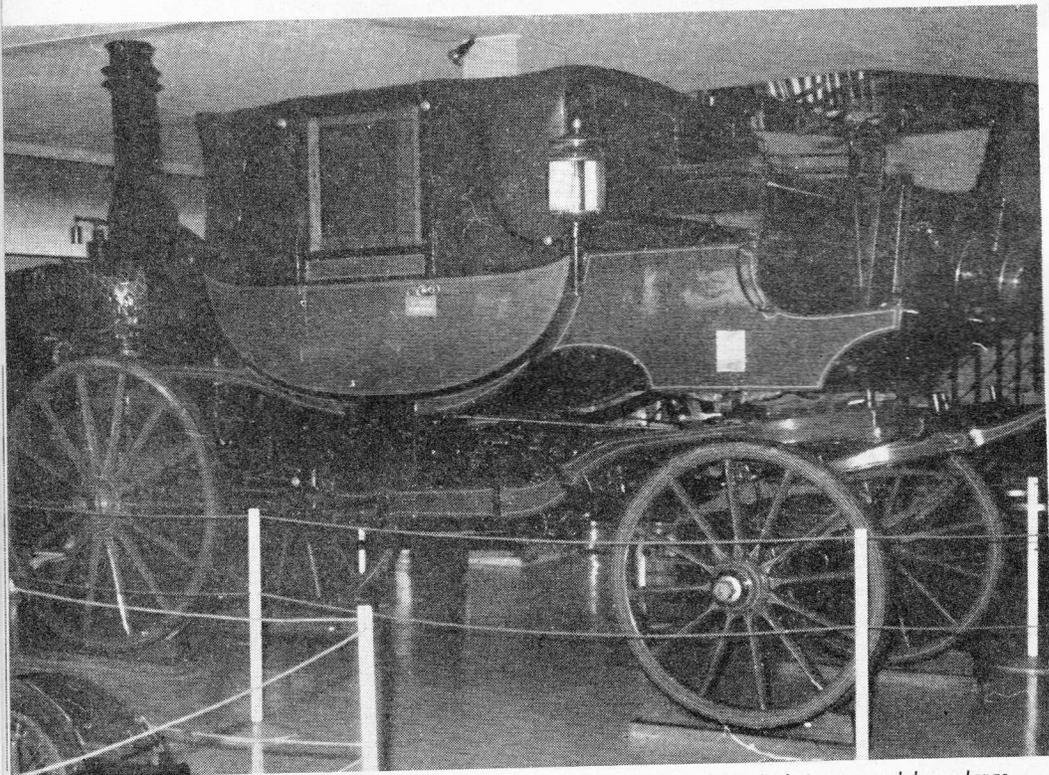
There are 10 Lancias, notably a "Theta" of 1913, a 5-litre car giving 70 b.h.p. at 2,200 r.p.m. and having therefore a very exceptional performance for the period. The "Trikappo" of 1922 has an 8-cylinder narrow-angle engine of 4½ litres capacity, developing 98 b.h.p. at 2,500 r.p.m. The Lambda, with its independent front suspension, is too famous to need description, and the Aprilia of 1937 was one of the first popular cars to have an independent rear end. The O.M., one of Italy's best vintage cars, appears in its 4-cylinder 1½-litre and 6-cylinder 2¼-litre forms, both with side-valve engines.

An 1899 Panhard et Levassor has the Phénix 4-cylinder engine of Paris-Amsterdam type. Extremely smart is a 1912 Panhard coupé de ville with a sleeve-valve engine. The driver and footman have no weather protection, but the aristocrats in the closed body have an elaborate central heating system.

The 1902 Darracq, with a bonnet like a De Dion but a conventional rear axle, is a well-known model. The Demeester of 1906 is a very rare 1,100 c.c. French car with a constant-mesh gearbox and a brake-shoe type of clutch operating in an oil bath. If its name does not sound French, Brixia-Zust does not sound Italian, though the small open tourer, with a curiously hefty tubular front axle but otherwise completely conventional, hails from Milan. Once quite popular, the Legnano looks like a miniature Delaunay but has only two cylinders under its circular bonnet.

There are many, many more touring cars, all beautifully restored, but we must next visit the "Sezione Sportiva" where the fabulous collection of racing cars is found.

(Part 2—"The Racing Cars"—will appear in next week's issue.)



BEAUTIFULLY RESTORED is the 1854 Bordino coach, which is powered by a large twin-cylinder horizontal steam engine driving directly on to the rear axle which is, in effect, the crankshaft. It ran at 5 m.p.h. under favourable conditions.

has tube ignition and a crude 3-speed transmission with the gears running in the open air. The 1899 Renault has bicycle wheels, a 402 c.c. 3½ h.p. De Dion engine in front, and a weight of 4½ cwt. It has Louis Renault's famous gearbox with the *prise directe* that sparked off so much patent legislation, and radiators along each side of the bonnet. A 1901 Ceirano is a little larger at 639 c.c., but appears to be an exact copy of the Renault in many respects, including the unusual side radiators.

I shall only choose certain outstanding cars for description, but one of these must

be the T-headed cylinders cast in pairs, with a capacity of 7,399 c.c., and the final drive is still by side chains. All the well-known models of later years are there, of which a 6-cylinder 4¼-litre sports 4-seater, with wire wheels, huge brake drums, and a Vee radiator, is certainly the most beautiful.

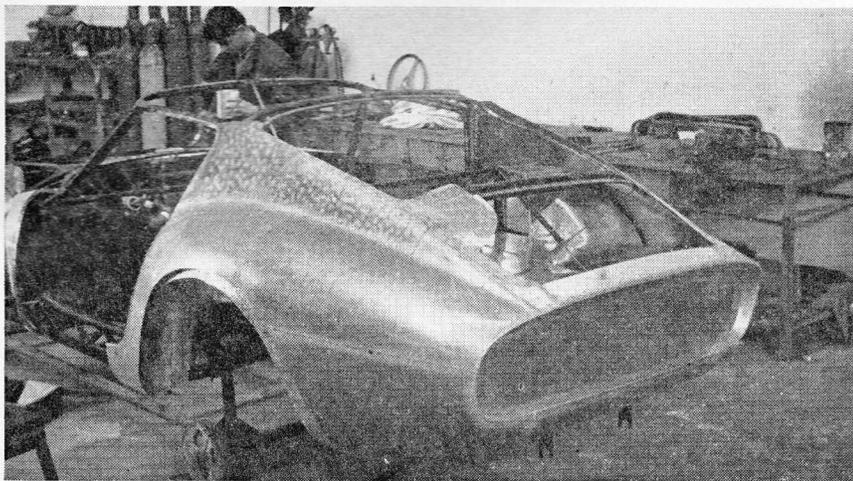
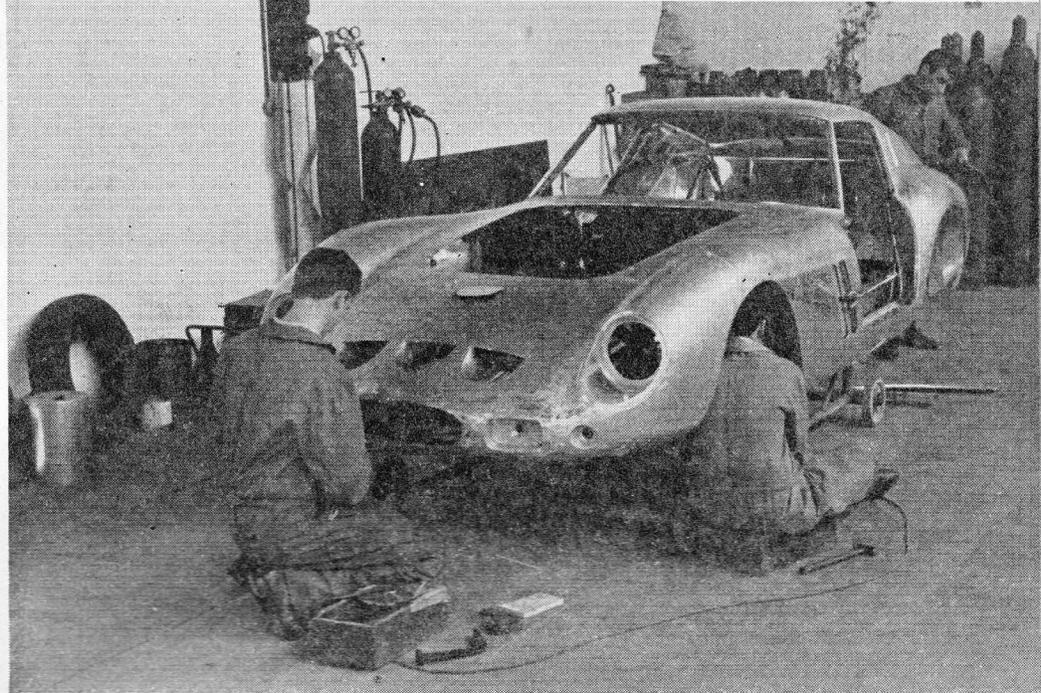
Another sports car of the same era is the Spa, again with a Vee radiator but powered by a 4-cylinder 2¼-litre engine. The brake operation by tension rods resembles a later Girling design.

Isotta Fraschini is a great Italian name. Two of the Edwardian 4-cylinder models are of 5 litres and 8 litres respectively, both

CARROZZERIA SCAGLIETTI

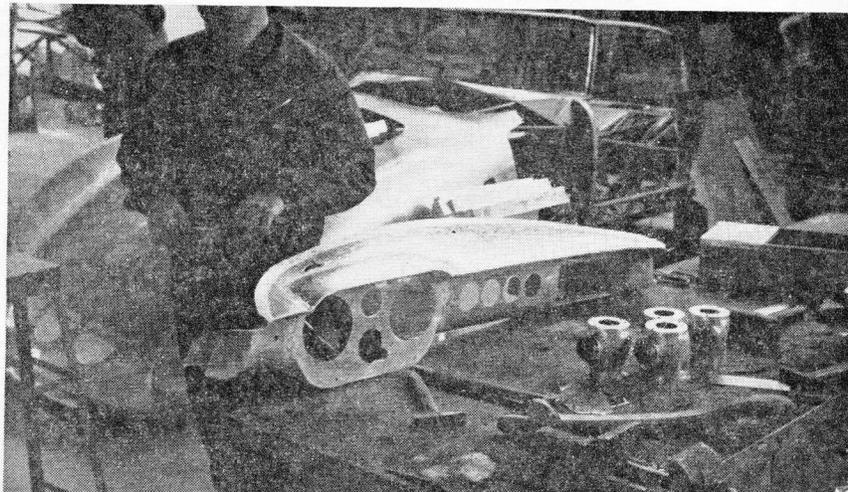
PHOTOGRAPHY BY
CHRISTOPHER NIXON

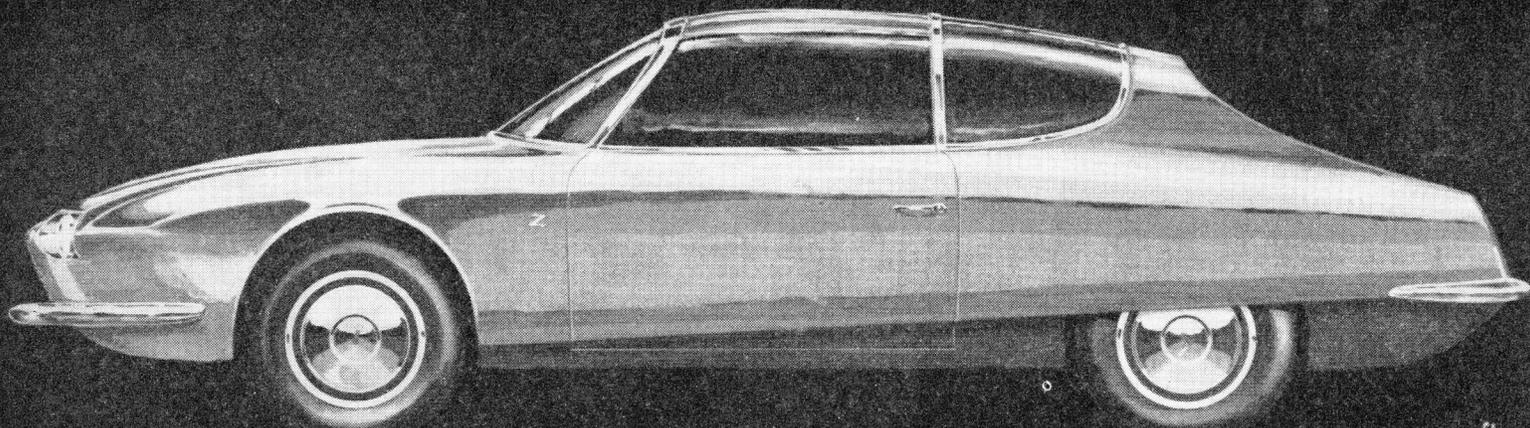
SCAGLIETTI'S factory is a small, white-washed building on the outskirts of Modena, and it is here that the beautiful Ferrari lightweight competition G.T. bodies are built to the design of Pininfarina. Scaglietti employs a mere handful of expert panel beaters and a few young apprentices. The bodies are hand-beaten from sheets of aluminium and painstaking attention is paid to detail. Once the metalwork is completed the body is sprayed and finally the interior trim and upholstery are added before the car is transported the few miles to Maranello where the car is fitted with engine, transmission, wheels, etc. The bodyshell on the right is nearly ready for the paintshop.



SHAPELY TAIL (left) of a GTO. The car's framework has been completed and the bodywork fitted over it and welded together. Note the hammer marks on the metal and the beautiful welding.

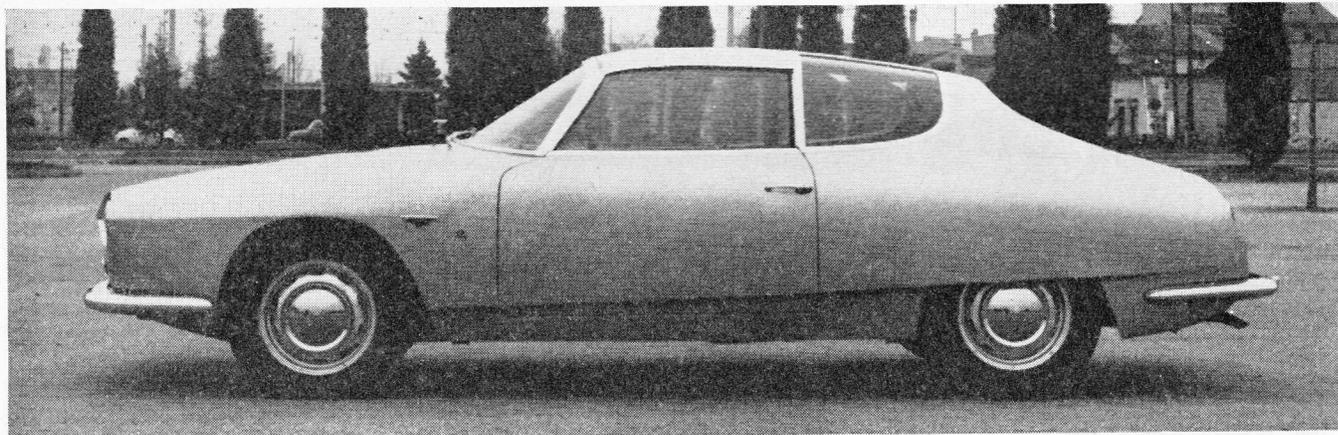
THE FACIA-BOARD of a GTO nears completion. In the background can be seen the front body section of a GTO about to be fitted on to its chassis frame.





ZAGATO

BY
CHRISTOPHER NIXON



ON Press Day at last year's London Motor Show, people in the vicinity of the Zagato stand were somewhat startled and intrigued by a tiny, white two-seater which suddenly appeared through a side door and drove on to the stand. The body was very pretty and bore the Zagato insignia but it gave no indication as to which make of car it was mounted on. A quick glance inside revealed a Morris steering wheel. It was indeed a G.T. Mini.

The little car drew the crowds throughout the show—it also drew a flood of enquiries from all parts of the world. There is no doubt that the Zagato Mini-cat, as it is called, could sell by the thousand. Unfortunately, B.M.C. either cannot or will not let Zagato have the parts, and so the car cannot go into production.

Carrozzeria Zagato is over 40 years old, founded as it was by Ugo Zagato in 1919. Before the first world war Ugo had worked in Germany learning his trade and had, to finish his apprenticeship so to speak, been

FROM DRAWING BOARD (top) to reality (above). The Lancia Flavia went into production with a shorter nose and slightly different rear bumper location than Zagato originally envisaged.

in charge of work at Carrozzeria Varesina, near the Pomiglio aeroplane factory at Turin. It was here that he learned the difficult art of making light but strong bodies, which were now so much in demand in both aircraft and sports car construction.

So when he decided to return to Milan and start his own firm, he did so with a thorough knowledge of his profession at his finger-tips, and the firm flourished from the start.

It was with the Fiat 501 that Zagato achieved his first notable success. This car had a wooden chassis and an aluminium body built on aircraft principles.

The years 1926 and 1927 saw the introduction of the Alfa Romeo 1500 series. At this point the wooden chassis principle was

abandoned and the firm went over to metal, but at the same time retaining their criterion of lightness.

At this time Zagato was a name much respected in Mille Miglia circles, and his talent was much in demand for making chassis which were very light but yet strong enough to stand the terrible pounding they suffered in the race.

In 1937 the firm produced the first integral body/chassis unit and a year later 28 Mille Miglia entrants used cars with this Zagato body.

After the second world war, during which the firm made commercial vehicles, Zagato once again began making car bodies.

In 1947 there appeared the "Panoramica", so called because of its tremendous window area. Plexiglass was used, enabling the use of curved windows and of course affording a considerable reduction in weight. The car was built on a Fiat 1100 chassis and was the beginning of Zagato's long string of victories in G.T. racing.

Ugo Zagato's eldest son, Elio, was one of the first people to foresee the coming popularity of the G.T. car. He was both an expert in body design and a racing driver and he decided to go ahead and make a G.T. car and go into production with it. In 1950 he therefore acquired the patents of the Testa d'Oro, a 750 c.c. engine derived from the Fiat 500. The car duly went into production and completely dominated its class in G.T. racing, finally winning the Italian 750 c.c. G.T. class championship.

On this little car the body metal was mounted on tubes welded to the chassis. The body itself was made up of aluminium sheets of different thicknesses and welded to the body tubes; thus the body absorbed the stresses imposed upon the chassis and the thickness of the metal sheets was determined by the amount of stress each had to take. Again in search of lightness the windows were of plexiglass and all the metal accessories were of aluminium.

After this car Zagato continued to score successes with various chassis, notably the Fiat V8. Zagato took advantage of this fine chassis and during the years 1951 to 1959 this car almost always won the Italian 2,000 c.c. G.T. class championship.

During the same period Zagato built bodies on various different chassis—Alfa



1900 S.S., Giulietta SV., Maserati A6G 2,000, Lancia Aurelia and some 250 G.T. Ferraris. Foreign firms also collaborated with Zagato, namely M.G., Renault and Jaguar. Indeed in these years Zagato really came to the forefront of its profession and its position was assured by the ability of Ugo's second son, Gianni, who is now in charge of all design projects.

In 1956 the firm joined forces with Abarth to produce the now famous Fiat-Abarth-Zagato models. For the Abarth-Zagato 1000 the firm was awarded in 1960 the "Compasso d'Oro" for outstanding automobile body design.

A year after joining up with Abarth, Zagato was called in by Lancia to design the body on the Series Two Appia and the Flaminia Sport. Actually the work with Lancia hinged upon the Appia G.T.E., a touring car, and a special, lighter, short wheelbase version of the Appia.

In 1960 the firm went to work with Alfa Romeo, producing the Giulietta S.Z. The year before Bristol called them in and of course Aston Martin also asked Zagato to

TOP: Gianni Zagato poses with a 1/8-scale wooden model of the Flaviaport. CENTRE: Lancias and Oscas having the interior trim fitted. BOTTOM: The new factory at Terrazzano, in the process of erection.

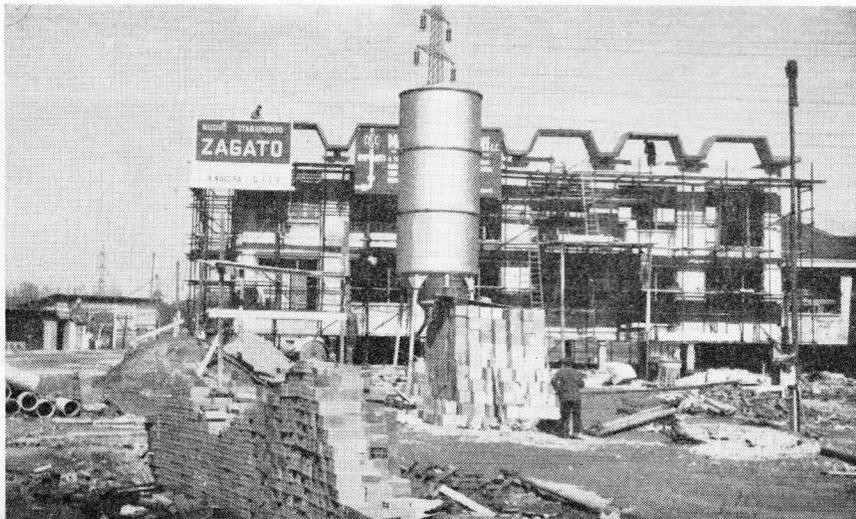
★

build a lightweight body on the DB4 G.T. chassis in 1960.

Today, Casa Zagato is in a state of change for the firm is about to move into a brand new factory just outside Milan at Terrazzano, on the Autostrada di Lagi. Twenty-five thousand square metres of land have been purchased, 6,000 of which will be taken up by the factory. Gianni Zagato confidently expects that the premises will be considerably enlarged within a few years. Meanwhile work goes on in various parts of Milan.

A Zagato body is conceived in the following way: a firm sends a chassis to the factory and Gianni Zagato then sketches out a rough drawing of what he wants the car to look like. He then does a three-quarter view drawing which is followed by a coloured drawing of the front and side elevation in 1/10 scale. A 1/5 scale model is then made in wood and finally a full-scale technical drawing is made, from which the prototype body is actually produced. After all this the car may be subject to minor modifications before going into production, provided, of course, that it meets with the client's approval.

Ugo Zagato, as President of the company, is now content to leave it in the capable hands of his sons, Elio (who handles the commercial aspect) and Gianni (who looks after the design side), although he still keeps himself well-informed of the firm's progress.





THE STING IS IN THE TAIL

by

CHRISTOPHER NIXON

IN England there is a large number of small firms specializing in performance kits for the small family saloon. Most of these firms are well known to the enthusiast, who must sometimes find it difficult to choose between them when he wants his Mini, Anglia or whatever "hotted up". In Italy there is no such problem. The large majority of small car owners possess Fiats and when you add performance to Fiats one name springs immediately to mind—Carlo Abarth.

The Abarth insignia is now well known—a black scorpion on a red and yellow shield. The scorpion was chosen because it is Abarth's Zodiac sign—just as the Gemini Formula Junior car is named after Graham Warner's. In a way the scorpion proved prophetic, for like that hideous insect, Abarth's creations invariably carry their sting in the tail.

Abarth's story begins with a silencer. This he produced in 1928, more for amusement than anything else, but later on that silencer was to provide the solid, profitable foundation on which to build the Abarth motor company.

His first mechanical interest was motor-bikes, which he worked on and raced himself, but in 1928 he built a small hill-climb car around a 600 c.c. Sunbeam engine. He worked as a mechanic for the next 10 years, assimilating the intricacies of automobile engineering.

When the war was ended he went to Italy, where he joined the ill-fated Cisitalia company, which folded in 1948. With no job Abarth decided to go it alone and with about 10 men he produced two single-seaters and a dozen sports cars. Farina,

Taruffi and the great Nuvolari drove for him and racked up a string of victories.

This was all very encouraging but the little firm lacked financial security and this is where the silencer comes in. Abarth found himself a secretary, four operators, three mechanics and a shack, and in this shack they began to make silencers. In the first year they sold 1,000, now their annual output is around the 200,000 mark.

Thus it was that this silencer factory, going from strength to strength, provided the financial basis for Abarth's motoring activities. He really got going in 1955 when the Fiat 600 came out. Abarth bored out the engine to 750 c.c. and upped the power output to 42 b.h.p. In the following two years he made record attempts with this car and also joined forces with Zagato to produce the Fiat-Abarth-Zagato.

The next year (1958) saw the advent of the Fiat 500, which in Abarth's hands had its power output raised from 14 to 24 b.h.p. More records followed.

Shortly after this the "Bialbero" appeared and this car made Abarth a real talking point. The 1,000 c.c. twin overhead cam engine produced 95 b.h.p. at 7,200 r.p.m. and the car was faster than many cars of much larger capacity.

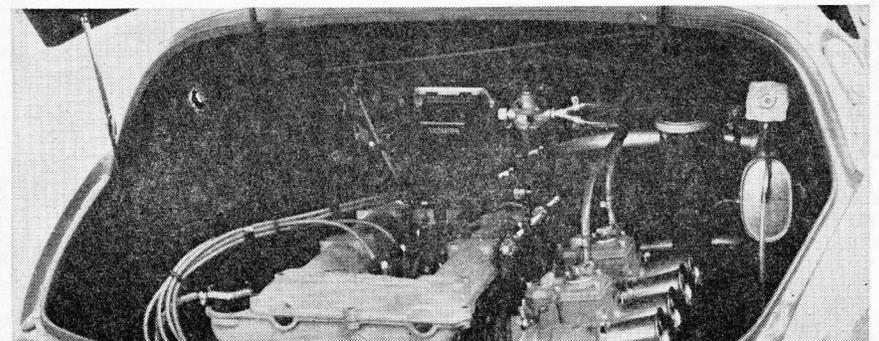
Today the Abarth factory, which is only five years old, employs about 350 men and turns out around 200 cars of all types per

month. Most of the cars are the Fiat 600D, bored out to 850 c.c. and divided into four types, the 850 T.C., the Nürburgring, the Nürburgring Corsa and the 850 S.S. Only 25 or so of the Fiat-Abarth 1000 will be produced this year and you can be sure that most of these will be raced and will receive pretty good support from the factory. The very pretty Spyder Riviera and Coupé Scorpion are being discontinued now, unfortunately.

The Simca-Abarth 1000, which created so much excitement when it came out, is unlikely to go into production just yet as a fairly extensive racing programme is envisaged to enable the design to be fully tested. Eventually a more economical version may go into limited production.

Of course, a large part of Abarth's business is marketing performance conversions for sale around the world, and his exhaust systems are especially well known. About 1,000 of these units leave the factory each day.

With the Simca, Abarth looks as though he has scored another resounding success. You are unlikely to see one of these in England but the next time a Fiat 600 flashes past you at a ridiculous speed, have a look at the back, and you will almost certainly see that little red and yellow shield with the black scorpion on it, then you'll know—won't you?



ABOVE. Carlo Abarth poses with one of his Abarth-Simcas outside his factory. RIGHT: The purposeful looking engine installed.

BRUCE McLAREN writes
From The Cockpit—
**DOWN
MEXICO
WAY**

I'm sure Jim, Innes, John, Jack, Roy, Masten and Trevor will agree with me when I say that we will remember Mexico and the first Mexican Grand Prix. We will laugh at some of our memories, argue heatedly over others, and be saddened by one of them.

We will remember the extreme courtesy and help shown us by the organizers; we will remember the friendliness of the people, the hordes of grinning, chocolate-brown children, to the President himself.

We will remember the 7,000 feet of altitude which left us puffing and the engines likewise. We will remember the new and splendid Hotel Maria Isabel; we will remember the co-operation between the teams: for the first time, to my knowledge, a whole field of cars were garaged and prepared side by side, under one roof.

We will remember Jim Clark's meteoric performance and we will remember the chaotic start of the Grand Prix on Sunday afternoon. Any one of Toto Roche's notorious best remains tame in comparison.

Sadly, we will remember that during the first day's practice, Ricardo Rodriguez was killed. Ricardo was a friend to us all. With his charm and manner off the circuit he was well liked by all who had known him. His ability on the circuit made us respect him. At only 20 years of age, he had more racing miles and racing wins than most men twice his age.

The Grand Prix Circus arrived in Mexico City during Tuesday and Wednesday. Javier Valezquez, chief executive of the organizers, had hoped to have all the cars in Mexico the previous week, but various transport problems arose, and it was not until the Wednesday morning that the cars were delivered into the hands of their somewhat anxious mechanics. Many of the cars had come straight from the U.S. G.P. at Watkins Glen, and Trevor Taylor's car had been to Indianapolis besides, so there was a lot of engine changing, stripping and checking to be done before practice.



When we eventually saw the track, most of us were surprised, in one way or another. It was up to full "autodromo" specifications, beautifully laid out through a park and sports ground, nicely surfaced with sensible grass verges and soft earth banks for spectator protection—the full ensemble of attractive and cool concrete pits and grandstand, timing tower, lap scoreboard, restaurant and a banking. Unfortunately, Mexico City is apparently floating on a layer of earth which is not too thick, over what was a fair-sized lake. Consequently, most of the large buildings or structures sink and settle a bit and assume a somewhat unsymmetrical proportion. The banking is no exception, and it has gone the way of most of its kind and become very bumpy. It's a pity, because the rest of the circuit calls for very precise and careful driving for a good lap time, whereas, to come off the banking quickly, depended, I felt, on how brave you were, rather than how good.

At the end of the main straight there is a corner that virtually seems to have written all over it "now solve this one!" It's a decreasing radius corner; in other words the turn gradually gets tighter the farther you go around it, then it turns sharp left! It's the sort of corner that Stirling would have revelled in.

The next corner is a nice flat, fast, left-hander, or it would be if it wasn't followed immediately by a tight right-hander. Then, there is a hairpin and no-one knows quite what to say about that. As one person put it, it looks as though they had suddenly realized that this was as far as the track could go and must turn around and come back. It resembles half of a very large tea-cup, but it's not practical to drive all the way round the side; you just drive from one rim down across the bottom and up to the other rim, turning through 180 deg. in the process. From there, back to the banking, there is a fine series of "S"-bends.

As soon as you start trying too hard, you find yourself ending up on the outside of the last corner when you should still be on the inside for a good entry into the next. As I said, it certainly calls for precise work. A very good circuit except for the banking.

Practice ended with Jimmy firmly in Pole position, then Trevor Taylor, John Surtees, and myself; and next, to prove that his Riverside and Laguna Seca wins were no fluke—due to a "cheater car" as some of the American journalists would have their public believe, was Roger Penske in a U.D.T. Lotus. Then came Brabham, Ireland, Salvadori, Gregory, Schroeder and, leading the four-cylinder brigade, Jim Hall.

The race was due to start at three, and, after being introduced to President Mateos, we all did two warm-up laps, pulled back onto the two-two-two grid and waited. An official gave a five-minute signal; we waited; then at the three-minute signal started our engines. Coventry Climaxes and B.R.M.s started rasping and roaring, and suddenly, there was a frantic flurry around Clark's car. It wouldn't start; an organizer's dilemma—Jimmy was in pole position! He was out of the car, the mechanics were feverishly changing the battery. We all had our engines running. Ooh!—who would be first to oil a plug? And the temperatures! The two-minute signal came, for the second time!

Suddenly Surtees' car was belching smoke: his transistorized ignition unit couldn't stand the heat and had exploded—mechanics around that car. Then Hansgen's Lotus—a plastic oil line collapsed: more smoke, fire extinguishers, panic, engines still running. Mechanics pushed Clark's car; it started; then came the half-minute signal.

But the now completely demoralized starter couldn't hold on any longer, so he dropped the flag then and there. All hell broke loose; the lucky ones, wheels spinning, wove in and out between those of us who were hastily engaging low gear; Brabham shot by like a rocket, and we all managed to miss the gent who had been standing on Clark's front wheel, expecting to give us a ten-second signal. Phew!

Quite a race it was, too. Taylor shot into the lead, and, with all the excitement, I've no



clear recollection until about the third lap. Then it was Clark, and a gap to Taylor, Brabham and myself. Then, farther back, Salvadori, Ireland and Penske. Poor John Surtees, Reg Parnell and car were all three left fuming at the pits. Next thing Jim was black-flagged, for push-starting, Jack got past Trevor and I sneaked past Jack.

That, we thought, was that!

Everyone settled down to watch what I hoped anyway was going to be a procession. But Jim Clark had other ideas. Trevor Taylor was signalled to come in, and in a flash Trevor was out, Jim in and away, back into the race without even losing their third position.

Normally, if someone was over 50 seconds behind, you wouldn't worry too much, but I knew, and my pit knew, that this wasn't normal—Jim wasn't out for a Scottish Sunday afternoon drive. In as many laps, he had the gap down to 20 seconds; by that time I think that anyone who cared to notice would have seen at least two people really trying. Then, with a suddenness that was disappointing, my engine seized up and stopped with a loud clonk, and that really was that. I had to walk halfway round the circuit to get back to the pits. I saw Jim catch Jack and watched for a couple of laps as they swung through the Esses.

Jim Hall in his four-cylinder Lotus was having a grand battle with Schroeder in his Lotus V8 for third place, a spot which eventually Innes Ireland stole from them.

So, on the rostrum, Jim Clark was awarded the applause he deserved and both Jim and Jack paid fitting tribute to the very female film star handing out the trophies, but not in so many words, if you see what I mean. I hope next year's race is for the World Championship so that we will all have to go back!



FIRST REPORTS ON THE

R.A.C. RALLY

FROM MICHAEL DURNIN
AND GEORGE PHILLIPS
Peebles, Tuesday

THE WORKS Triumph TR4 of Mike Sutcliffe and Roy Fidler lines up before the start on the sea-front at Blackpool, while its crew has a last-minute chat with friends.



AT Peebles, with 456 of the 2,000-odd miles and seven of the 38 special stages behind them, crews are already finding the 1962 R.A.C. International Rally one of the toughest of the series.

Scrutineering and preliminary documentation went off without a hitch, but nine pages of changes in the road book kept navigators up late at night when they added to the 66 pages of Tulip signs which had to be plotted.

Prominent among non-starters were Ewy Rosqvist/Ursula Wirth (Mercedes-Benz), who had to stay on in the Argentine to attend a ball in honour of their Gran Premio victory. Ewald Stock/Edgar Folten (Volkswagen) did not appear.

From the ramp start on Blackpool Pro-

LINING UP for the starting ramp, the Mini-Cooper of Scottish entrants Logan Morrison and Ross Finlay takes its place in the queue.

menade the seeded entry, headed by Eugen Böhringer/Brian Culcheth (Mercedes-Benz 220SEb), left, the early cars in daylight, the later numbers in gathering dusk and darkness.

One hundred and fourteen easy miles on the road led to the first control at Helnsay and then 13 more to the first special stage in Cropton Forest, where 5.6 miles of muddy, unmade road had to be covered in 6 mins. The only real drama here was when Paddy Hopkirk/Jack Scott (Healey) were sent off without their road book. They completed the stage, had the marshal note their time of arrival and then went to the start of the stage again and regained the book, had their time recorded after revisiting the end of the stage and all this without loss of road marks! Road penalties were calculated at the rate of 10 per minute and stage marks at 1 per 10 seconds.

Seven road miles led to the start of another muddy stage where 5.2 miles in the Pickering Forest had to be covered in 6 mins. 15 secs. Preconceived ideas were upset when Eugen Böhringer hit a tree early in the stage and broke up his Mercedes quite badly. Neither he nor Brian Culcheth was hurt, but their rally was over. Later John Sprinzel/Willie Cave (TR4) went off at almost the same place, but were very soon able to press-on. Ray Baxter/Ernest McMillan (Rover) got wet and muddy replacing a punctured wheel and Bill Bengry/

WAITING on the ramp for the starting signal, the first car to leave Blackpool, the Eugen Böhringer/Brian Culcheth Mercedes, is surrounded by huge crowds of enthusiasts and photographers.

Dave Skeffington put their Rover off the road, but only for seconds. Then John La Trobe/Julian Chitty (Rapier) lost 17 mins. repairing a defective distributor and Peter Pilsforth/Gregor Grant lost the maximum time (100 marks) recovering from a shunt on a right-hander which bent their Harrington Alpine considerably on rocks. Peter Astbury/Brian Harper in a Vitesse went off on Bill Bengry's corner, but lost a little more time.

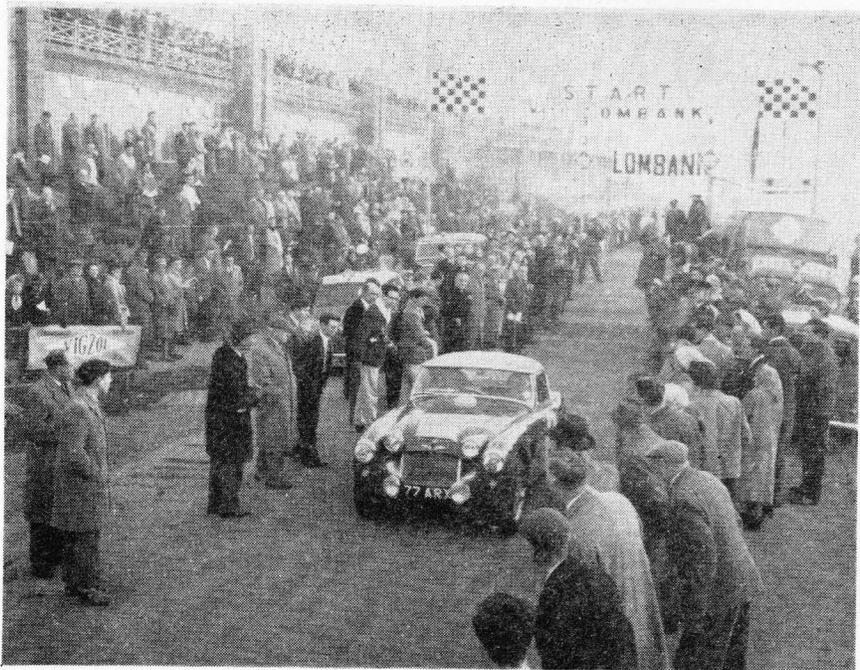
Thirteen simple miles led to a long Stain-



dale Forest section where 26.8 miles had to be covered in 32 mins. 15 secs. This fabulous stage was decidedly rough and embodied all kinds of corners and had several steep rises and descents along narrow, tree-lined roads. There was excitement here when Tiny Lewis/Dave Mabbs (Rapier) were about to overtake the Geoff Mabbs/Brian Turvey Cooper-Mini. They hit a deep rut, smashed the Rapier's fog lamp and shorted all the lights. Tiny finished the stage by following Geoff at a distance of about six feet. Tony Fisher/John King (Sabre) went off, miraculously missing trees and they dropped five minutes regaining the track.

Don Grimshaw/Geoff Allen slid wide in their big Healey, but were back on in seconds. The car, however, had not been going well since the start. Ken Piper/T. Yoward (DKW) were seen deep in the woods with no lights working on the car, but have been seen since. Then Peter Harper/Ian Hall hit a tree on a right-hander and broke their Rapier's front suspension; although they retired, they were unhurt.

On the way to the next stage another highly-fancied crew went out. Don and Erle Morley (Healey) were being quite closely followed by Pat Moss/Pauline May-



OFF the ramp and away—the Austin-Healey shared by Pat Moss and Pauline Mayman accelerates down the Blackpool sea-front through crowds of spectators.



side. David Seigle-Morris/Rupert Jones did some quick work with chewing gum repairing a holed petrol tank on their M.G. 1100 and reckoned that they had been getting 2 m.p.g. for many miles. David Hiam/David Holland put their Mini off on a narrow straight while trying to overtake the Alpine of Rosemary Smith/Rosemary Seers, but were helped out of the ditch by Peter Astbury/Brian Harper.

The immensely fast Finn Makinen lost time here replacing a burst top hose on his Cooper-Mini.

A short road section led to the seven-mile Kielder Forest stage where a required time of 8 mins. 35 secs. presented no particular difficulties to the top crews.

The last stage before the breakfast halt at Peebles was over the 3.7 miles Redesdale Forest section which seems to have been singularly devoid of incident. The set time was 4½ mins.

man in a similar car, who, in turn, had Rauno Aaltonen/Tony Ambrose on their tail. Pat came over the brow of a hill only to see the Morleys' Healey rolling over half-way through a downhill "S" bend. She managed to stop barely a yard from the shattered car and Aaltonen, too, was able to pull up in time. Don was removed to hospital with a suspected broken collarbone, while Erle received cuts.

The fourth stage in the Hamsterly Forest required that 6.2 miles of terribly rough road be covered in 7 mins. 32 secs. The sign-posting here was apparently not very good. Henry Taylor/Brian Melia broke their Anglia, had their spot and fog lamps fail, but they pressed on. Doug Johns, who had previously been both driving and navigating for Gunnar Andersson (who had been unwell and under care of a doctor virtually until the start) wrong-slotted as did Aaltonen/Ambrose. Both reckoned this was due to deficient sign-posting. The only other excitement was for Jimmy Ray/John

LAMPS shrouded in their covers, the M.G. 1100 of David Seigle-Morris and Rupert Jones heads off for the first night of the R.A.C. International Rally.

Hopwood who had to catch the windscreen of their Sprite when it jumped off out of its frame.

Fords on the narrow road sections complicated the approach to the 20-mile Wark Forest special stage which had to be covered in 24 mins. 5 secs. The stage itself was not very rough, but was so full of switchbacks that most crews seemed to have spent quite a lot of their time fully airborne.

Peter Procter/Barry S. Hughes had a fan belt jump off when their Rapier bumped over a rock. The car overheated, and despite a new fan belt has overheated ever since. They also lost the use of their overdrive.

Mike Sutcliffe/Roy Fidler lost maximum time trying to dig their relatively undamaged TR4 out of thick mud by the road-



CONTINENTAL: The Thuner/Gretener Triumph TR4 comes off the ramp. The complex arrangement of lamps decorating the front of the car was fully explained in our pre-view in last week's issue.

CORRESPONDENCE

The Racing Car Show

WHILST I have no wish to take up valuable space in your excellent magazine, I feel I must write in answer to the letter published in your 9th November issue, written by Peter Madge of South East London. As the originator of the Racing Car Show it has been my responsibility to organize this annual exhibition each year and I am very interested to see Mr. Madge's comments.

I agree fully that the Racing Car Exhibition at the Paris Salon was fabulous—I spent a long time looking at the magnificent display of famous cars. Mr. Madge must remember, however, that it is rather easier to persuade proud owners and curators to lend their precious vehicles to a show in its 49th year, with an attendance of 1½ million people, than to an exhibition which has only been going for three years and whose best annual gate so far has been 63,410. Every effort is being made to present a spectacle of Historic Racing Cars at our next show, but from past experience we know that it is costly and difficult to get specific cars transported from points in Europe across the Channel to London.

I am most surprised to note that at past shows we have only shown a "few scruffy competition cars dotted around the hall". I cannot believe that this refers to the beautifully finished machines from Vanwall, B.R.M., Lotus, Ferrari, Porsche, Ferguson, Allard and Aston Martin—to name but a few that we have displayed. At the last show we tried to put on a special display of the 1961 Championship winning cars, but at the last minute one or two of the most interesting single-seaters were not available and I agree that the replacement Champions were rather conventional cars.

As I am also the Treasurer of the B.R.S.C.C. I must answer strongly the point in Mr. Madge's letter regarding finance. Obviously he knows nothing about the cost of staging an exhibition. Now that, because of lack of suitable dates at our old venue, we have been forced to move to Olympia these costs have become even higher. It must be remembered that unlike most exhibitions we do not sell all the space to exhibitors but devote a very large proportion of the hall to special displays. This means that we receive no revenue and have to pay for the construction of these displays. A feature such as our "Motor Racing in Miniature" is very costly to construct. As the majority of our exhibitors are relatively inexperienced in the question of exhibiting at shows we help them by building a comprehensive Shell Scheme—which again costs money. Over the three years that the show has been held so far, the B.R.S.C.C. has managed to come out on the right side. The 1961 show lost money and last year the expenses were only just covered. From this it can be seen that unless we receive good revenue from the public each year the Club would lose heavily and that would be the end of the Racing Car Show.

We welcome all criticism, as it helps us to perfect our Exhibition and I look forward to an opportunity of meeting Mr. Madge to discuss matters personally. I do not think, however, he will be disappointed with the 1963 Racing Car Show in the West Hall at Olympia.

IAN H. SMITH, Organiser.



I SHOULD like to comment on Mr. Peter Madge's rather unqualified letter about the Racing Car Show.

Firstly I disagree that there were not many racing cars on show. Surely every car which takes part in a motor race is a racing car? Last year I saw a V8 Lancia-Ferrari; Ferguson; Elva (F.J. and sports); Lotus 7, 20 and 23; Mervyn F.J.; T.V.R. Grantura; Tornado Talisman; Allard Dragster; F1 Cooper (1959); F1 Cooper (1961); Turner; B.M.C. Mini (Saloon Car Championship); J.V.B.'s "Bloody Mary"; David Good's Cooper-J.A.P.; Marcos; MBM (F.J. and sports); and, of course, the Ferrari Testa Rossa. I would hardly call the Testa Rossa a "scruffy competition car"! I cannot remember any more cars that were there, but no doubt there are others that can remember the lot!

Secondly if Mr. Madge went to the last show, the third so far, he must have realized that the B.R.S.C.C. was trying to cater for all tastes and so could not possibly have filled the two halls with F.1, F.J. and F. Intercontinental type machines alone!

Finally, if Mr. Madge attended one or two B.R.S.C.C. club meetings he would see the talent, and possibly agree that it is far from latent!

TREVOR MANN.

Even More on Brighton

I HAVE been following the correspondence on Brighton Speed Trials with mounting amusement. Most of the many and varied criticisms should have been voiced long ago. There can be no other event in Britain that offers so little enjoyment to competitors at such expense. One can get pushed around and made thoroughly uncomfortable anywhere without paying three or five guineas entry fee, plus a pound per head for mechanics, wives, friends, etc., and having, if not entering a single-seater, to search for miles for a parking place for a tender. And all one gets for one's efforts are two short bursts down a bumpy sea-front. It is always a pure delight to compete at Firlie next day. The meeting is always superbly organized, the officials are invariably courteous, friendly and utterly efficient and an atmosphere of cheerful good nature prevails.

On the other hand, Brighton Speed Trials is certainly the oldest speed event still run and most certainly continue. Might it not be an excellent idea if Brighton Corporation were to approach the Sussex Car Club, a young and enthusiastic organization, which is actually interested in motor sport, and ask them to undertake the work involved? They would certainly regard the job as an honour, to be approached with pleasure, as opposed to a dreary obligation to be faced with reluctance.

I am not a member of the Sussex Car Club, but have attended several of their events merely as an onlooker. Their organization is slick and immensely competent, while they retain the cheerful and friendly spirit, which is essential to speed events. The best meetings are run by enthusiasts, for enthusiasts, and in common with a host of other regular Brighton competitors, I feel that a drastic change is necessary, if this time-honoured meeting is to survive.

BOLNEY, SUSSEX.

JAMES R. M. BOOTHBY.

Television and Stars Again

TWO letters in a recent issue prompted me to put pen to paper and to comment on the remarks made in these letters. Firstly I agree with Peter Ward who says that writing to the B.B.C. or the I.T.V. will serve more purpose than writing to the Editor of AUTOSPORT. I suggest that all the readers of AUTOSPORT and other motor racing enthusiasts should unite and drown the television offices with letters. I think that we should wait until the next televised major motor race, and then all write to complain about the inadequacy of the pre-race coverage (so different when the sport happens to be horse-racing), the lack of race coverage, and the inability of the producer to comply with the wishes of Raymond Baxter or any other commentator who may be on duty.

Surely a deluge of letters to its Public Opinion Office will convince the B.B.C. or I.T.V. that there are some people who would like to see motor racing given the coverage it deserves. This will, I think, have some effect. So wait until Boxing Day Brands, and all unite and fill the T.V. studios with letters.

Secondly the letter condemning your five-star quintet was excellent. Surely, with all respect to Messrs. Hill, Clark, McLaren, Surtees and Gurney, one cannot rate them along with Fangio and Moss. To put them on the same par as these two is ridiculous, as none of them has the experience, skill or determination of the two masters. They may be good but there is a difference between an expert and a genius.

Finally I would like to congratulate you on an excellent magazine.

HULL, YORKS.

T. R. SMITH.

Formula Junior

I WAS interested to read the rating of Formula Junior drivers by Mr. Kenton in AUTOSPORT. Throughout this season, and last season, I have tabulated a "Formula Junior Championship" based on all races held in Britain, with my own system of points grading according to the status of the race. A disadvantage is, perhaps, that a driver may score more points by winning a lot of minor races, and Continental races are not included, since information about the more obscure ones is rare, even though British drivers may be competing. However, I feel that the results for this year and last year may be of interest:

1961

1, Bill Moss (Gemini-Ford Mk. 3A and Lotus-Ford 18), 200 points; 2, Peter Arundell (Lotus-Ford 20), 180; 3, Trevor Taylor (Lotus-Ford 20), 147; 4, Mike Parkes (Gemini-Ford Mk. 3A), 120; 5, Tony Maggs (Cooper-Austin Mk. 2), 112; 6, Peter Procter (Alexis-Ford and Lotus-Ford 18), 106; 7, Alan Rees (Lotus-Ford 20), 96; 8, Peter Ashdown (Lotus-Ford 20 and Lola-Ford Mk. 3), 95; 9, Frank Gardner (Lotus-Ford 18 and 20), 92; 10, Jack Pearce (Lotus-Ford 20), 91.

1962

(excluding Boxing Day Brands, of course)

1, John Fenning (Lotus-Ford 20 and Lola-Ford Mk. 5), 231½; 2, Peter Arundell (Lotus-Ford 22), 171; 3, Jack Pearce (Lotus-Ford 22) 161½; 4, Dick Attwood (Cooper-Ford Mk. 3), 160; 5, Keith Francis (Lotus-Ford 20), 139; 6, Bill Bradley (Cooper-Ford Mk. 3), 132½; 7, Tony Maggs (Cooper-Austin Mk. 3), 95; 8, Mike Spence (Lotus-Ford 22), 87; 9, Mike de Udy (Lotus-Ford 20 and 22), 76; 10, Brian Berrow-Johnson (Lotus-Ford 20), 75.

Naturally the same system of scoring was used both years.

FELSTED SCHOOL, DUNMOW, ESSEX.

IAN H. TITCHMARSH.

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

LESLIE VARD'S Austin Seven lifts a rear wheel as he slides the front in a reversing test in the I.M.R.C. Autumn Trial. Leslie was third overall

BRIAN FOLEY'S Report From Eire



TYRESOLES CUP TRIAL

THE Waterford Motor Club held the first Hewison Trophy event of the 1962-63 series on Sunday, 21st October. Thirty-two drivers competed in their Tyresoles Cup Trial and with Provincial drivers taking five of the first 10 places, for once the Dublin contingent did not have things their own way. The Premier went to Corkman Paul O'Flynn who was on top form in his new Morris-Cooper. Des Cullen brought his "Scut-Sprite" into second place, and local drivers Don Sheedy and Terry Power filled the next two places. Sheedy has been competing in trials for only about a year in his Austin Seven, and Power, who performed with distinction in an Austin Seven last season, was having his first outing in a new Mark 2 Sprite. Hewison holder Seamus Griffin, Larry Mooney in a Volkswagen, and Leslie Fitzpatrick in his M.G. Midget, were all failed on a test and consequently did not get into the first 10. Johnny Moore, who usually has his Austin Seven in the top placings, was also credited with a test failure and only managed to snatch tenth place. It is necessary to finish in the first 10 places in three Hewison qualifying events in order to qualify to compete in the Hewison Final Trial, which will be held on 17th March next, to decide the Eire trials championship. The first 10 at Waterford were as follows: Paul O'Flynn (Morris-Cooper), Des Cullen (Sprite), Don Sheedy (A7), Terry Power (Mk. 2 Sprite), Brian Kehoe (VW), Leslie Vard (A7), David Glover (Sprite), Doug Glover (Austin-Cooper), Tommy Connolly (VW), and Johnny Moore (A7).

Results

Tyresoles Cup: Paul O'Flynn (Morris-Cooper), 180.5 marks.

1,000 c.c. Saloons

1. Don Sheedy (Austin Seven), 189.7 marks.
2. Leslie Vard (Austin Seven), 191.0 marks.
3. Doug Glover (Austin-Cooper), 193.2 marks.

Over 1,000 c.c. Saloons

1. Brian Kehoe (Volkswagen), 190.8 marks.
2. Tommy Connolly (Volkswagen), 196.8 marks.
3. Jack Fildes (M.G. 1100), 203.8 marks.

Sports/Specials

1. Des Cullen (Sprite), 184.8 marks.
2. Terry Power (Sprite), 190.1 marks.
3. David Glover (Sprite), 192.7 marks.

COMMITTEE CUP TRIAL

ON Sunday, 28th October, the Boyne Valley Motor Club held what must have been the most closely contested Hewison event ever held. Johnny Moore in the blue Austin Seven captured the Premier with 179.2 marks. Seamus Griffin in his 1,172 c.c. Griffin-Ford finished second with 179.7 marks, and Stephen Griffin was third in his 1,172 c.c. G.T.S. with 180.1 marks. Des Cullen (Sprite) came fourth with 183 marks and Leslie Vard (Austin Seven) was fifth with 183.1 marks. Kevin Sherry (VW) and Leslie Fitzpatrick (M.G. Midget) tied for sixth place with 185.8 marks each. There was yet another tie for seventh place between Cecil Vard (Austin-Cooper) and Larry Mooney (VW) with 186.2 marks each. Michael Ivis (Austin-Cooper) was next up with 187.2 marks, followed by Peter Jenkins (1,172 c.c. G.T.S.) with 187.4 marks. Charlie Gunn (Mark 2 Sprite) had 187.6 marks, and John Hayes (Austin-Cooper) had 187.8 marks. Every driver had two attempts at the six tests, only the best attempt being counted. As the Austin-Coopers of Cecil Vard and Mick Ivis were running with enlarged engines; they were in direct competition with the Volkswagens in the Over 1,000 c.c. Saloon Class. Sherry and Mooney were ahead of Vard with their VWs, although Mooney tied with Vard on overall placings as he beat Vard in the first test. Noel Smith finished third in the Under 1,000 c.c. Saloon Class with his new N.S.U. Prinz 4, ahead of six assorted Minis, the smaller N.S.U. Prinz 30 of Des Bradley, and Noel Brooks who was giving the Simca 1,000 its Eire competition debut.

Results

Committee Cup: John Moore (Austin Seven), 179.2 marks.

1,000 c.c. Saloons

1. Leslie Vard (Austin Seven), 183.1 marks.
2. John Hayes (Austin-Cooper), 187.8 marks.
3. Noel Smith (N.S.U. Prinz 4), 193.0 marks.

Over 1,000 c.c. Saloons

1. Kevin Sherry (Volkswagen), 185.8 marks.
2. Larry Mooney (Volkswagen), 186.2 marks.
3. Cecil Vard (Austin-Cooper), 186.2 marks.

Sports Cars

1. Des Cullen (Sprite Mk. I), 183.0 marks.
2. Leslie Fitzpatrick (M.G. Midget), 185.8 marks.
3. Charlie Gunn (Sprite Mk. 2), 187.6 marks.

Specials

1. Seamus Griffin (Griffin), 179.7 marks.
2. Stephen Griffin (G.T.S.), 180.1 marks.
3. Peter Jenkins (G.T.S.), 187.4 marks.

THREE WINS IN THREE DAYS

JOHNNY MOORE followed up his Boyne Valley success by winning the Dublin University Club's Night Trial on Friday, 2nd November, the Irish Motor Racing Club's Autumn Trial on Saturday, 3rd November, and the Carrick-On-Suir Motor Club's Collins Cup Trial on Sunday, 4th November. Moore has thus notched up the unique record of winning three events in three days, and four in eight days. Moore's Austin Seven was navigated by Jack Scott in the D.U. Night Trial. Leslie Fitzpatrick was second in his M.G. Midget, and Larry Mooney (VW) and Jack Fildes (M.G. 1100) filled the remaining places in the Experts' Class. John Hayes in his Austin-Cooper won the Non-Experts' Class, and navigators' awards went to Jack Scott (with Moore) and John Emerson (with Fildes).

With a total of 355.1 marks, Moore was a long way ahead of the second man Cecil Vard (Austin-Cooper) who finished with 371 marks, in the I.M.R.C. Autumn Trial. Cecil Vard was three marks ahead of his brother Leslie, in an Austin Seven, in the small saloon class. John Hayes (Austin-Cooper) was third in this class. Des Cullen, who was fourth overall, won the Sports/Special class in his "Scut/Sprite", from Fitzpatrick (Midget) and David Glover (Sprite). Larry Mooney (VW), Frank Gavin (VW), and Jack Fildes (M.G. 1100) took the first three places in that order in the large saloon class.

Results of the Carrick-On-Suir M.C.'s Collins Cup Trial are as follows:

Collins Cup: John Moore (Austin Seven), 355.1 marks.

1,000 c.c. Saloons

1. Paul O'Flynn (Morris-Cooper), 360.7 marks.
2. Noel Smith (N.S.U. Prinz 4), 375.1 marks.
3. Brian Kehoe (Austin Seven), 389 marks.

Over 1,000 c.c. Saloons

1. Paddy O'Callaghan (VW), 386.9 marks.
2. Tommy Connolly (VW), 392.1 marks.
3. Jack Fildes (M.G. 1100), 398.6 marks.

Sports/Specials

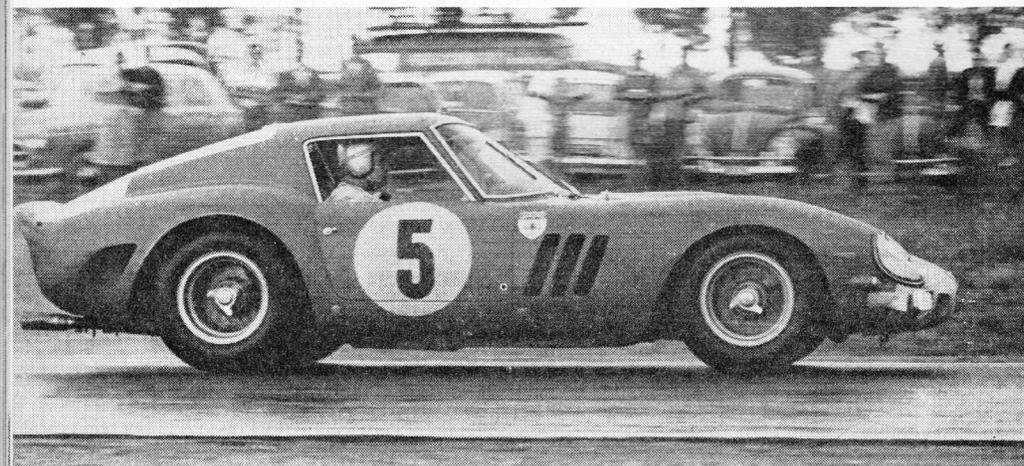
1. Des Cullen (Sprite Mk. I), 359.1 marks.
2. Seamus Griffin (Griffin-Ford), 360.4 marks.
3. Terry Power (Sprite Mk. 2), 373.4 marks.



FERRARI WINS NINE HOURS

David Piper/Bruce Johnstone Victorious in Fifth "Rand Daily Mail" Nine Hours Endurance Race

BY TONY HULL



SHORTLY AFTER THE START (above), David Piper's Ferrari leads Doug Serrurier's Lotus 23 and Bob Olthoff's Ecurie Chiltern Austin-Healey 3000.

★

FULL-SPEED down the straight (left) goes the winning Ferrari which was driven by David Piper and Bruce Johnstone.

THE idea behind long-distance races has always been that they should "improve the breed," and it was with this aim in mind that the Sports Car Club of South Africa inaugurated the first Rand Nine-Hour Endurance Race. As the years have rolled by, however, the spectator has come to see less and less of the ordinary everyday car and the emphasis in the fifth race of the series, which was held on Saturday, 3rd November, was quite definitely on modified saloons, G.T. and sports cars. The status of the race has slowly risen with this change in character and Saturday's race was the first to receive overseas entries.

Because of its original nature there were never more than two really fast cars in any of the previous events, but as the race acquired international status, so the number of really potent cars increased and we had no fewer than eight of them in this race.

The four overseas entries came from David Piper (Ferrari GTO), Ecurie Chiltern (Austin-Healey 3000), Bill Ferguson (Lola-Climax) and J. S. Patterson (Lola-Climax). The most potent South African entry was Jack Nucci's Lotus 23 to which an Alfa engine had been fitted by its two drivers, both of whom are wizards with this particular power plant. Dr. Dawie Gous had entered his Porsche Spyder which won both the 1960 and 1961 races and another previous nine-hour contender, a very fast Dart-Climax, had been entered by Clive van Buuren. The only entry to come from Rhodesia this year was an A.C.-Bristol and a very fast Dart Anglia had been entered from Cape Town. The T.V.R. Grantura, which is at present the only car of its type in the country, was also expected to put up a good performance.

No-one knew whether the Ferrari would

be able to race or not until the very last moment as its spare wheels and tyres had not been put onto the same boat as the car and no-one knew where they were. Fortunately, local Ferrari driver, Gigi Lupini, was able to come to the rescue with a set of wheels and an assortment of tyres were provided by Doug Serrurier and Ernest Pieterse. But none of these was of the right size, and the Ferrari therefore started at a distinct disadvantage.

The weather looked anything but promising on race day and at 11 a.m. a violent hailstorm broke out and within seconds the whole track was inundated with water. Spirits sank as the rain poured down and a flash of lightning struck a tent in which some schoolboys were camping and one of them was killed. But the storm began to lift about an hour and a half before the race was due to start and nothing more than a

light drizzle was falling by the time 2 o'clock came round.

Exactly on the stroke of the hour, Mr. L.O.V. Gandar, editor of the *Rand Daily Mail*, dropped the national flag and the race was on.

The powerful Ferrari easily out-accelerated the other cars and immediately took the lead. The Lotus and the Healey were almost as quick off the mark and in a matter of seconds the three of them had begun to draw away from the rest of the field. The Porsche lost a few moments at the start and set off about one and a half seconds behind. The Lotus was no more than half a second behind the Ferrari at the end of the lap and the Healey was a further two seconds behind. At the end of the second lap we were surprised to see that the Healey was still right behind the Lotus. We subsequently discovered that it was the only car with rain tyres. Dawie Gous was obviously very unhappy with the Porsche's handling in the wet and he'd dropped back by 23.7 secs. at the end of lap four. The two Lolas lay fifth and sixth and Peter Markham's highly modified two-litre Volvo was seventh. Despite the fact that the spray from its wheels kept the Lotus and the Healey from getting too close to the

Ferrari, there was less than 0.6 sec. between the three of them.

They circulated like this for 18 mins. and then the Lotus nipped ahead of the Ferrari in the esses and in less than half a mile had increased its lead by 1.7 secs. Doug Serrurier, who was driving at the time, was clearly intent on establishing an unbeatable lead as soon as possible, probably in fear of what the Porsche might do when the weather cleared, and as the laps fled by the little red car drew steadily away from its bigger rivals. But the Porsche was still dropping back and although the rain had stopped, was no less than 1 min. 43 secs. in arrears after three-quarters of an hour. The Lotus was easily the fastest car on the track and had increased its lead to 1 min. 6 secs. by the same time. At this stage, it was not far from lapping the Porsche. The track soon began to dry out, however, and as it did so the Porsche began to speed up and within a very short time was 2½ secs. a lap faster than the Lotus. It caught and passed the Healey just as the end of the first hour came up. Nine minutes later it passed the Ferrari and set off in pursuit of the little red bombshell which had managed to get so far ahead. Both the Ferrari and the Healey were now a lap in arrears.

Shortly after 3.30 p.m. the Lotus pit realized that the Porsche was going a lot faster than was comfortable for them and signalled their car to take the appropriate action. This it did in no uncertain fashion and before very long had caught up to the Porsche and proceeded to harass it along the straights and through the corners in an obvious attempt to force the driver into some indiscretion. Gous refused to be drawn, however, and at six minutes past four, two hours after the start, brought it in for its first routine pit stop.

We now witnessed a most fortunate occurrence, all four of the fastest cars making their pit stops on consecutive laps. The Porsche was refuelled and its brakes were taken up in 1 min. 55 secs. This was pretty slick work, but more than enough for the Ferrari to move up to second place and the Lotus to snatch a two-lap lead. As Klesse took the Porsche out the Ferrari roared in. The wheels were changed and the tank filled up in 1 min. 37 secs. Bruce Johnstone took over from David Piper and returned to the race without having lost a place, but he was now on the same lap as the Porsche. The Ferrari's pit stop was followed by the Healey's. This took slightly longer than the others, as the pit crew had to replace all its tyres which had worn out on the dry track, but even so it was still fourth when Tony Maggs relieved Bob Olthoff and returned to the race. The Lotus screamed into its pit as the Healey accelerated down the apron and, in less time than it takes to tell, its pit crew gave a convincing demonstration of the saying "more haste, less speed." Fuel and oil were added and the left rear wheel changed in a reasonably short time, but Piet De Klerk was so eager to get moving that he tore off with the quick lift jack still firmly jammed under the differential. He covered about 10 yards before he realized that something was amiss. By the time the jack had been removed 2 mins. 35 secs. had passed, and although the Lotus still led the race by a lap, it had lost the best part of a minute and, in addition, this pit stop was to have unfortunate repercussions later on.

As if to make up for it De Klerk really put his foot down and, despite the heavy traffic, brought his times down to 1 min. 45 secs., a second faster than the existing sports car lap record.

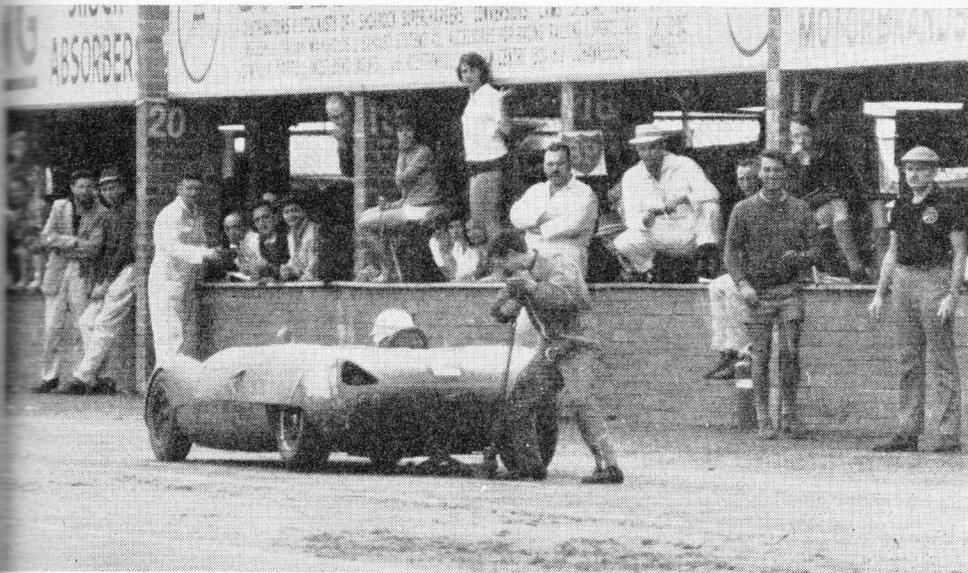
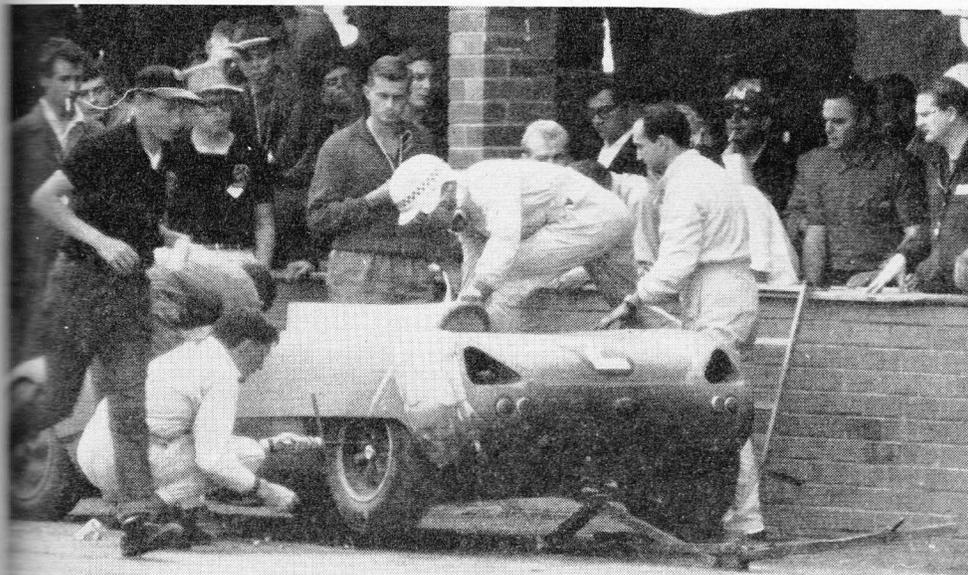
The Porsche was now going absolutely flat out in its attempt to pass the Ferrari and the Lotus and take the lead, but the strain was beginning to tell and it suddenly went

PIT STOP: Piet De Klerk leaps into his Lotus while the wheels are still being tightened

★

BUT he has to stop in order to have the jack removed! After some troubles, the Lotus 23 was retired.

past sounding terribly rough. A quick pit stop proved totally ineffective and at 4.40 p.m. it came in for a quarter of an hour, during which time the carburetters were checked over and the plugs changed. It returned to the race sounding as healthy as ever but had dropped back to seventh position, no fewer than 12 laps behind the Lotus.



At five o'clock, one-third distance, the race order was:

1, Lotus-Alfa, 95 laps; 2, Ferrari, 92; 3, Austin-Healey, 91; 4, Dart Anglia, 87; 5, Volvo 122S, 83; 6, Jaguar 3.8, 83; 7, Porsche RSK, 83; 8, T.V.R. Grantura, 82.

Index: 1, Jaguar 3.8, 107.7; 2, BMW, 105.4; 3, Studebaker Lark, 105.2; 4, Lotus-Alfa, 104.3; 5, Austin-Healey, 103.4.

In the meantime the two Lolas, after making repeated pit stops, had dropped right back. Bill Ferguson's car in particular had spent a lot of time in the pits, although Patterson still had a chance of placing on distance. The little Dart Anglia had gone incredibly well, and for it to have moved up to fourth was no mean feat. Markham's Volvo was lapping consistently at 2 mins. 6 secs. and hadn't missed a beat and the big Jaguar had managed to do a lap in 2 mins 3 secs. and at the rate it was travelling was a "cert" to win on index and place on distance. The Simca Aronde, which was one of the cars favoured to win on index, was having trouble with sand in its fuel pipes and had spent so much time in the pits and stopped out on the track that its chances had completely faded. The little B.M.W. was putting in its usual amazing performance and even the Studebaker Lark, which is by definition a poor track car, was making

still doubtful whether it would be able to finish the race. Moreover, the shortage of wheels of the same type meant that they were unable to change more than one at a time and as a result it was forced to make a succession of short but time-wasting stops throughout the remainder of the race. The Healey, which had gone so well while it was still raining, was slowly falling back, but even so it was too far ahead for anyone to challenge its third place.

The Ferrari made another short stop at 6.15 p.m. and returned to the race a bare 14 secs. ahead of the Healey. It was followed at 6.22 by the Porsche which stopped for five minutes and lost a lap in the process. Naturally this car had not been sitting around and it had already cut its deficit by an appreciable distance. Yet for some inexplicable reason little effort was made to cut its pit stops to a minimum.

Events took a dramatic turn at 6.27 p.m. when the Lotus failed to appear. For a number of minutes there was no sign of it and then somebody spotted Piet De Klerk laboriously pushing it down the straight towards his pit in the rapidly failing light. It appears that the fuel tank had split next to one of the retaining brackets and all the juice had leaked away. By the time the

suspension and at exactly 7.0 p.m. the positions were:

1, Ferrari, 153 laps; 2, Austin-Healey, 151; 3, Lotus-Alfa, 150; 4, Porsche RSK, 146; 5, Volvo 122S, 138; 6, Jaguar 3.8, 137; 7, T.V.R. Grantura, 137.

Index: 1, Jaguar 3.8, 106.2; 2, BMW, 104.8; 3, Studebaker Lark, 104.7; 4, Austin-Healey, 104.1.

The Porsche and the Lotus had managed to get together and were circulating about 4 to 5 secs. faster than the Ferrari and catching up all the time. The Lotus had managed to get back on to the same lap as the Healey by 7.30.

At 7.38 the Healey came in for a routine stop and lost two minutes. The Lotus passed it into second but came in itself on the following lap for 1 min. 18 secs. which was enough for the Healey to regain second place. At 7.47 the Ferrari stopped for tyres and returned with a 1 min. 17 secs. lead over the Healey and just one lap ahead of the Lotus. The Porsche was still six laps behind.

At approximately 7.50 the Lotus went missing again. After about 10 minutes it appeared being driven very slowly towards the pits, and after a brief inspection was retired with broken suspension. It is believed that Piet De Klerk's excursion with the jack stuck under the car may have been the cause of the trouble, but, be that as it may, South Africa's hopes now rested on the Porsche, and barring mishaps to both the Ferrari and the Healey its chances were pretty slim. At 8 p.m. (two thirds distance), the Ferrari led by less than a lap from the Healey, the Porsche was third, six laps in arrears and the Volvo fourth.

The Porsche was catching up at about two seconds a lap, but as it had done previously it lost another lap by taking five minutes over a pit stop at 8.25. The Ferrari stopped again at 8.33 but was still 1 min. 18 secs. in the lead when it returned. In sharp contrast to some of the other cars the Ferrari pit work was a joy to watch. Of the three cars the Healey was easily the slowest and yet thanks to its trouble-free run, was always within striking distance of the Ferrari.

It was obvious by nine o'clock that the Ferrari must win if its tyres lasted. At 9.30 it started to rain again and this certainly helped the two British entries to maintain their leading positions as it caused everyone to reduce their lap times to the same speed.

The Patterson/van den Broeck Lola moved up to fourth during this period and the T.V.R. was able to pass its less well suspended opponents and get ahead of both the Jaguar and the Volvo.

At 10.43, with only 10 minutes to go, the Porsche suddenly developed a misfire and made an unexpected pit stop. The trouble was quickly rectified however, and it didn't lose its third place. The Ferrari lapped the Healey on the penultimate lap, and the Lola covered itself with glory by spinning out on the last lap and dropping from fourth to seventh. The three leading cars crossed the line at two second intervals in their correct finishing order and in doing so brought one of the best races we have seen for a long time to a fitting end.

Results (subject to official confirmation)

1, D. Piper/B. Johnstone (Ferrari 250 GTO), 691.6 miles; 2, J. R. Olthoff/A. Maggs (Austin-Healey 3000), 689.1; 3, D. Gous/A. Klesse (Porsche RSK), 676.1; 4, E. H. Bosman/N. Austin (T.V.R. Grantura), 627.6; 5, P. Markham/B. van Rooyen (Volvo 122S), 625.8; 6, C. J. Griffiths/L. Fraser-Jones (Jaguar 3.8), 625.4.

Index: 1, C. J. Griffiths/I. Fraser-Jones (Jaguar 3.8), 105.4; 2, J. Andrews/E. L. van Bergen (BMW 700), 103.8; 3, F. Rundel/R. Kelsey (Studebaker Lark), 103.3; 4, J. Conchie/C. Lennox (Fiat 2300), 102.4.



CONSIDERABLE RELIABILITY was shown by the Austin-Healey—old friend DD300—driven by Bob Olthoff and Tony Maggs.

full use of the "cubes" at its disposal and stood a good chance of winning the index award. Jim Christie excelled himself by rolling his Alfa Romeo T.1 less than half an hour after the start, bending it rather badly. The car caught fire as it was rolled back on to its wheels but the blaze was rapidly extinguished and after a brief inspection Jim drove it back to the pits, changed a few wheels and proceeded to carry on as if nothing had happened. One of the two Sprites had managed to put a rod through the block fairly early on, and the Dart-Climax, after a brief but impressive drive, had retired with a broken distributor shaft.

At 5.50 p.m. the Ferrari made its second routine pit-stop during which the left rear wheel was changed and more fuel taken on. David Piper took over from Bruce Johnstone and returned to the track, still in second place, after a 2 mins. 31 secs. pit stop. The Ferrari's tyre position was really desperate. Some of the tyres which had been provided by Pieterse and Serrurier did not have much wear on them and it was

car reached the pits and the damage had been repaired, the lead had been lost and it had dropped to third place, three laps behind the Ferrari which was now first. Serrurier replaced De Klerk in the driver's seat of the Lotus and started catching up again at the rate of four seconds a lap.

The Healey came in for its second pit stop at 6.30 Bob Olthoff took over from Tony Maggs and by the time he returned to the track the Healey had dropped two laps behind the Ferrari. But this was not as serious as the fact that he was only just over a lap ahead of the Lotus.

Darkness had now fallen, prematurely because of the rainclouds, and swarms of flying ants filled the air and made a horrid mess of windscreens. Towards seven o'clock the gallant little Dart retired with broken

Club News

By MICHAEL DURBIN

DANCES and Film Shows are very much in the club news now, so let's start with some, shall we? The Allard O.C. have their Film Show at the Abbey Hotel, North Circular Road, London, N.W.10, on 20th November, starting at 8 p.m., while their Christmas Dance takes place at the same venue on 4th December. Tickets at 7s. 6d. each are available from the Hon. Sec., R. W. May, 25 Hardings Road, Kensal Rise, London, N.W.10. . . . Up in the frozen north, the B.R.S.C.C. (N. Centre) are to have the northern premiere of the B.R.S.C.C. "Midnight" Film Show at the Majestic Cinema, City Square, Leeds, starting at 10.45 p.m. The show will include this year's Indianapolis 500, the French Grand Prix and the B.R.S.C.C.'s own film "Ace of Clubs". Tickets at 5s. each from G. L. Johnson, 152 Birchwood Hill, Shadwell, Leeds, 17. . . . Now back to the traditional motor sporting activities. . . . The Southport M.C. are to hold their annual Tobias Trophy Rally, a qualifying event for the A.N.W.C.C. Championship, on 8th-9th December. The organizers promise that this will be an exacting 200-mile route; there will be plenty of short, sharp sections with "run-in" connecting links from one "meat" area to another—to allow time for plotting. The start will be near Preston. Eligible clubs comprise Bolton-le-Moors C.C., Caldervale M.C., Cumberland S.C.C., Fylde M.S.G., Kilmarnock M.C., Knowldale C.C., Preston A.C., St. Helens and Wigan C.C., West Lancs M.C. and registered members of the A.N.W.C.C. Rally Championship. Secretary of the meeting is G. Danter, 6 Station Road, Ainsdale, Southport, Lancs. . . . The Vintage S.C.C. will hold a Driving Tests meeting at Silverstone on 8th December. A mobile canteen will be in attendance! Regs. from T. W. Carson, 3 Kingsclere House Stables, Kingsclere, Newbury, Berks. . . . Quite some time yet to the Rallye Militaire, to be run by the Royal Military College of Science Motor Sports Club (R.M.C.S.M.S.C. for short) on 16th-17th February. The rally will again be run as a restricted event and there will be three classes so that competitors may enter according to their experience. In addition, there will be a class for military vehicles—polish that old chariot, Boadicea! The rally is included in the A.S.W.M.C. Championship and for the first time will be included in the B.T.R.D.A. Silver Star Championship. Invited clubs are B.A.M.A., B.A.R.C., B.T.R.D.A., Bristol M.C. and L.C.C., Forces M.C., London M.C., M.G.C.C., Oxford M.C. and Hants and Berks M.C. Regs. from the Royal Military College of Science, Shrivenham, Swindon, Wilts. . . . A restricted one-day reliability trial, the London M.C. 44th Gloucester Trial takes place on 2nd December. It is open to members of the Bristol M.C. and L.C.C., Hagley and D.L.C.C., Kentish Border C.C., Maidstone and Mid-Kent M.C., North Midland M.C., Sheffield and Hallamshire M.C., Shenstone and D.C.C., Yorkshire S.C.C., and all entrants in the R.A.C. Trials Championship and the B.T.R.D.A. Gold Star Competition. Entries to Mrs. Pamela Hoile, 19 Birchfield Close, Addlestone, Weybridge, Surrey. . . . Ah ha! The Swansea M.C. claim to have found a lot of new rally country on maps 139, 140, 152 and 153 and promise as tough a National as ever for their Rally of the Vales on 1st-2nd December. Regs. for this 300-mile event from J. A. Knowles, "West Winds", 11 Kittle Hill Lane, Kittle, Swansea, Glam. . . . So eager were the Shenstone and D.C.C. to have AUTOSPORT include details of their Shenstone Rally in "Club News" that they sent us at least three copies of the regs.! Taking place on 8th-9th December, it is open to members of the following invited clubs: Cavendish C.C., Coventry and Warwickshire M.C., Hagley and D.L.C.C., Herefordshire M.C., Knowldale C.C., B.T.R.D.A., Midlands Motoring E.C., South Caernarvonshire M.C., Stafford and D.M.C. and Wolverhampton and South Staffs C.C. Entries to M. J. Webb, 390 Bir-

mingham Road, Sutton Coldfield, Warwickshire. The 200-mile event starts at the Bryn Howel Hall Hotel, near Llangollen and, so we are informed, a set dinner is available for hungry competitors before they venture out into the night. The Last Supper? . . . Getting back to the social life, Castrol inform us that three new films have been made this year and will be available for loan to motor clubs after 1st December. "Rouen Round" tells the story of the French Grand Prix, "Six of the Best" is a two-wheel magazine film and "Sliding into Danger," which demonstrates the right and wrong ways of driving under adverse weather conditions. . . . The Nottingham S.C.C. hold their annual Racing Drivers Forum at the Black Boy Hotel, Nottingham, on Monday, 19th November. On the panel will be Mike Parkes (or in his absence David Hobbs), Dick and Rosemary Protheroe, Chris Summers, Jack Lambert, Robin Sturges and Jack Pearce. The question-master will be race commentator Keith Douglas. . . . Both Brands Hatch and Mallory Park circuits will now be available for use by motoring clubs as start, finish and control points for rallies, treasure hunts and similar events. Both circuits offer unlimited car parking space, light refreshments and suitable covered accommodation for competitors and officials. At certain times, particularly on Sundays during the winter, both racing tracks and the Brands Hatch skid-road can be made available for driving tests, etc., at reasonable rates. Requests for facilities at either circuit should be addressed to the respective General Manager. . . . The Vickers-Armstrongs (Hurn) C.C. Starlight Rally is to be held on 24th-25th November. This event is a qualifying event for the Central Southern and South-Western Centre's Championship and is open to all members who have entered the above championships and the following clubs: Basingstoke C.C., Chichester M.C., Chiltern C.C., Craven M.C., Esso (Fawley) M.C., Forces M.C., Oxford M.C., Southsea M.C., Sussex C.C., Vickers-Armstrongs (Weybridge) M.C., Volkswagen O.C., West Hants and Dorset C.C., London M.C., Bideford and D.M.C., Bristol Aeroplane Co. M.C., Bristol M.C. and L.C.C., B.A.R.C. (Bristol and Bath C.), B.A.R.C. (S.W.), Burnham-on-Sea M.C., Cirencester M.C., Exeter M.C., Exmoor M.C., Isle of Wight C.C., M.G.C.C. (S.W.), Newquay M.C., Plymouth M.C.R., M.C.S.M.S.C., Stroud and D.M.C., Taunton M.C., Torbay M.C., West of England M.C., Woolbridge M.C., Yeovil C.C. and Bournemouth M.C. Phew! If they just receive one entry from each invited club, they should have a full field! Regs. from Miss J. Durrant, 36 Kinson Road, Wallisdown, Bournemouth, Hants.

OXFORD M.C. BOANERGES RALLY

THE restricted Boanerges Rally, organized by the Oxford Motor Club, was run on 3rd-4th November.

There were 35 entrants, 32 starters and 25 finishers, no protests and only a few minor accidents, and no property or vehicles outside the competitors' were damaged. There was a very slight amount of public resentment in one area, but it is understood that this was organized before the rally took place.

The rally was run in wet conditions and some of the roads were slippery, caused by mud and leaves. The route was extremely good, no rough cart tracks being used, and it appeared to keep away, where possible, from inhabited areas. During the night, some competitors experienced rain and a certain amount of fog. There were 100 controls; all except eight of them were manned, and the standard of marshalling was generally high.

The provisional results show David Street as a clear winner, with J. Evans and A. Blore as second and third respectively.

In discussions with competitors after the event, there were very few criticisms indeed, and those that there were, were of a very minor nature, only involving such things as the odd marshal being rather slow at filling in cards, etc., and a very slight amount of baulking.

Results

1, David Street/K. Coombs (Vitesse), 560 points; 2, J. Evans/S. Robinson (Austin Mini), 2,020; 3, A. Blore/C. Hicks (Morris Mini-Cooper), 2,340.

Coming Attractions

- 17th November. Australian Grand Prix, Perth (E.L.).
University of Bristol M.C. Three Counties Rally, Starts Queen's Building, Bristol, at 10 a.m.
- 17th-18th November. Welsh Counties C.C. and Volkswagen O.C. Rally. Starts Howell's Garage, Cardiff, at 8.30 p.m.
Birmingham Young Conservatives M.C. Midland Team Rally.
- 18th November. Seven-Fifty M.C. Harold Biggs Memorial Trial, Isehurst Manor, Cross-in-Hand, near Heathfield, Sussex.
Yeovil C.C. Trial, Johnson Park, Yeovil, Somerset. Starts 9.45 a.m.
Airedale and Pennine C.C. Production Car Trial. Starts Greengates, Bradford, Yorks., at 1.30 p.m.
- 432 M.C. Cotswold Trophy Rally. Starts Frank Grounds Garage, Lichfield, Staffs.
Mid-Cheshire M.C. and North Staffs M.C. Production Car Trial.
Southport M.C., St. Helens and Wigan C.C. and West Lancs. M.C. Fireworks Rally. Starts Wade's Garage and Motel, Mere Brow, near Southport, Lancs. (M.R. 100/419189), at 7 p.m.
- 24th November. V.S.C.C. Northern Sporting Trial. Starts Bolton Abbey, Ilkley, Yorks., at 9.45 a.m.
B.A.R.C. (N.W. Centre) Lancashire Trial and Trainee Rally. Starts Park Hotel, Netherton, near Liverpool, Lancs., at 7.30 p.m.
- 24th-25th November. Ashford M.C. Rally. Starts Ashford, Kent (M.R. 172/43007), at 8 p.m.
Windsor C.C. November Handicap Rally.
Mini-Se7en C. Minicento Rally. Starts Dutch House, Sidcup By-Pass, Kent, at 9 p.m.
Leeds University M.C. Rally of the Northern Lights. Starts Crescent Hotel, Ilkley, Yorks. (M.R. 96/117477), at 10.30 p.m.
West Essex C.C., Chelmsford M.C., and Four Ways C.C. Essex Rally. Starts Woodford and Chelmsford at 9 p.m.
South Wales A.C. Winter Double Rally.
- 25th November. Hagley and D.L.C.C. Production Car Trial. Starts Barn Cave and Service Station, Cook Hill, Alcester, Warwickshire.
Kentish Border C.C. Kentish Border Trial. Starts Vinters Park, Maidstone, Kent, at 10 a.m.
- 1st-9th December. Nassau Speed Week, Bahamas (S., G.T., F.J.).
- 15th December. Rand Grand Prix, South Africa (F1).
- 29th December. South African Grand Prix, East London (F1).

STOCKPORT M.C. REGENT RALLY

A MAGNIFICENT drive by Phil Simister, Graham Robson, gave them victory in the Stockport M.C.'s premier event. In second place, 13 mins behind, was the Tony Fisher/Brian Melia Austin-Cooper.

Of 95 entries a disappointed non-starter was Dave Seigle-Morris, whose Morris 1100 developed electrical trouble on the way to the start. The lone Sebring Sprite in number one position was followed by two Austin-Coopers with no fewer than seven 1,340 c.c. Allardette Anglias hot on their heels. Since navigators were given the route card on departure from the start at Wilmslow Air Force camp, there was some frantic plotting during the easy 20 minute run to the first control at Kettlethulme. From then on 2-, 3-, and 4-minute sections were the order of the night.

The route led crews eastwards skirting Chapel-en-le-Frith and then on to the Derbyshire moors. After one hour's motoring, and 15 controls, only three competitors were still unpenalized, Phil Simister, Tony Fisher and the Derrick Astle/Don Barrow Morris 1100. Three controls later Phil and Tony each dropped one minute on a section which proved to be longer than the organizers intended because a road had become impassable due to the recent heavy rain. Thus Derrick held a precarious one minute lead as he retained his clean sheet, while the route led south through some of the beauty spots of Derbyshire and along the dismantled railway line in the Manifold valley, which is now a good road. He finally succumbed at control 35 when both he and Phil lost one minute.

The organizers headed by "King Cod", Roy Fidler and Roy Hopwood (the man who

(Continued on page 697)

GUY FAWKES "200"

Best Performance by Peter Le Couteur (Dellow) After Many Years of Endeavour



SWINGING out of the hairpin (above) is B. Garland's Sprite at Ferriscourt. GAINING valuable help from his energetic bouncers (right) as he tackles Fort 2 is D. K. Brown (Alvis).

THIS year's Guy Fawkes was generally considered to be the best trial the Falcon Motor Club has yet staged. The event certainly ran very smoothly, despite widespread and unpleasant mist which persisted in most parts of the area until the sun was well up in the sky. This was largely thanks to the excellent response to the perennial plea for hordes of volunteers to marshal the sections, and also to a new band of helpers, armed with Land-Rovers and known by the collective name of Rovercovery, who speedily removed any competitor for whom a task had proved too arduous.

The route was somewhat modified from that of recent years, and the first section was Sweetslade, a new and gentle slope between hedges which claimed an ADO15 as its sole victim. The timed climb of Postlip

was greatly improved by the use of a hockey stick at the start, and the bottom hairpin was once more included. There were four actual failures here, one from each of four of the five categories of vehicles involved, only the rear-engined saloons going unscathed. Woodmill Lane was made interesting by the reappearance of the ink-black bog at the bottom.

Two more new hills completed the night section. Greenway was a long climb on sandstone with a very rough stretch half-way up which proved to be the undoing of a Sprite; a Minor later failed with wheelspin near the top. Bull Banks was divided into two sections and had a surface of limestone and mud. The stop-and-restart on the first section claimed 10 victims, and 11 competitors failed to reach the top. The second section contained a restart for specials, rear-engined saloons and the four-wheel-drive jobs, and this one sorted out the sheep from the goats among the Volkswagens, which were so numerous that the drivers started climbing aboard the wrong cars at the start!

After an excellent breakfast at the King's Head in Cirencester, the trial moved to Ferriscourt, where a timed and observed section caused no trouble. At Knapp there was a stop-and-restart on a steep tarmac hairpin which had grown slimy with disuse, and here an enormous number of competitors encompassed their own downfall by, firstly, clinging to the inside where the gradient was steepest and, secondly, not getting their rear wheels close enough to a line which they knew they had to clear within a stated time. This very simple task apparently never fails to floor a large proportion of the Guy Fawkes entry; will people never learn to read their instructions?

Hobbs Choice caused no trouble, but the Ladder was bent on revenging itself for the contemptuous treatment it has received in recent years. Even some of the VWs virtually failed to leave the line, though those that did mostly sailed over the top. Ford saloons performed wonderfully here, particularly the older ones, and the Hobbs brothers provided a splendid advertisement for Simcas by rushing to the top at a fantastic speed. Bill Caldwell's climb in the TR3 was a model of throttle control, but the specials on the whole were defeated by their stop-and-restart below the step; either they failed to take off again from the line or they could not develop sufficient velocity to carry them over the step. Peter Le

Couteur's Dellow and Ted Dives's Roche were the only specials to beat the hill, and this triumph by Ted, his first in the Guy Fawkes though he has cleaned the hill in the Cotswold Trial, went a long way to winning for him the President's Trophy for the best performance by a Falcon member.

Fort 1 was expected to be virtually unclimbable, but it turned out to be far more amenable than was anticipated, and "2" was the standard score here for a good climb, with "1" the reward for surmounting the first major root and a "clean" the result of a great deal of loaf-usage (or plate-proddage) to clear the serpent's nest of roots at the summit. Fort 2 rather surprisingly cut up after the majority of the cars had gone through, and the somewhat weaker brethren who by that time had concentrated at the tail of the field found a certain amount of difficulty at the start-and-restart lines.

Axe which followed was not too bad, though the restart on the top bend claimed its fair share of casualties. Catswood was another disappointment as regards failures, and one has to go the other way and mention the excellent climbs by Caldwell, the Hobbs brothers, and B. Garland in a Sprite.

Thorougham, the final hill, produced only one failure, and the field returned to the King's Head at Cirencester for lunch and recriminations. It was bad luck on the Army enthusiasts that the event was not publicized by their organization until near the closing date for entries, but their one member who managed to get in, Lt. S. P. Etheridge with a Champ, had the satisfaction of carrying off the "4 by 4" Trophy despite failures on Knapp and the Ladder, which gave him great personal dissatisfaction.

DAVID PRITCHARD

Results

Kestrel Cup (best Special): P. Le Couteur (Dellow).
Falcon Cup (best Sports): W. B. Caldwell (TR3).
Peregrine Cup (best Saloon): K. Hobbs (Simca).
Rear-Engine Trophy: N. Pow (VW). **President's Cup** (best Falconer): E. Dives (Roche). **Bouncer's Bowl** (best Falcon crew): B. Butler. **4 by 4 Trophy**: Lt. S. P. Etheridge (Champ).

First Class Awards: E. W. Preston (Fairthorpe); M. Daniels (VW); C. Bigwood (VW); A. Hobbs (Simca); A. J. Muir (Ford Spl.); H. B. Woodhall (Ford); V. Prior (Dellow); E. Dennis (HRG).

Second Class Awards: C. Parsons (VW); D. Hawken (VW); B. Moss (Ford); Miss Maralyn Tucker-Peake (Tucker-Nipper); E. Moss (Ford); C. Johns (Buckler); D. Watson (Peugeot); R. W. Slone (Morgan).

Third Class Awards: R. Mayo (VW); A. E. Hay (Lotus); D. Allen (Austin); B. Garland (Sprite); B. Parsons (Morgan); F. Manyweathers (Ford).

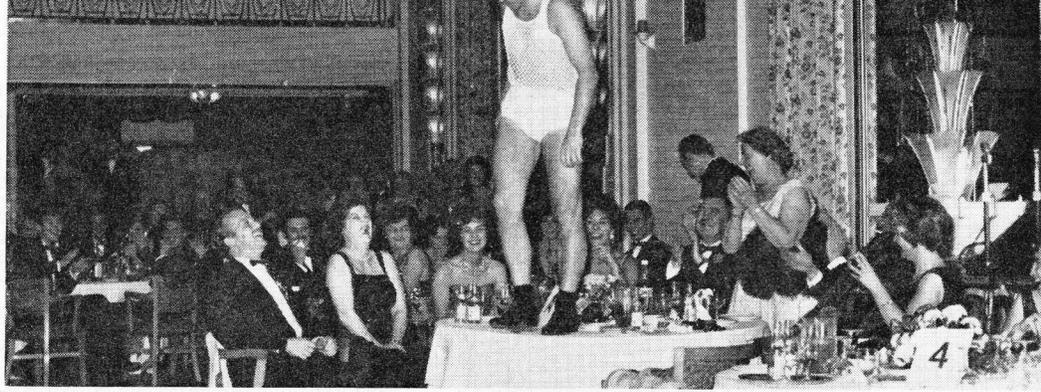
Guido Vase Competition. Best performance: W. W. Bridges (VW 1500); First Class: C. Beadle (Austin A35).



CENTREPIECE on table "A" for a while was Graham Hill—in "neutral tones"!

WEST ESSEX HIGH JINKS

As usual, the annual dinner-dance of the West Essex C.C. featured a remarkable cabaret turn. Mexican bandits could be recognized as Peter Jopp and John Cooper, whilst amongst the Edwardian rowing men, complete with blue and white striped caps, were Les Leston, John Sprinzel and David Seigle-Morris. Graham Hill was seized from his table, and borne away in triumph, only to reappear wearing only singlet and underpants—and a rowing cap! Prior to this, Vice-President George Matthews welcomed the guests. The reply was undertaken by Graham Hill, who produced one or two riotous anecdotes. Over 300 members and their guests were at the Park Lane Hotel last Friday for this most popular get-together, fortified by an excellent meal planned by John Trimble, master-mind behind all West Essex social and sporting affairs.



SHOP! Down the stairs comes Les Leston, bearing broom, boots and bag for a purpose revealed later in the evening.

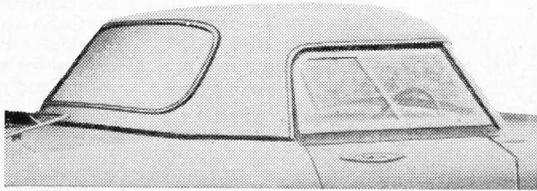


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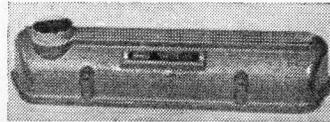
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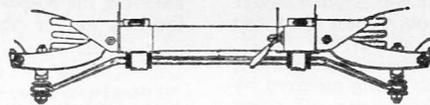
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EASY WIN FOR PERCY BARDEN

BY PAUL WATSON

LAST Sunday round 18 of the R.A.C. British Trials Championship was run off in the vicinity of Bristol's Lulsgate Airport. Held in chilly but fine weather, it was notable for a runaway win by Maidstone driver Percy Barden, ably assisted by his attractive "bouncer" Sandra Vince. The organizers, the Bristol Motor Cycle and Light Car Club, made a good job of the organization, preparing 23 hills of a widely differing nature, 18 to be tackled in the morning, and five rather more interesting although easier ones after lunch.

The entry of 32 was rather small by modern standards but included most of the leading names, the only notable absentees being the Harrison family, Eric Jackson, Bernard Dees and Geoff Newman.

After leaving their trailers outside the airport, the convoy set off for the morning's hills led by Formula Junior designer Alec Francis in his Alexis. The first hill was not very steep but had a nasty camber and Francis was unable to take advantage of the dry slope. Second car to the line was Percy Barden's P.A.B. Percy was really on form and stormed up for the only clean run of the hill. Alec Francis, G. Langdon (Cannon), Dennis Baldwin (Chandler), Frank Lewis (Cannon) and Colin Taylor (Cannon) all struggled up to record three. The second hill was somewhat similar to the first, being held on the side of a small gorse-covered valley with tricky cambers but gentle slopes. This proved a bit easier, Barden, M. T. Drabble (Warr III), Rex's son Lee Chappell (Cannon), Taylor, and Geoff Lindsay (Cannon) all getting clear.

Percy Barden was quite obviously already setting the pace, but even his efforts failed to conquer hill three which foiled the entire entry, the majority only getting as far as the first marker. Hill four was slightly better although once again nobody got clear, the average in this case being four.

The scene for hill five changed somewhat, the gorse-covered slopes being replaced by woods; although the hills were still short the camber improved slightly but only enough to allow Barden and Taylor to reach four. The going was certainly proving tough with the emphasis on skill and experience; hill six was therefore somewhat of a relief and allowed some of those less

successful drivers to make their first clean runs of the day; in all, 11 cars reached the top without stopping. As the cars moved on to hill seven it was noticed that M. T. Drabble was missing; his day's sport had come to an end on hill three with a burnt-out clutch. Hill seven was also fairly easy with 10 drivers coming away clean. A particularly good performance was being put up by E. H. Dennis, who was driving a very antiquated looking special called the S.C.S.; although boiling merrily he climbed hills six and seven clean in company with most of the elite of the Trials world.

Just as hills six and seven had proved easy, so hills eight and nine proved difficult; on hill eight only Barden and Taylor reached three, while the same pair managed three on number nine joined only by Ernie Chandler (Chandler-Sharnbrook). With so many cars coming and going the conditions were becoming very sticky indeed, the mud on the valley track becoming up to a foot thick in places. Hill 10 allowed only five drivers up as far as three, these being Barden, Rex Chappell (Cannon), Lindsay, Leonard Tucker (Cannon) and Taylor.

By now the cars were using both sides of the valley, one side offering somewhat longer climbs, but the other still specializing in short and very slippery ascents. Hill 11 was a peace of cake for eight of the drivers, the other 23 all getting quite near the top; it was indeed a change to notice that Percy Barden for once failed to reach the summit. Barden at once reinstated himself on hill 12 with one of only two clear runs, the other being by Bill Warr (Warr IV), who, up till then, had not been up among the leaders. The only other driver to do well was Taylor who finished off one marker from the top. Hill 13 was situated at the end of a simply filthy track, knee deep in thick mud and practically impassable to anything but a Trials car. Only Barden was clean here, his nearest rival being Lewis with an early model Cannon. Returning up the valley to hill 14 only the day's two leading drivers, Barden and Taylor, got anywhere near the top, both reaching marker number eight. Hill 15 was easy as far as number five but then proved quite impassable, only Barden, George Simpson (Cannon), Peter Highwood (Canhi) and Ivor Portlock (Cannon) reaching the half-way mark. Simpson was the best on the next hill, getting as far as

Results

1 (Roy Fedden Trophy), P. A. Barden (P.A.B.), 47; 2 (Alexander Duckham Trophy), C. Taylor (Cannonball), 59. First-class Awards: G. R. Lindsay (Cannon), 76; P. F. Highwood (Canhi), 83; L. Chappell (Cannon), 84. Second-class awards: I. H. Portlock (Cannon), 88; R. Chappell (Cannon), 88; A. W. Francis (Alexis), 90; G. Langdon (Cannon), 97. Team award: The Kentish Border Car Club, 290. Daphne Trophy (1st B.M.C. and L.C.C. Member): E. J. Chandler (Chandler-Sharnbrook), 87.

three from the top, his nearest rival being Charles Pollard, who reached marker five with his Cannon.

For the last two climbs of the morning the cars and drivers moved out into the open again, with 12 cars climbing hill 17, the best yet. Hill 18 was somewhat similar to 15 with an easy early stage but with an impassable later section. Only eight cars succeeded in reaching the fifth marker. Hill 18 completed, the "circus" moved back to Lulsgate Airport with Percy Barden clearly in the lead, having climbed six hills clean and been in the leading bunch for most of the others. Colin Taylor, although somewhat inexperienced, was a brilliant second, having climbed five of the hills clear.

Just five hills were planned for the afternoon, the venue being some seven miles in the opposite direction from the morning run, and in rather more pleasant surroundings. Hill 19 was a long affair finishing with half a dozen rough cobbled steps. The going was fairly easy here and only John Deeley (Cannon), Ken Barrow (Cannon), Tony Harrison (Wets I); and Fred Dean (Hilfred) failed. Rex Chappell thought it so easy that he toured up at such reduced speed that he very nearly stopped on two occasions. Bill Warr was seen to be missing, his home-built special having broken a track-rod earlier. Hill 20 was very tricky with a series of mud steps up the centre; being a fast hill it proved most spectacular with cars leaping into the air, crashing to the ground and then grinding to a stop as their wheels tore at the mud in an effort to find some grip on a very slippery section. Percy Barden managed to get one from the top, all the rest of the entry only reaching markets four and five.

Hill 21 started gently enough but had a tricky chicane in the centre to catch the unaware, and a very steep and sudden finish. However, several drivers managed the summit and the remainder at least reached the two and threes. The final two hills offered little opposition, only Dennis and Tucker failing the first, and Dennis and Barrow the second.

In case of a draw a special test was laid on to finish with. Each car had to free-wheel down a hill and stop astride a line. The whole operation was timed, and really seemed a little pointless. For the record Ivor Portlock was fastest with 21.8 secs.

The trial over the mud-spattered cars returned to the Airport for tea and announcement of results. It was indeed not surprising to learn that Percy Barden had won with 47 marks lost, with Colin Taylor 12 points behind in second place. Percy Barden had not won a major trial for some time and it was indeed a welcome end to an excellent trial that he should win the Roy Fedden Trophy Trial by such a good margin.

WEST HANTS & DORSET C.C.

ROCKLEY SANDS SPRINT

SUNDAY, 4th November, saw the first speed event over a new course at Rockley Sands, at Poole, Dorset, promoted by the West Hants & Dorset Car Club, Ltd.

A wide and level road through a caravan site and holiday camp ran for some 800 yards, with a slight, yet extremely tricky left-hander, three-quarters of the way up. Just over the finishing line a right-hand twist made things interesting for the faster boys. As one man remarked, "It's the only speed trial I have entered where I cross the finishing line with the brakes on!" On the outside of the left-hander stood two solid telephone kiosks, excellent cover for the writer's photographic activities, but seeming

to have a magnetic influence on some people!

The small saloons, in class 1, were dominated by D. R. Dean's and B. Dale's Minis, turning in times of 33.66 and 33.97 respectively. Class 2 went to Leslie Onslow-Bartlett's Cooper Mini, who had a great scrap with David De Souza, who was borrowing Bob Standbridge's Cooper for the occasion. 31.26 and 31.46 for first and second was close enough. The Coopers stayed in third all the way, and sounded most impressive on absolute maximum revs. The larger saloons went to W. A. Walters's Aston Martin DB2, who did 31.27, getting a bit close to the phone boxes on the way

up, while Amie Lefevre's famous Rapier was very near, with 31.75. Ron Mountford's immaculate red VX 490 heeled well over on the bend, and P. J. Macdona's 3.4 Jaguar was silent and impressively fast.

Provisional Results

Class 1: 1, D. R. Dean (848 Mini), 33.66 s.; 2, B. Dale (848 Mini), 33.97 s. Class 2: 1, L. Onslow-Bartlett (997 Mini Cooper), 31.26 s.; 2, D. De Souza (997 Mini Cooper), 31.46 s. Class 3: 1, W. A. Walters (2922 Aston Martin), 31.27 s.; 2, A. Lefevre (1494 Rapier), 31.75 s. Class 4: 1, M. Reid (997 Austin-Healey), 30.26 s.; 2, K. Ross (948 M.G. Midget), 33.59 s. Class 5: 1, J. R. Gibbs (1098 Fairthorpe), 31.65 s.; 2, M. Burgess (1172 Lilfo), 33.30 s. Class 6: 1, R. Knapman (1598 Sunbeam), 30.67 s.; 2, A. Lefevre (1598 Sunbeam), 32.08 s. Class 7: 1, R. Fry (2953 Ferrari), 26.48 s.; 2, P. Farquharson (5420 Allard), 26.98 s. Class 8: 1, J. Macklin (1100 Lotus 20), 25.72 s.; 2, F. W. Floyd (1998 Cooper), 26.34 s. Fastest Time of Day: J. Macklin (1100 Lotus), 25.72 s. Ladies' Award: Mrs. J. Ross (948 M.G. Midget), 33.60 s. Novices' Award: D. R. Dean (848 Mini), 33.66 s.

Regent Rally—continued

makes the now familiar Ecurie cod fillet badges) had promised some new route, for "the boys", and they kept their word—although they had to admit that some of the tracks could hardly have been described as "roads"! Several competitors tried the correct track leading north-east from Priestcliffe, and turned back when it deteriorated into a quagmire, only to get bogged down in the completely impassable track which leads south-east from there. By the time the petrol halt was reached the wide range of colours of cars which had started off was reduced to a uniform mud grey.

The garage at Waterhouses was a hive of activity as well as satisfying the needs of thirsty men and machinery. Pauline Mayman, having been hampered first by too little headlights and then too much throttle, when it developed a tendency to stick open on her Morris 1100, fitted a new spring in an effort to solve the latter problem. Major Twist, who with Jones navigating, seems to win the army vehicle class as a matter of course, was among the dozen or so crews who managed to visit all controls in the first half of the rally.

As the first car set off again the moon set and a mist began to form. The notorious air field just south of Ashbourne claimed a crop of victims as usual—including one of the marshals who couldn't find his control point!

Brian Harper and Ron Crellin lost a disastrous 13 minutes looking for one control where the roads do not appear to exist as they are shown on the map, but local knowledge or some sixth sense guided Derrick Astle, still in the lead, to it without penalty. However, his fine run came abruptly

to an end when the gearbox seized up, leaving Phil Simister in complete control of the event. The Malcolm Hague/J. Daniels Mini looked very much the worse for wear after it left the road in a big way, while the sole Simca entry of E. and M. Lewis was eliminated when the throttle linkage disintegrated. The Ron Wilson/Geoff Haggie Allardette had an expensive-looking argument with a stone wall, but damage was only superficial, and it finished in 5th place.

With only six crews visiting all 77 controls it seemed obvious that the special stage would not be needed to resolve ties. However, most expert crews decided to "have a go". Competitors were timed electrically over a quarter mile stretch of downhill twisting road past Salters Ford Hill. It was left to the weaker sex to show the men how it should be done, the prize for B.T.D. going to Pauline Mayman.

Marks lost up to half way were already on display by the time the first car arrived back at Wilmslow with full results available at 9 a.m. as promised. Half an hour later awards were presented, and the lucky ones lost no time in sampling their prizes—the winner received a case of "bubbly".

VALERIE DOMLEO.

Results

1, Phil Simister/Graham Robson (Allardette), 10 marks lost; 2, Tony Fisher/Brian Melia (Austin-Cooper), 23; 3, F. E. Grange/S. R. Gray (Allardette), 26; 4, R. B. Sutcliffe/Roy Dixon (Volkswagen), 31; 5, R. Wilson/G. Haggie (Allardette), 32; 6, B. Harper/R. Crellin (Sebring Sprite), 42; 7, G. Halliwell/J. M. Wood (Mini-Minor), 33 1 fail; 8, C. A. Twidgon/L. Chilvers (Sprite), 58 3 fails; 9, F. Austin/D. Bentley (M.G. Magnette), 57 4 fails.

Semi-experts: I, T. Crutchley/D. McNaught (Anglia). Novice: I, J. Cook/V. Laurence (Anglia). Army Vehicle Class: Major D. Twist/2nd-Lieut. G. Jones (Champ.). Team award: Simister/Grange/Twidgon.

by several crews who missed the obscure left slot at the top of Polhill, among them the Jeff Chapman/Dennis Poole VW. Even the 24 m.p.h. average could not save them, since the detour was necessarily lengthy. The two minutes lost here, before the romer was really warm, was the only penalty standing between this crew and a clean sheet.

The route headed south on to 183 and into Sussex, and the pace gradually increased. You didn't have to be psychic to anticipate a quick trip across Pevensey Marsh, but before this happened there came the first of the two "any-order" sections. These are considered to be old-fashioned by many expert competitors today, but of its type this is a splendid specimen. Twelve route checks and two time controls were by no means excessive, there was only one possible way round, and navigators and drivers had to be equally quick about their business. This "any-order" was fair enough. It covered the area between Lamberhurst, Ticehurst, Wadhurst and Burwash, and it led to the supper stop at the Post Boy Cafe, where Peter Ward/Frank Herwin (Herald), Dennis Furneaux/John Owen (A55) and Ron Ambrose/Mark Addington (Allardette) handed in clean sheets to a not-too-worried Clerk of the Course, John Chitty. He reckoned that he still had the marshes and some very tight stuff indeed up his sleeve.

It was an eight-club section that led down

to Horse Eye Level. This gave no trouble to the leaders, nor did the overworked Marsh road itself, split as it was into sections of 2, 2, 2, 2, 2 and 3 minutes. Dennis Furneaux, anxious to clinch the A.S.E.M.C. Rally Championship, for which the Witsend was the penultimate qualifier, caused the sensation of the rally on one of the "twos" when he overcooked it and went off in such a big way that he smote a large tree with his roof and his rear window, both of which were duly impressed. So was the nearby marshal, for the A55 was extracted and Furneaux clocked in on time, his clean sheet unaffected. Some going on a quick "two-minuter."

A well-presented tulip card served to link the dyke district with the second "any-order"—this one with only seven route checks and two time controls—but, and it could have been dicey but, the first time control was only two minutes away from the start of the section. However, the thoughtful organizers had stated an approach direction which gave the game away to the more astute navigators.

As it was, right at the end of the final flog, Ambrose/Addington wrong-slotted and had perforce to omit control 84 rather than wrong-approach it, and the clean sheets were down to two. Ward/Herwin and Furneaux/Owen both survived and will share the magnificent Witsend Rosebowl, the destiny of which, along with that of the other awards, was announced soon after breakfast. The use of control cards contributed to this desirable result.

RON AMBROSE.

Results

1, P. Ward/F. Herwin (Herald) and D. Furneaux/J. Owen (A55), 0 pens.; 3, B. Stevens/M. Bryant (Mini), 1; 4, J. A. Stewart/R. W. Edwards (Anglia), 4; 5, J. Chapman/D. Poole (VW), 4; 6, D. P. Keen/Mrs. J. D. Vaughan (Sprite), 4; 7, S. Actman/A. Cowell (Sprite), 8; 8, M. J. Amos/E. A. Warwicker (M.G.), 12; 9, J. R. Kemp/J. Pearson (Sprite), 12; 10, A. J. Whibley/K. Ward (Standard), 17.

Team Award: Ward/Herwin, Chapman/Poole, Stevens/Bryant.

**B.A.R.C. (S.W. CENTRE)
SOUTH-WESTERN RALLY**

INCIDENTS during the night of the South-Western Centre of the British Automobile Racing Club's South-Western Rally on 3rd-4th November were very few, though one competitor found the limit of adhesion in his new Morris 1100! It was below that expected on a deceptive left-hander: "square" wheels resulted in retirement, although the Hydro-lastic suspension gave a comfortable ride through the "rough!"

Other retirements, apart from the A. Wakeford/J. Gates (Morris 1100) mentioned above, were D. Bament/Miss A. Taylor (Minor 1000) who were outside the time limit at Control 18, M. Downer/R. Downer (Ford Special) who ran out of time at Control 25 and C. White/R. Chalk (Sprite) who were missing, believed sunk, at Control 29. Winners were B. Gardner/J. Beadle (Austin 7), who appeared all set to gain the premier award after the first of the three sections.

Results

1, B. Gardner/J. Beadle (Austin 7); 2, B. Norton/R. Boocock (Herald); 3, A. Carter/G. Lloyd (Rapier); 4, R. Shepherd/I. Worsley (Metropolitan); 5, M. Bundy/M. Musselwhite (Sprite Mk. 2); 6, M. Tait/V. Gargaro (Austin 7). Best Club Member: B. Norton.

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These crews, the Brian Stevens/Mike Bryant Mini and the Sam Actman/Ted Cowell Sprite had waited outside controls until they were certain their watches indicated the required minute. The marshals involved were equally convinced that this was not so, and penalties were incurred. This was a great pity for all concerned, but whatever the rights and wrongs of the matter are, a marshal remains a judge of fact.

This apart, there can be nothing but praise for the Witsend, and for its slick organization. The 58 cars were sent on their way from the Badgers Mount Cafe with a minimum of fuss. Almost immediately penalties were incurred

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LOTUS 7A, Ex-K. D. Jones. Maroon car, wire wheels, full Downton conversion, 998 c.c. B.M.C. engine. Just rebuilt with complete new bottom end and block. This well-known car, which has had too many wins to mention here, is offered ready to race at £450 o.n.o.—J. A. Barratt, 27 Beccles Road, Brooklands, Sale, Ches. SALE 4087 after 6.30 p.m.

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(Continued overleaf)



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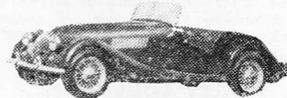
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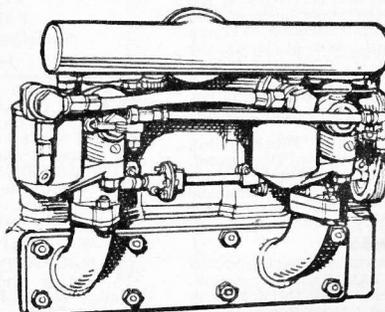
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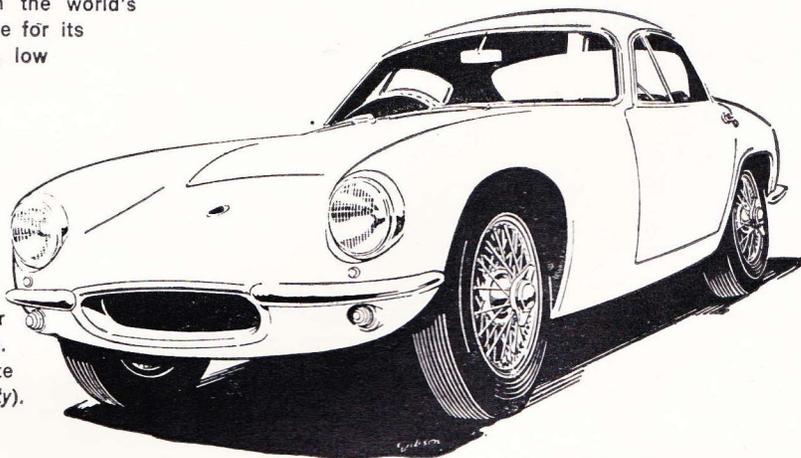
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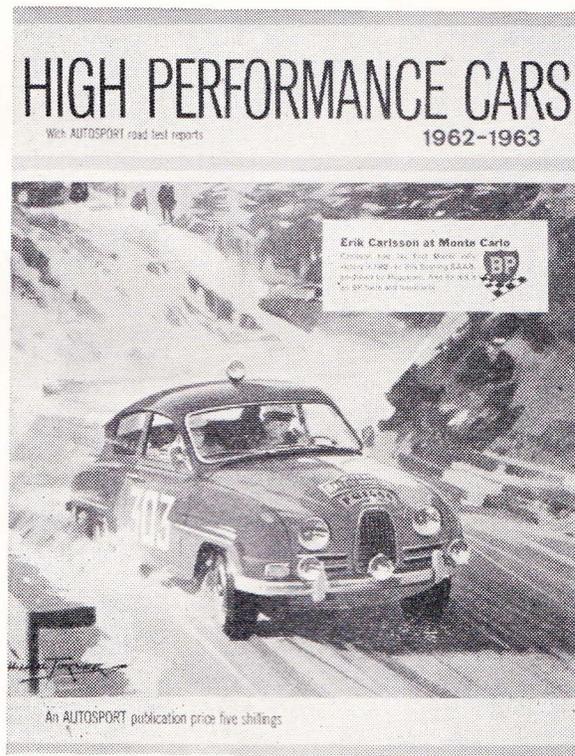
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