

SOUTH AFRICAN GRAND PRIX PREVIEW

AUTOSPORT

DECEMBER 28, 1962

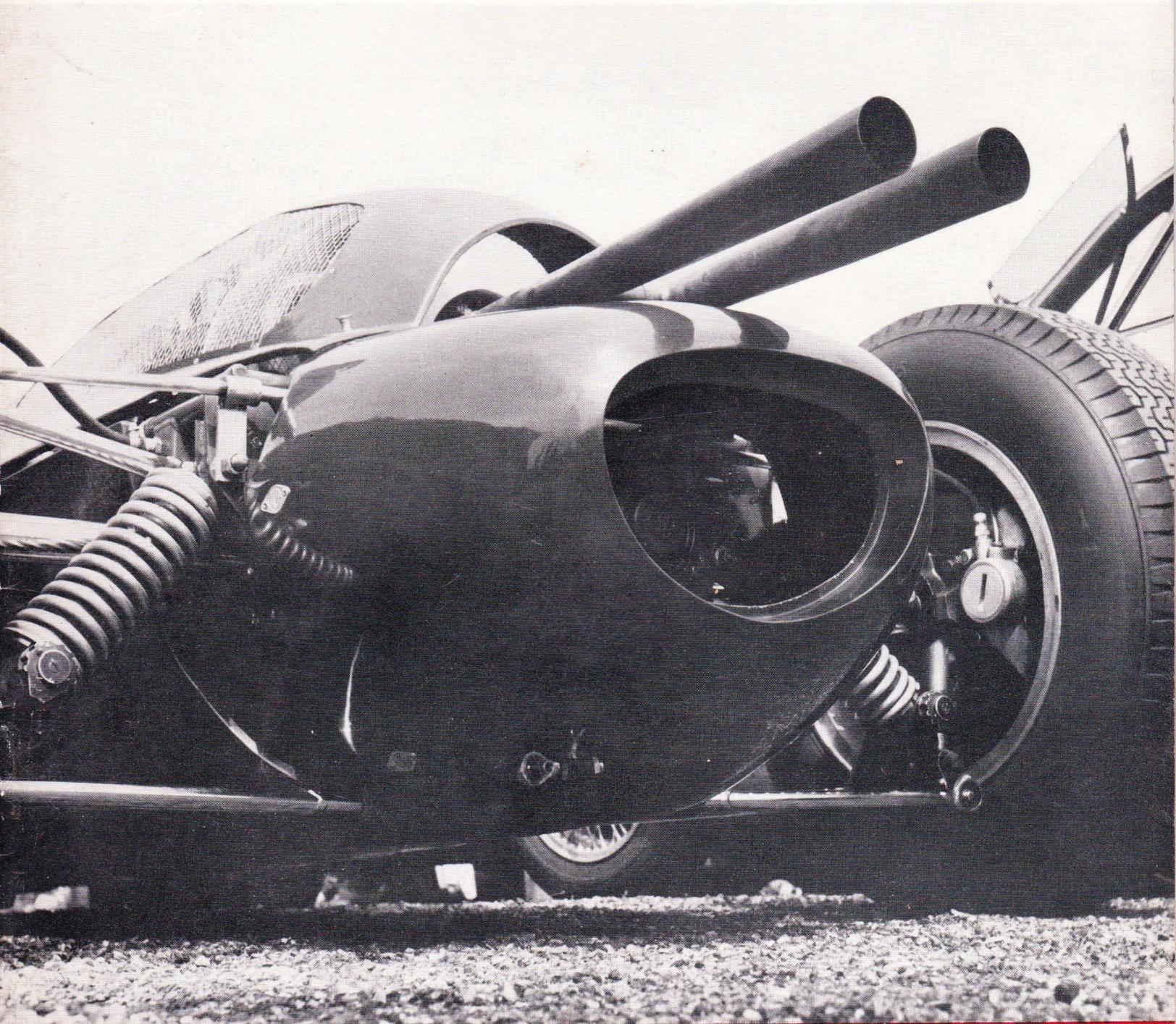
# AUTOSPORT

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EVERY FRIDAY  
Vol. 25 No. 26

BRITAIN'S MOTOR SPORTING WEEKLY

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



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THESE MINI-COOPERS

## MORE SPECTACULAR SUCCESSES IN MAJOR WORLD EVENTS

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 Rally des Routes du Nord—Index of Performance  
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 German Rally—Outright Win  
 Tour de France—Class Win

### RALLIES

Geneva Rally—Coupe des Dames and Class Win  
 R.A.C. Rally—Class Win and Team Prize

### SALOON CAR RACING ABROAD

EVENT	CLASS PLACING
Coupe de Bruxelles April 15th	1st, 2nd
Prix Vienne April 15th	1st
La Chartre June 17th	Outright Win
12 Hour Sedan Race Washington August 22nd	1st (up to 3,277cc)
German Grand Prix Saloon Car Race August 5th	1st
1962 Swedish Championship	1st, 2nd, 3rd

### SALOON CAR RACING IN ENGLAND

EVENT	CLASS PLACING
Snetterton April 14th	1st, 2nd, 3rd
Goodwood April 23rd	1st, 2nd
Aintree April 28th	1st, 2nd, 3rd
Silverstone May 12th	1st, 2nd, 3rd
Crystal Palace June 11th	1st, 2nd
Mallory Park June 11th	1st, 2nd, 3rd
Aintree July 21st	1st, 2nd, 3rd
Oulton Park September 1st	1st, 2nd, 3rd
"Motor" 6-hour race	1st, 2nd, 3rd

Also index of price award

John Love won the B.R.S.C.C. Saloon Car Championship driving a Mini Cooper throughout.

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# AUTOSPORT

**BRITAIN'S MOTOR SPORTING WEEKLY**

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

**Vol. 25 No. 26****December 28, 1962****Managing Editor GREGOR GRANT****Assistant Editor MARTYN WATKINS****Technical Editor****JOHN V. BOLSTER****Art Editor****THEO PAGE****Northern Editor FRANCIS N. PENN****CORRESPONDENTS****Northern Ireland****BRIAN WADDELL****Eire****BRIAN FOLEY****Western Germany****ALAN BRUCE****Scandinavia****HANS FRIES****U.S.A. Editor****RUTH SANDS BENTLEY****West Coast****GORDON H. MARTIN****Southwest****JIM HALL****South America****Dr. VICENTE ALVAREZ****PHOTOGRAPHIC SECTION****Chief Photographer****GEORGE PHILLIPS****Scotland****W. K. HENDERSON****U.S.A.****OZZIE LYONS****CONTENTS**

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## EDITORIAL

### YEAR OF ACHIEVEMENT

THE year that is drawing to a close has shown the absolute superiority of British cars and drivers in Formula One and Formula Junior racing. Whatever the outcome of tomorrow's Grand Prix of South Africa, the Championship of Drivers, and of Constructors, will both come to this country. Of the eight *grandes epreuves* already run, B.R.M. and Lotus-Climax have each secured three victories, Cooper-Climax one, and Porsche one. In Formula Junior, Lotus-Ford achieved almost complete domination in International events, the main challenge coming from the B.M.C.-powered Coopers of the Tyrrell organization and the Ford-engined Brabhams. However, British entries had to play second fiddle to Italian and German machines in the three Grand Touring Championship categories, won by Ferrari, Porsche and Fiat-Abarth respectively. In sports-car racing, Ferrari were without rivals in the bigger classes, using both established and prototype machines. To West Germany went the European Rally Championship, with Eugen Böhringer and Peter Lang coming out on top for Mercedes-Benz. In the Ladies' Championship, Pat Moss scored a clear-cut victory for B.M.C., assisted by Ann Riley and then by Pauline Mayman. In the automobile engineering field, several very interesting vehicles were introduced during 1962, notably the 1,100 c.c. M.G. and Morris with novel suspension systems, the intriguing Triumph Spitfire, and the splendidly-conceived Lotus Elan with its Ford-based, twin-o.h.c. engine. All in all, the results obtained during 1962 can be viewed with every satisfaction. The Motor Industry has shown that it is not standing still, and is fully aware of the need to keep ahead of the latest technical developments, and for constant publicizing of products. At long last the complacency from which certain executives have suffered for several years has been shaken off. New ideas and up-to-date methods have been introduced, and it is no longer quite permissible to criticize the products of other countries as an excuse to retain out-moded models. Far too long has Volkswagen been the butt of so-called humour by spokesmen in the Industry who were only too eager to decry the efforts of West German engineers, in an effort to justify the failure to topple the "beetle" from its position in the world markets as a best-seller. The only way to compete successfully is to build something which will attract new customers. It is gratifying to realize that this country has, in the main, taken the VW example to heart, with the result that there is a gradual, but ever-increasing move to scrap old-fashioned conceptions of motor vehicles for all time, and substitute motor cars which incorporate improvements.

### OUR COVER PICTURE

IN ORDER TO WIN the World Championship, Jim Clark will have to show this view of his Lotus-Climax to the opposition, which, of course includes Graham Hill, who is assured of being World Champion if Jim Clark does not win. The outcome of tomorrow's South African Grand Prix is awaited with keen interest by motor racing enthusiasts throughout the world. A full preview, plus interviews with both Graham Hill and Jim Clark are to be found in this week's issue. Photo: Peter Roberts.



# THE 1963 FORD RALLY TEAM choose TOTAL performance petrol!

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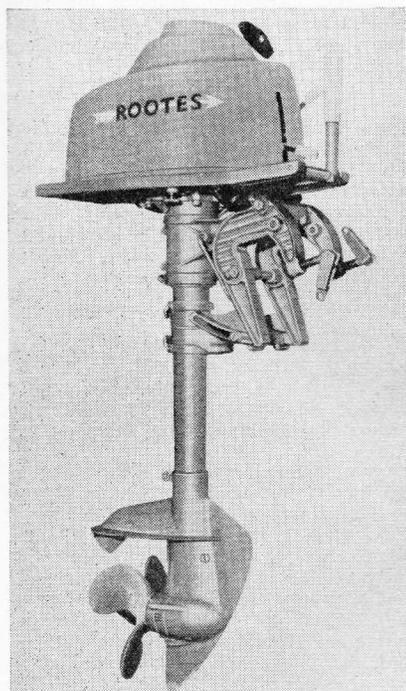
**TOTAL**—liveliest new spirit in motoring!  
WATCH FOR THE TOTAL SIGN IN YOUR AREA

# PIT & PADDOCK

TIM PARNELL will be back in Formula 1 racing next season, after his long illness. He hopes to use an ex-Bowmaker V8 Lola-Climax.

## CADWELL PARK

WHEN a short section of connecting road is completed, the Lincolnshire circuit of Cadwell Park can be divided into two "club" circuits—a North Circuit of 1 mile and a South (Park Straight) Circuit of 1½ miles. This latter circuit will be available to a limited number of clubs for their own private meetings, and any applications should be sent to Charles Wilkinson, 140 Eastgate, Louth, Lincs.



The Rootes 4.5 h.p. outboard.

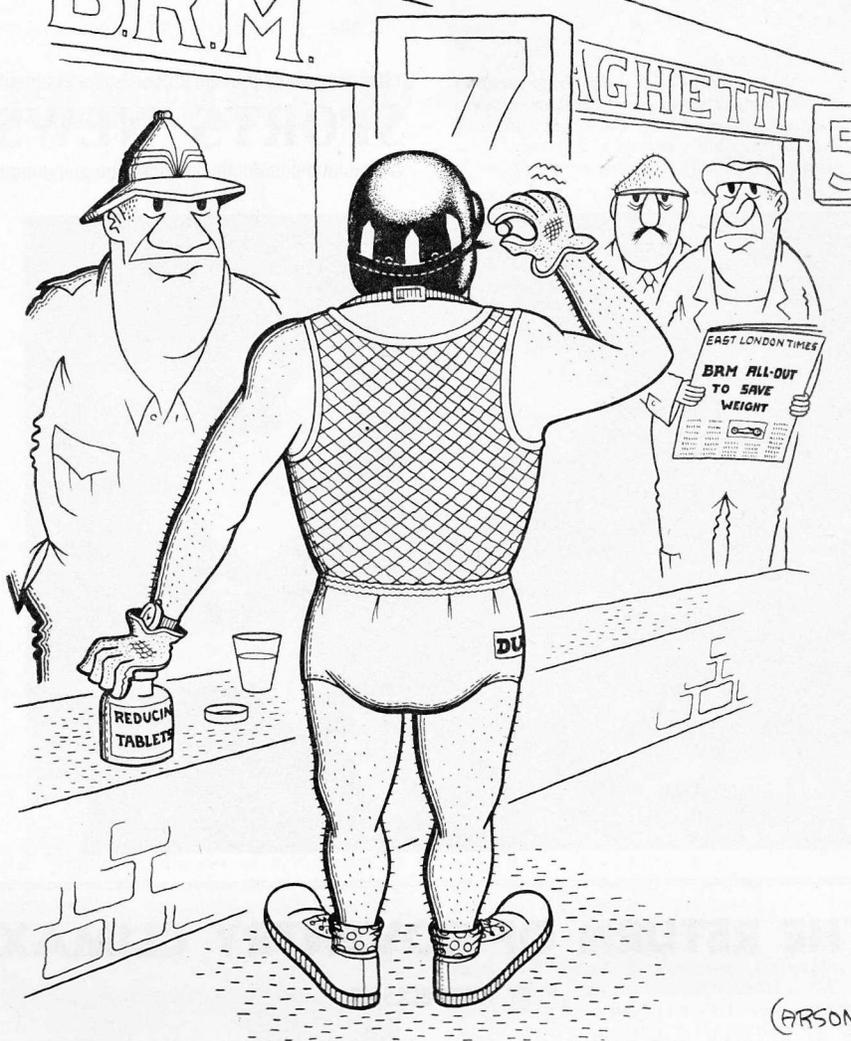
## ROOTES EXPAND MARINE SECTION

A NEW company, Rootes Marine, Ltd., of Maidstone, has been formed to market a new range of marine engines to supplement the already well-established Alpine and Super Snipe units. In addition to five brand-new outboards, Rootes also offer a transom drive assembly for the Alpine.

Smallest of the outboards is the "4.5" of 154 c.c., developing 4½ h.p. at 4,000 r.p.m. It is fully pivoting, and the specification includes submerged water pump, flywheel ignition, 2½-gallon fuel tank and alternative side-mounting brackets. It is priced at £64 or £67 with manual long shaft. The "6.5" costs £94 and £97 respectively; the "18" from £146 to £174; the "30" from £180 to £215; the "40" from £210 to £255. All are two cylinder two-strokes, the three larger models being available with electric starter equipment.

The Alpine Transom Drive engine develops 75 h.p., and costs £350 (£235 without drive unit). The Super Snipe is priced from £320.

The new programme was announced on 18th December at Devonshire House, by the Chairman, the Hon. Brian Rootes.



ERIC CARLSSON will again compete in next year's East African Safari Rally, having accepted the free entry offered to him as a result of his win in the R.A.C. Rally. Also entered so far for the Safari, which takes place from 11th-15th April, are Pat Moss and Anne Hall, both in Fords, and Bill Fritschy, winner of the event in 1959 and 1960, has indicated a wish to take part again.

IN our Road and Track Test of Ken Baker's E-type Jaguar, published a couple of weeks ago, we stated that Fred Webster prepared the car throughout the season. It was in fact Bob Webster, better known as Dick—not Fred!

## TEAM ELITE

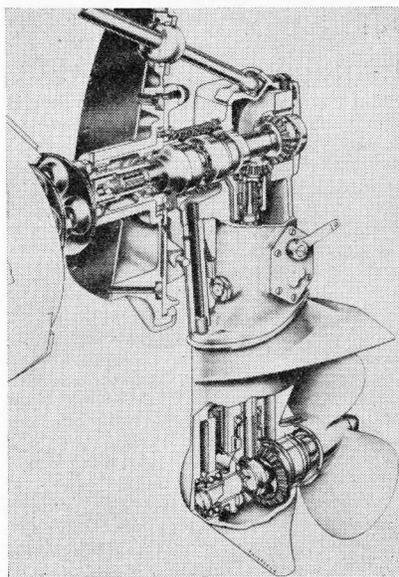
TEAM ELITE, whose familiar white-and-green Lotus Elites were very successful during the past season, have announced their plans for 1963. Two Lotus Elans are to be driven by Trevor Taylor and David Hobbs and an Elite by Clive Hunt. Hobbs, with co-driver Frank Gardner, won the Thermal Efficiency Index at Le Mans this year, and, of course, he has raced with considerable success his own Elite fitted with automatic transmission. Team Elite are to also prepare an Elite for Gil Baird and Pat Fergusson.

IT is rumoured that Lotus will be operating a Continental racing division to supplement the Cheshunt end of things for next season. The new venture will probably be based on Brussels, and may comprise two twin-cam 1½-litre 23s, two Elites and two Juniors.

COMRADES, the May, 1963, meeting of the F.I.A. will be held in Moscow, by invitation from the Russians.

KEITH GREENE, they say, will be racing a Formula 1 B.R.M. next year.

MERCEDES are in the racing news again. Continental sources indicate that the concern may offer "encouragement" to Porsche to remain in Formula 1 racing, and that a 5-litre G.T. prototype may appear under the three-pointed-star badge.



Rootes Alpine transom drive unit

*ASTON MARTIN O.C.: John Ogier receives The Members' Trophy from the Marchioness Camden, on behalf of the Essex Racing Stable, at the club's annual prizegiving. The occasion is briefly reported on this page.*



## SPORTS NEWS

AUTOSPORT, DECEMBER 28, 1962

YET another private owner has purchased an ex-works B.R.M. Like Tony Marsh and Ray Fielding, Phil Scragg will use his entirely for hill-climbing. It is also rumoured that he has imported a Chaparral for the sports car class.

ON Thursday, 13th December, the Aston Martin Owners' Club held their annual reception and prize giving at the Rubens Hotel, Victoria. Guests were received by the President of the club, the Marquess Camden and his wife the Marchioness. Those present included many well-known names in the world of motor sport. Amongst those present were Tony Brooks, Robin Sturgess, Dick Protheroe, Mike Salmon, Jean Bloxam, John Freeman, John Ogier, Nigel Price, John Fenning, Maurice Baring, John Eason-Gibson, Edward Portman, Cyril Posthumus, George Abecassis, Angela Brown, Dudley Coram, John Wyer and Major Charles Lambton.

Trophies presented included the Emu Trophy (Mike Salmon), St. John Horsfall Trophy (A. Thimidis) and the Members Trophy (John Ogier).

P.B.W.

LORD DOUNE is busy up in Scotland rebuilding the ex-Whitney Straight-Bira-Gaze-MacAlpine-Spero-Margulies 2.9 monoposto Maserati. He intends to compete regularly in hill-climbs with it. Last season Lord Doune drove a Bentley and an SS-Jaguar; he also had a steady drive in Ray Fielding's B.R.M. at Prescott.

## THE RETURN OF COVENTRY CLIMAX

BY JOHN BOLSTER

No news could be more welcome than that heralding the return of Coventry Climax to Formula I racing. Things were looking very black, and there were even those who forecast a complete collapse of Grand Prix racing, as in 1908, or a down-grading to an inferior formula, as in 1952. The bombshell of 17th October, which announced the withdrawal of the engine which has enabled Britain to win 22 Grand Prix races, seemed a crippling blow to this country. Happily, some leading members of the British motor industry felt that our continued participation in Grand Prix racing was vital, and so increased financial support will be given to certain Formula I constructors who employ the Climax unit.

This will allow the builders of the cars to contribute to the development expenses of the engine manufacturers. Continuous development is vital, and this year's engines will be completely outclassed by the power units that will be in the racing cars of 1963.

The current V8 Coventry Climax engine has the highest B.M.E.P. figures of any G.P. power unit, and it also has a useful range of torque, by 1½-litre standards. Nevertheless, the fact must be faced that it is short of revolutions and that any over-revving brings serious penalties, usually to the valve gear. It must certainly not be taken over 9,000 r.p.m., whereas the six-cylinder Ferrari and the Flat-8 Porsche have another 1,000 r.p.m. to go, and the B.R.M. has an extra 2,000 r.p.m. up its sleeve.

Although all the Grand Prix engines are over-square, the Coventry Climax has the longest stroke. Its dimensions are 63 mm. by 60 mm. compared with 73 mm. by 58.8 mm. for the Ferrari "six", 66 mm. by 54.6 mm. for the Porsche, and 68.5 mm.

by 50.8 mm. which are the bore and stroke of the B.R.M. Given a redesigned valve gear, it would certainly be possible to run the Coventry Climax engine above 10,000 r.p.m. while employing its existing dimensions. Under these circumstances, it might well overcome all the current competitors, but they too are due for a winter of intense research.

It is known that B.R.M. are spending the winter in exploring the 12,000-15,000 r.p.m. band. Even assuming that only 1,000 r.p.m. are added to the usable range next season, the B.R.M. will have a worthwhile edge on all previous engines.

It is necessary, at this point, to consider what the actual power outputs of the current engines may be. There are indeed few circuits on which these figures are the sole criterion, and the great difference between the roadholding qualities of the cars must add to the difficulty of estimating engine performance. It would be fair to say that the Lotus, with its light weight and rigid construction, is the fastest chassis round a circuit, and when powered by the Coventry Climax unit it probably disposes of 180 b.h.p. At the other end of the scale, the Ferrari chassis is visibly less effective. The 120 deg. V-6 engine is an awkward shape to accommodate in a frame, and the designers have compromised with bent tubes, an unforgivable liberty. In addition, the wire wheels, which we all admire for their looks, are both heavy and structurally weak. The Ferrari engine is probably just a little more powerful than the Coventry Climax, but a V8 is expected from Maranello next season, certainly in a more rigid frame.

The air-cooled Porsche engine has an output exceeding 185 b.h.p., but its future is uncertain. The B.R.M. used to give

180 b.h.p. but I would assume at least 190 b.h.p. with the new pistons. Up to now, the B.R.M. engine has been badly balanced, and its tendency to vibrate has cracked the bell-housings of certain gear-boxes.

Assuming a well-balanced B.R.M. engine with an extreme revolution range, and a new Ferrari unit in a much better chassis, I would suggest that the Coventry Climax designers will go for a slightly more over-square version of the current bottom end, allied with new heads that incorporate a really rugged valve operating mechanism. Bearing the Honda motor-cycle engine in mind, one might well forecast the use of four valves per cylinder in such a unit.

The cult of high power output in the medium revolution ranges has always been something of a Coventry Climax monopoly. I am sure that the opportunity to extend the range upwards will only be accepted if the present powers of acceleration can be preserved, for the safety of a driver may depend on his ability to "break away" the rear end, and the 1½-litre cars are distinctly feeble in this important quality. Just watch the blissful smiles when "the boys" get a chance to handle the old 2½-litre "bangers" on occasion!

It would be true to say that the V8 Coventry Climax engine has combined an excellent power output with acceptable flexibility and a praiseworthy lack of vibration. Numerous Grand Prix victories have not blinded the constructors to the comparatively delicate nature of their power unit. The sudden and extremely welcome reappearance of this engine in the field of Grand Prix racing must lead us to expect a more rugged version of the extremely successful V8. All the symptoms point to a 1963 season that will beat everything which we have so far seen, and this metamorphosis can be placed to the credit of Mr. Leonard Lee, who has made it all possible, for without Coventry Climax the future would be dark indeed.

# CHAMPIONSHIP FINAL

## Full Preview of the South African Grand Prix

BY GREGOR GRANT



**JIM CLARK**

Photo: Patrick Benjafield

No matter the number of drivers who assemble on the starting grid on the East London circuit on 29th December, the race regards the Grand Prix of South Africa as a duel. It would appear that the odds are in favour of Londoner Graham Hill in his B.R.M., who, if his rival Jim Clark in his Lotus-Climax fails to win outright, must be declared the World's Champion Driver.

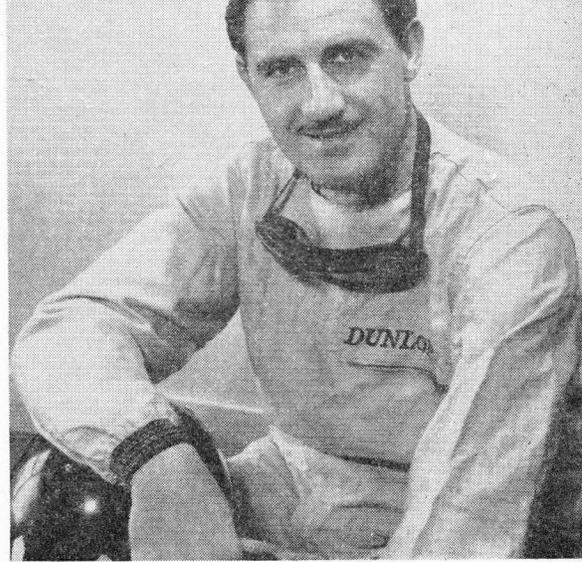
However, Hill's first task is to ensure that the Border Scot farmer does not win, and to do this, he cannot possibly afford to play a waiting game. Clark is a tremendously fast and skilful conductor, and the mono-coque Lotus-Climax "25" is possibly the most rapid 1½-litre Formula One machine today. On a dry circuit, the road-holding is impeccable, and its power-weight ratio is slightly superior to that of B.R.M.—unless the Bourne technicians have managed to extract considerably more power from the reliable V8 unit. In the wet, the B.R.M. may have an advantage, and it has been known to rain heavily on the Indian Oceanic coast at this time of the year.

The reliability factor does appear to favour B.R.M., based on the Nürburgring and Monza performances. Lotus have had gearbox troubles, both Clark and Trevor

to experience failure in this ZF box, which had been modified to overcome early season troubles.

Graham has clung to the older-type B.R.M. gearbox which was used on the 2½-litre cars. It is much heavier than the ZF unit, but has been 100 per cent reliable. B.R.M.'s experiments with the Colotti box were none too successful, owing to the difficulty of incorporating this transmission in the present car, without very considerable re-designing.

Naturally, in a Grand Prix, neither Hill nor Clark can expect any assistance from rivals. They, too, will be all out to win, particularly John Surtees in his Lola-Climax, who would dearly like to register a first win for the Bowmaker-sponsored machine in a Grand Prix, and thus enhance Eric Broadley's chances of being able to continue with the development of the car, threatened by the coming withdrawal of Bowmaker. Surtees, of course, has signed for Sefac Ferrari for 1963, but even so, he



**GRAHAM HILL**

Photo: Patrick Benjafield

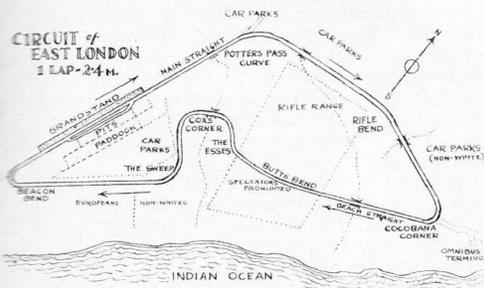
is one of the most dangerous challengers that Clark will have to face if he does manage to keep in front of Graham Hill. Paradoxically, this would suit Hill to a T, for a Surtees victory would give him (Hill) the title. Yet, motor racing being what it is, even if Surtees managed to establish a clear lead over Clark, Graham could not possibly afford to trundle along behind, in case Surtees met with trouble. The same applies to the Cooper-Climax pair, Bruce McLaren and Tony Maggs, both capable of upsetting the appercart. Maggs, in his own country, may play a prominent part in this vital race, and anyone who underrates Bruce McLaren must have a hole in his head. Another source of danger to the main contestants may come from the Rhodesian Gary Hocking in Rob Walker's V8 Lotus-Climax. Although comparatively inexperienced, he may do a "Baghetti", setting the cat amongst the pigeons with a vengeance. After all, he is no stranger to speed, and from all accounts must be a driver with a future, otherwise the shrewd Walker would not have signed him up to replace the injured Stirling Moss. Jack Brabham must also be considered. His Brabham-Climax has been considerably improved since its initial appearance, and a G.P. victory would be of



**COLIN CHAPMAN**



**SIR ALFRED OWEN**



**THE BATTLEFIELD**

Taylor being eliminated at Monza with failure in this department. Yet, it is worth noting that the bothers were traced to an unusual cause—an overdose of molybdenum disulphide additive in the gearboxes. For some reason or other, the normal amount was checked, but not the solution. This was later found to have been of a new double-strength issue, which was so efficient, that certain roller-races became over-lubricated and were permitted to revolve in their housings, with disastrous results. Colin Chapman and his men were astonished



**GARY HOCKING\***  
Will he do a "Baghetti"?

immense value to his manufacturing concern.

Both B.R.M. and Lotus-Climax team chiefs must be scratching their heads over possible strategy for this race. Undoubtedly Trevor Taylor and Richie Ginther will be given important instructions, based on the need to give Clark and Hill the maximum

(Continued on page 883)

\*Since we closed for Press we learn that Gary Hocking was killed while practising for the Natal Grand Prix.

JOHN BOLSTER

TESTS THE

# MORRIS MINI- COOPER

THE Morris Mini-Minor has had a phenomenal success. One merely has to count them on the road to realize that Alec Issigonis has really hit the jackpot with this model. At a basic price equivalent to about a pre-war £100, it provides rapid, economical transport for four people with a standard of roadholding that confers quite exceptional safety on all road surfaces.

The basic design, with all four wheels independently sprung on rubber, is obviously suitable for considerably higher speeds than the standard 850 c.c. engine can provide. Indeed, many tuned versions of

this power plant prove the point. It was therefore decided to produce a faster version of the Mini, and Alec Issigonis went into a huddle with John Cooper over this.

In order to keep the price within bounds, it was decided to use the same pressed-steel body. The engine is still transversely mounted and drives the front wheels, but it has a crankshaft giving a longer stroke which has a vibration damper for sustained operation at high revolutions. The capacity of this engine is in fact slightly greater than that of the old Minor 1000 at 997 c.c. and there are twin SU carburettors. This larger

power unit, with its special camshaft, adds no less than 21.5 b.h.p. to the Mini.

The unit is by no means highly tuned, but it does its best work at about 1,000 r.p.m. above the usual rate of the smaller version. It therefore needs closer gear ratios which are provided, the lower gears having been "closed up", but the final drive (top gear) ratio is the same, though an optional "high cog" is available. The brakes of the ordinary Mini are not its strongest feature, so discs are installed on the front wheels of the Cooper.

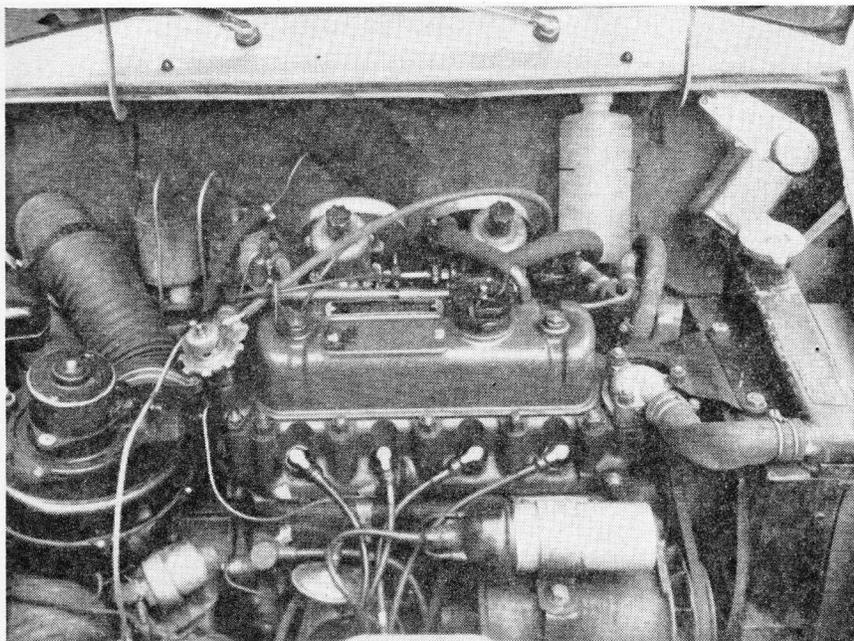
Apart from more complete instrumentation, as befits a sporting type of car, the interior does not differ greatly from that of the standard model. The most noticeable difference is a remote control gear lever which is a reasonably effective makeshift.

The Mini-Cooper can be used for any purpose for which the standard model is suitable. It is just as good a shopping car and not noticeably noisier than its bread-and-butter sister. In this connection, however, one must criticize the remote control gear lever, for it does "telephone" a lot of noise into the interior of the vehicle. The actual changes are quite quick, and the closer ratios greatly improve the car, second now becoming a really useful gear.

The clutch grips well for fast changes, and one must applaud the responsiveness of all the controls. The ride is fairly hard, with some pitching, but many sports car enthusiasts are by no means averse to such suspension characteristics. The standard of comfort is acceptable, and in the case of the test car it was greatly enhanced by the optional fresh air heater, a tremendous improvement.

The speed of the Mini-Cooper is held down to a little below 90 m.p.h. by its rather unstreamlined shape. Tuned Minis have certainly gone faster, but the extra power needed to increase the speed appreciably could only be supplied by a rather "hot" and not very economical engine. The acceleration is in a different world from that of the standard Mini, and cars which habitually overtake that worthy little machine are themselves overwhelmed by the Cooper version.





The average speeds which can be achieved, particularly over difficult terrain, can only be described as incredible. The engine is very willing and the gear ratios are so right that even very fast sports cars cannot shake off this Mini. The disc brakes, which initially left something to be desired, are now perfectly adequate and really pin the little projectile down.

Nevertheless, it is the celebrated road-holding which contributes most to the overall performance. We have all seen Minis in saloon car races demonstrating their high cornering power against more conventional cars. Their cornering speed is certainly a little greater than that of most of their competitors. What is so remarkable, though, is the phenomenal "dicing margin" that is available.

Most cars with high cornering power tend

to be unforgiving. In the hands of an expert, they are most impressive, but the novice who tries to drive on the limit will eventually spin off ignominiously. The Mini-Cooper can be driven up to and past the limit of adhesion by quite a moderate driver. When he appears to be about to enter the *decor* he simply eases his foot momentarily. The tail comes round, the sliding car loses speed, and another burst of throttle sends him on his way.

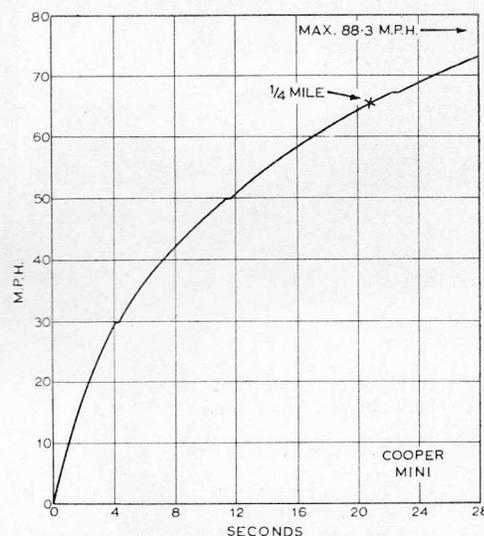
Fundamentally, this type of stability renders it possible to travel fast in safety even when the road is not well known to the driver. He will find that he can beat pilots of his own calibre who have faster cars, simply because his Mini-Cooper will look after him when he is indiscreet. The extra power available makes the Cooper version even safer than the standard car.



The only danger is that the Mini driver may later try to handle something else with similar carefree abandon. Frankly, it can't be done!

It is natural that the extra performance must be paid for in some way. The fuel consumption is considerably heavier than that of the standard Mini, which habitually achieves well over 40 m.p.g. If one uses the performance, the Cooper will stay on the wrong side of 30 m.p.g., but this is entirely reasonable at the average speed which it encompasses. Similarly, the driver who habitually corners near the limit will consume his tyres fairly rapidly and they become remarkably hot during long runs at spectacular average speeds.

The Mini-Cooper is a small economy saloon when driven moderately, which is flexible and easy to handle. When pressed, it becomes a genuine sports car, capable of really remarkable performances. If it is then somewhat less economical, the sheer fun of handling it must more than counter-balance the slight increase in cost. For the man who is bored with his daily drive to the office, a Mini-Cooper could render this dreary trip an eagerly awaited pleasure.



ACCELERATION GRAPH

#### SPECIFICATION AND PERFORMANCE DATA

Car Tested: Morris Mini-Cooper saloon, price £640 including P.T.

Engine: Four-cylinders 62.43 mm. × 81.33 mm. (997 c.c.). Push-rod-operated overhead valves. Compression ratio 9 to 1. 56 b.h.p. (DIN) at 6,000 r.p.m. Twin SU carburetters. Lucas coil and distributor.

Transmission: Single dry-plate clutch. Four-speed gearbox with central remote control and synchromesh on upper three gears, ratios 3.765, 5.109, 7.214, and 12.048 to 1. All-gear transmission to differential and articulated shafts to front hubs.

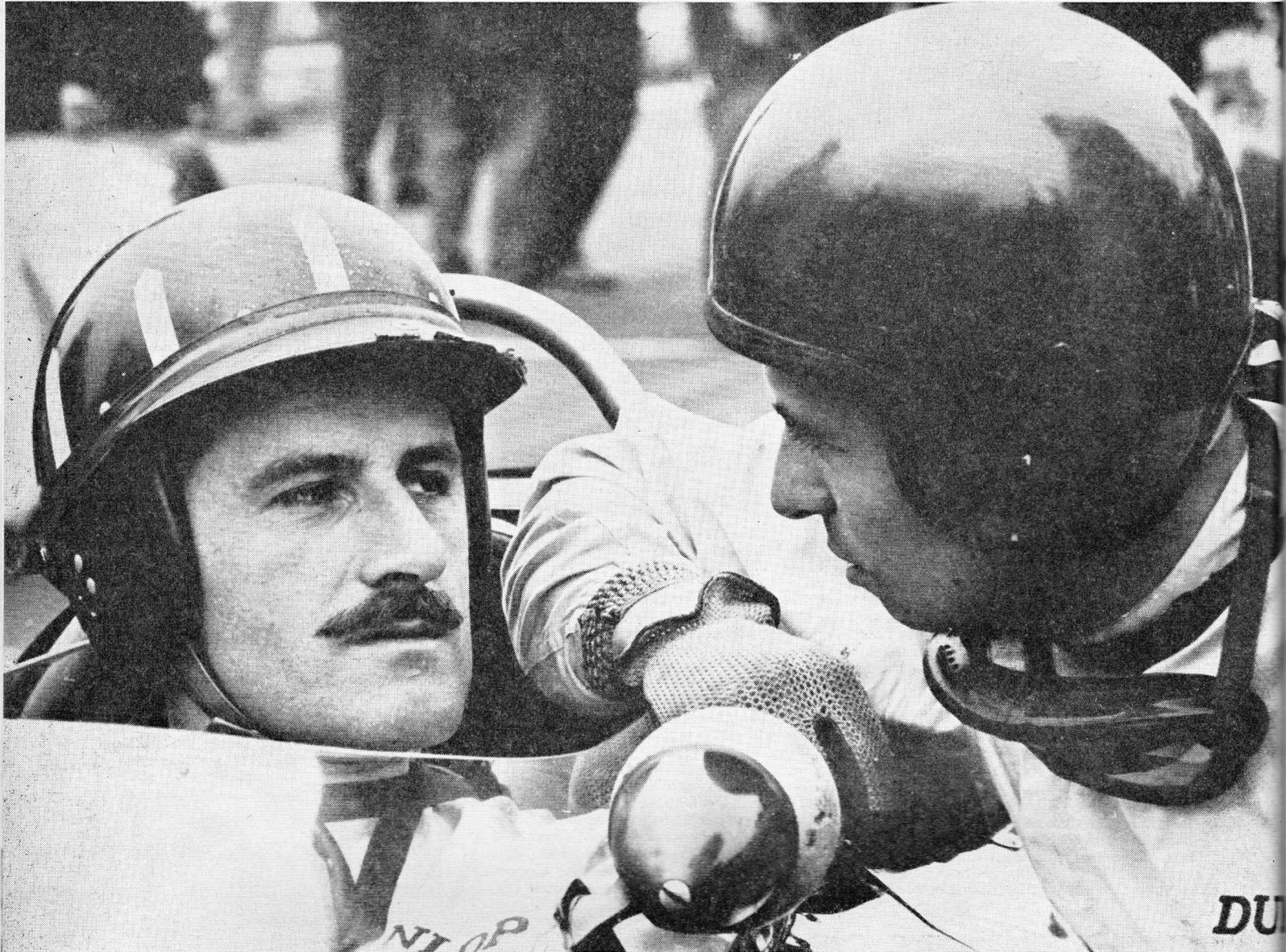
Chassis: Steel punt-type chassis with integral steel saloon body. Independent front suspension by wishbones and rubber springs. Rack and pinion steering. Independent rear suspension by trailing arms and rubber springs. Telescopic dampers all round. Bolt-on disc wheels fitted 5.20-10 ins. tyres. Lockheed hydraulic brakes with front discs and rear drums.

Equipment: 12-volt lighting and starting. Speedometer. Temperature, oil pressure, and fuel gauges. Windscreen wipers and washers. Heating and demisting. Flashing direction indicators.

Dimensions: Wheelbase 6 ft. 8 1/2 ins. Track (front) 3 ft. 11 1/2 ins.; (rear) 3 ft. 9 1/4 ins. Overall length 10 ft. 0 1/2 in. Width 4 ft. 7 1/2 ins. Turning circle 31 ft. Weight 11 1/2 cwt.

Performance: Maximum speed 88.3 m.p.h. Speeds in gears: 3rd, 67 m.p.h.; 2nd, 50 m.p.h.; 1st, 30 m.p.h. Standing quarter-mile 20.8 s. Acceleration: 0-30 m.p.h., 4 s.; 0-50 m.p.h., 11.2 s.; 0-60 m.p.h., 17 s.; 0-70 m.p.h., 25.1 s.

Fuel Consumption: 27 to 31 m.p.g.



*Pre-race conference between Hill and Clark on the grid at Oulton Park in September, 1962. On this occasion Jim Clark scored a win although, of course, the race had no bearing on the Championship.*

# GRAHAM? OR JIM?

BY DAVID PHIPPS

ON 29th December, at East London in South Africa, will be fought out the race which decides the destination of the Drivers' World Championship for 1962. If Jim Clark wins he will be World Champion. If he doesn't win, Graham Hill will be the Champion. It is as simple as that.

How is this situation reacting on these two young men, both thrust almost overnight into the limelight? To find out, and to get some idea of their philosophy on racing and on life in general, I recently interviewed them both (separately, of course) putting the same basic questions but letting each expand on his answers at will.

D.P.: Jim, why do you go motor racing? What do you like about it?

J.C.: When I started it was just a matter of curiosity. I wanted

to see what racing was like, but I never had any ambition to become a Grand Prix driver. In fact, even in 1959 I still had no real desire to do so. In those days I had never even driven a single-seater—I didn't do so till 1960.

Nowadays there are a lot of reasons why I like racing. I get a tremendous kick out of it. I like the technical side of it, too—not that I know much about it; working with Colin Chapman, you know, and seeing the way he goes about things, explaining why something works, and something else doesn't—that sort of thing. From the driving point of view there is a continual striving to reach perfection, although I don't think one can ever achieve this. The money comes into it, too, now, though it didn't when I started.

D.P.: Before you started, were you a keen driver on the road?

J.C.: Oh, yes. I used to do a bit of rallying and so on. In fact, even as a kid on a pushbike I used to race people about. I think the urge to go fast has always been there.

D.P.: Having said what you like about motor racing, what don't you like?

J.C.: This is difficult. I don't know, I like most things about it.

D.P.: This is a chance to air some complaints and grievances, if you have any.

J.C.: Complaints and grievances? I don't like some Press reports. I can't understand why a newspaper sends a man hundreds of miles just to fill a 2-in. space. Half the time they don't even give the results accurately.

D.P.: Would you prefer the Press to ask you more questions?

J.C.: Well, I think it would help. At times, obviously, I would rather they didn't. But it might help to get the facts right. Even the technical press get things wrong sometimes, though I realize only too well we can all make mistakes at times.

D.P.: Do you ever analyse your driving?

J.C.: Not really. Sometimes, after a race, I try to work out if I would have gone faster, or done better. Sometimes, even when I have won, I am not particularly happy because I feel I could have driven better. It almost gives me more satisfaction to feel I have done a good job, even if I have only finished fourth or fifth.

D.P.: When you go to a new circuit, how long does it take you to get down to a good time?

J.C.: Well, . . . I wouldn't say I pride myself, but I think I can learn a circuit as quickly as—probably slightly quicker than—the average person. I can go fairly quickly right away, even on a circuit which I've never seen before. Until 1960 I'd never driven at Silverstone, but I didn't find this as much of a handicap as I had expected when I did go there.

D.P.: What would you say is your line round a circuit, by comparison with the average line?

J.C.: Nowadays I think I probably go into corners earlier than I used to.

D.P.: Less of a sweep, you mean?

J.C.: Yes, less of a sweep—in fact, trying to shorten the distance round the circuit. I also find that I am going further into the corner under braking—starting to turn with the brakes still on.

D.P.: Which is why you sometimes begin to lock up the inside front wheel?

J.C.: Yes, because I'm still braking hard as I'm turning into the corner. Sometimes, if I find I am not going quickly enough, instead of braking later I try to get off the brakes earlier, which means I go into the corner quicker.

D.P.: What is your ideal car? Do you like a car to understeer, or oversteer?

J.C.: Well, when I started I used to prefer an oversteering car. At first it was very difficult to me to drive a Lotus. It was fabulous to drive on tramlines, but as soon as you started to get the back out it became very twitchy. I feel that I can get somewhere near the limit with an oversteering car. Mind you, it mustn't oversteer too much. As far as Formula One is concerned a slight tendency to understeer is probably a good thing, because understeer can be corrected without losing too much time, whereas correcting oversteer is liable to waste time.

D.P.: Instead of throwing it around, and using the power to promote roadholding?

J.C.: Oh, you do that to a certain extent on the Lotus as well. You know, it gives you a better bite through a corner if you can get on the throttle.

D.P.: Does the tail of the 25 come out much if you lift off in a corner?

J.C.: No, not very much. It all depends on the attitude you're in. If you're still understeering, obviously it won't come out very much, but if you're right on the limit then it will. I used this technique to promote oversteer on an understeering car when I want it.

D.P.: Would you rather have larger engines for Formula One?

J.C.: Yes, I think so. I can't say I don't like driving the 1½-litre but I've always enjoyed driving big cars.

D.P.: Would you like the Lotus 25 better, do you think, with a 2½-litre engine?

J.C.: I think it would change it slightly. For instance, I think you would have to finish braking earlier, and get back on the power to set the car up properly. But basically I think it would be better.

D.P.: Did you find a big difference between the 1½-litre and the 2½-litre Lotus 18 which you drove in 1960?

J.C.: Yes. In the 1½ you tended to concentrate more on the cornering. Also you had to concentrate on being in the right rev. range, because the 1½ wasn't such a torquey engine; you also had to use the gearbox more and you concentrate on getting out of the corner as fast as possible. I do the same thing now in Formula One. I check my revs. at a certain point coming out of a corner, especially if I am trying anything new, to see whether or not it improves matters.

D.P.: Don't you feel that if you'd applied that mentality to the 2½, you could have made it go faster?

J.C.: Yes, maybe, but I still had my L-plates up in 1960. I was still learning; I still am, in fact.

D.P.: If and when you win the World Championship, would you like to retire?

J.C.: It's very difficult to say. In a way I probably would, but I think I might miss it too much. I also feel that if you do win it you should go on for at least another year, because the crowd like to have the World Champion there.

D.P.: How important is the World Championship to you?

J.C.: Well, now that it is suddenly within my grasp it is becoming more and more important every day. But I have no burning desire to be World Champion. I wouldn't like it to become an obsession. It takes a tremendous amount of luck to win the Championship, no matter who you are. I can go through the season and give you a list of reasons why Graham should have won and a list of reasons why I should have won; there is a lot of luck attached to it.

D.P.: You think luck has a lot to do with it. Are you superstitious?

J.C.: When I say "luck", it is really circumstances which at times are for you and at others against you. No. I am not superstitious, though I could quite easily become so if I didn't think it was a bad thing for one's frame of mind.

## A Question-And-Answer Interview with Each of the Two Young Men of whom One must become World Champion

D.P.: And power.

J.C.: Yes. And there's another thing. You can make an understeering car oversteer, but you can't make an oversteering car understeer—at least I can't.

D.P.: Do you worry about getting the Lotus 25 out of shape?

J.C.: Not so much as in the 18, or even the 24; in fact, it feels to drift more than any of them. I don't mind the tail coming out in a corner, as long as I've got enough arm movement to deal with it.

D.P.: How much do you have to alter your Lotus technique when you drive a car like the Aston Martin?

J.C.: Oh, it's completely different. At Goodwood this year it took me the whole of the first practice session to get back into the groove of driving an Aston. At first I was trying to drive it round the corners like a Lotus!

D.P.: How much is the World Championship affecting your life? Does it stop you sleeping?

J.C.: Oh, no. The worst thing is that people keep asking me who is going to win in South Africa. If I knew I would be a happy man.

D.P.: Will you try any harder in South Africa than you have in previous races because the Championship hinges on it?

J.C.: I hope not. The thought of Championships or prize money never enters my head when I'm driving. I drive because I like it, and if one day I want to beat the fellow in front it's because I want to beat him, not because there's more money for being first than there is for being second.

D.P.: Can you be as genuinely friendly with other drivers as you can with someone you are not competing against?

J.C.: Yes. I am very friendly with most of them, although when it comes to the technicalities of racing, I always feel they are talking with their tongues in their cheeks.

D.P.: Do you ever feel nervous before a race?

J.C.: It varies. Sometimes I do, sometimes I don't. Funnily enough, it doesn't necessarily have to be an important race. Generally, though, I don't feel as nervous now as I used to. It's always worse if I am in pole position than if I am at the back of the grid. If you are in pole position you are expected to do well. I was twitched up before this year's British Grand Prix because I'd been having trouble with the engine in practice.

D.P.: But it was all right in the race, wasn't it?

J.C.: Well, it wasn't really, because the car was still slower on the straight than the 24 had been in the April meeting. Actually, I think we had a high tail wind in the April meeting and a head wind in the Grand Prix. This may have had something to do with it, but in practice I was over a second slower than at the previous meeting, when I was driving well within myself. In the end I equalled my April times, but only by driving rather brutally; anyway, I didn't expect to do well in the race.

D.P.: What actually do you feel nervous about?

J.C.: Most of all I worry about the car breaking. In practice at Rouen my steering broke, and for weeks afterwards, even on the road, I would go along in a straight line twitching my hands to make sure that the steering was working. At Rouen I was doing this all through the race. The other thing that really terrifies me is oil; if someone suddenly starts dropping oil, if I see a streak of oil in one corner, I really get worried.

D.P.: Have you had much experience of coming on oil suddenly?

J.C.: Only bad experiences.

D.P.: Do you ever feel frightened during the race, apart from things like mechanical failure or oil?

J.C.: No, I'm too tied up with the job in hand.

D.P.: Do you feel you concentrate 100 per cent?

J.C.: No. I don't think anyone can concentrate 100 per cent. for two hours; in fact statistics say that very few people can concentrate for more than two minutes without letting their minds wander.

D.P.: Do you like driving at close quarters, or slipstreaming other cars?

J.C.: It depends on the circuit. It's good fun at times, but I prefer to be out in front, nice and lonely, where I can concentrate on my own driving.

D.P.: What is the ideal race as far as you are concerned—taking the lead at the start and staying there till the finish?

J.C.: Well, that's the way I like to win races, although my ideal is to start at the back and come through the field to win.

D.P.: If and when you do retire, will you be able to go to races without wanting to take part?

J.C.: Not very often. No matter what I'm doing, I'd much rather take part than watch.

D.P.: Do you have much of a battle with your parents, and home life, as against racing?

J.C.: Well, in a way they are now resigned to the fact that I am racing, but my mother still worries about it all the time. My father likes to talk about my racing with his friends, but in his heart of hearts he would still like me to give up.

D.P.: Does it upset you, the fact that your mother worries?

J.C.: Not really, because she worries about everything—even crossing the street. But it would upset me if my father got really worried, because he doesn't normally show that he's worried. I tell them as little about racing as I can. I never telephone home after a race, because they would be really worried if I couldn't get through one night.

D.P.: You accept that racing is dangerous?

J.C.: Yes. So is crossing the street.

D.P.: Agreed, but you're saying that as something of a defence mechanism, aren't you?

J.C.: Yes. I must admit it is dangerous. I accept that, but I try to make it as safe as possible.

D.P.: Do you ever feel a need to nurse your car?

J.C.: Sometimes. At most races this year I have tried to nurse it. If I'm in the lead I make a conscious effort to take things easily. I don't just go flat out from start to finish.

D.P.: You don't believe in building up a lead against eventualities?

J.C.: No, because in the time that you're building up that lead you may have your eventuality.

D.P.: By taking more out of the car?

J.C.: Yes. But don't misunderstand me. I like to get enough in hand so that if something starts to go wrong the man behind me doesn't know immediately. This has happened at least twice this year. At Aintree, in the last few laps, the gearbox got very hot and everything began to feel tight, so I slowed right down. Afterwards Graham thanked me for not lapping him, but it wasn't just a matter of being kind to him! It was much the same at Watkins Glen. The clutch wasn't working, and in the last few laps I thought the synchromesh rings were going to break;

this lets you get two gears at once, which is marvellous! Fortunately, they held out.

D.P.: How do you reckon to beat somebody in a similar car? Most of the Formula One cars are very closely matched these days.

J.C.: Before a race I'm often convinced that I can't win, but once the flag falls and I get the bit between my teeth it's a different matter. I just go out and take things as they come.

THAT is Jim Clark. He just takes things as they come. He started racing almost by accident, he does not really analyse his driving, yet he has tremendous natural ability which, combined with the speed and roadholding of the Lotus 25, could well earn him a World Championship which until a few weeks ago was of no more than academic interest to him. One has the feeling that even if he does win he will still be a little baffled by it all.

D.P.: Graham, why do you go motor racing? What do you like about it?

G.H.: That's a very, very difficult question. I suppose it's a bit trite to say I enjoy it, but I do enjoy it. To me it's fulfilling an ambition. If I get a bit airy-fairy about it, I think it's a means of expressing oneself. And, of course, it is a means of trying to prove that you're better than somebody else.

In addition to all this, the actual sensation of driving is a big lure for me. The sensation of taking a car through a corner and trying to improve on it—trying to reach perfection, lap after lap, and never really achieving it. For instance, if I were to lap Goodwood at, say, 1 min. 24 secs., I would then try to lap it at 1 min. 23.9 secs. Now, the moment you knock a tenth of a second off—even a small time like that—the circuit presents a slightly different picture. It changes; it really becomes a slightly different circuit. You never really get to know a circuit because you're always aiming to go round a little bit faster, and every time you do go a little bit faster the circuit becomes slightly different.

Every time you go round a corner you're trying to do it better than the last time. I'm sure that nobody has ever done a perfect lap anywhere, and if I get one corner off perfectly once in a race, that is an achievement. It depends what sort of standards you set yourself, but I think that anybody who can do two consecutive corners perfectly has really achieved something.

And, of course, racing is my profession; it is the only thing I know; in effect it is a way of life. It pays very well too; I couldn't possibly find another job that pays as well.

D.P.: But that wasn't the main reason when you started?

G.H.: No, I'd no idea that I was actually going to earn money at motor racing when I first started. I was introduced to motor racing through a drivers' school. I read an advertisement and went down to Brands Hatch and had £1's worth of motor racing, which entitled me to four laps of Brands Hatch at 5s. a lap. I'd only just learned to drive a car at the time, so I can't say it was a life-long ambition or anything like that. I knew nothing about motor racing; I'd never seen a motor race and I'd never really seen a racing car, but I stepped into this Formula Three car and did the four laps, and there and then I more or less made my mind up that I wanted to go motor racing.

D.P.: What prompted you to go to Brands Hatch when you saw this advertisement?

G.H.: Well, I was rowing at the time. But the season finished somewhere in the region of August/September and I was left with nothing to do with my spare time for a couple of months. I was then working at Smiths as a technical assistant in a department working on car heaters. The motoring magazines passed through the office, and somebody pointed the advertisement out to me and said "Why don't you try this?" So I did.

D.P.: Did you have a car of your own on the road?

G.H.: I had a car, yes, a 1934 Morris 8 tourer which I'd bought a few months before when I came out of the Navy, after two years as an engine room artificer. At one stage, when I was on a cruiser, I had control of a turbine; at that time I had 20,000 h.p. at my fingertips! I've never had quite so much power to play with since.

D.P.: We started with what you like about racing; is there anything you don't like about it?

G.H.: Well, I don't like oil on the circuit, but I can't really blame anyone for that. That's my major dislike.

D.P.: Anything else?

G.H.: Well, of course, there's the old question of the police at French races and at Monza. I don't fully understand the organizers' problem; presumably they have to have police there for some reason which I don't understand, but I think their attitude is disgraceful. All the people concerned with racing are doing it all the year round; we know roughly what goes on and how we should behave; we don't need to be pushed and bullied and spat on and locked up; I'm only too pleased that there are no police on any British circuits. They are very, very helpful in directing and controlling the traffic, but we're fortunate enough to be able to run the meetings without having them on the circuit.

D.P.: Do you ever analyse your driving?

G.H.: Analyse it? How do you mean? I'm fairly self-critical I think; I don't think I've been really satisfied. I always think that I could have done a better job.

D.P.: Do you analyse it technically, I mean? Do you sit down and try to work out the way you're driving the car, or whether you would like it to handle differently?

G.H.: Oh, I'm continually thinking about the car—and, I suppose, about the way I'm driving it. I don't think a lot about my style. I try to be precise, and accurate, and tidy, because I feel that this is the best way to be; it also requires the least effort, and this pays off in long races.

On the whole I probably think more about the car in relation to my driving than about my driving in relation to the car. I can alter the car, but I don't know whether I can improve my driving. I want the car to fit in to my way of driving. It will then do exactly what I want it to do.

D.P.: We were talking earlier about perfection, about getting round a corner perfectly; what is your criterion of perfection? Is it the feeling that the car transmits to you, that it couldn't go any faster?

G.H.: Yes, I am trying to do my best, the car shows me whether I am doing my best and the rev. counter tells me whether I'm actually coming out of the corner quicker. I always check the revs. at a certain point on the exit from a corner.

D.P.: Do you do this regularly?

G.H.: Yes. If I really thought about it I could probably tell what revs. I come out of the majority of corners on all the Grand Prix circuits. Of course, the overall criterion is the stop-watch. Normally I go into a corner slowly and come out fast, which I think is probably the best way to do it. I have tried going in quickly and coming out a bit slower, but I think the other way is both quicker and safer.

D.P.: Apart from that, how do you tell when you're on the limit, when the car couldn't go any faster round a corner without going off?

first half of the corner and I might have been quicker on the second half; I don't know whether I was or not, I should imagine that I wasn't, because he was going a lot quicker than I was, if I remember. He is a better driver anyway. But I felt I was getting the power on sooner or more power on sooner, which is important at Paddock because there is an uphill section afterwards.

D.P.: What's your ideal car? Do you like a car to oversteer or understeer?

G.H.: Well, I think those days, the days of accepting a car as it is, are over. Practically all drivers have a different way of driving, so what is oversteer for one person can be understeer for another in the same car. I think understeer and oversteer are mainly a function of the amount of power that is being used. Early this year B.R.M. did some testing at Zandvoort, and I tried Richie Ginther's car. Richie was complaining of understeer, but I thought the car was oversteering. We were both right because we drive differently.

On the whole I would like to think that I prefer a car with neutral characteristics. The whole basis of motor racing—the criterion of going round a circuit quickly—is the amount of power you can get on the road. If you have a chronic oversteering car, you have to lift off—otherwise the back will come round. In an understeering car you can kill a lot of the understeer by setting the car up and then putting the power on; this holds it in a power drift which in effect kills the understeer. But there are some corners which you just cannot get round without backing off and starting again. I like to be able to set the car up at the entrance to a corner and go through the corner in a power drift.

Nowadays I think it is essential for a driver to be able to set the car up for his own particular needs. I think the days have gone when a driver used to turn up, put his gloves and hat on, do a few laps and then go home. Nowadays a driver must make the car suit his style, because competition is so fierce that every little tenth is going to count.

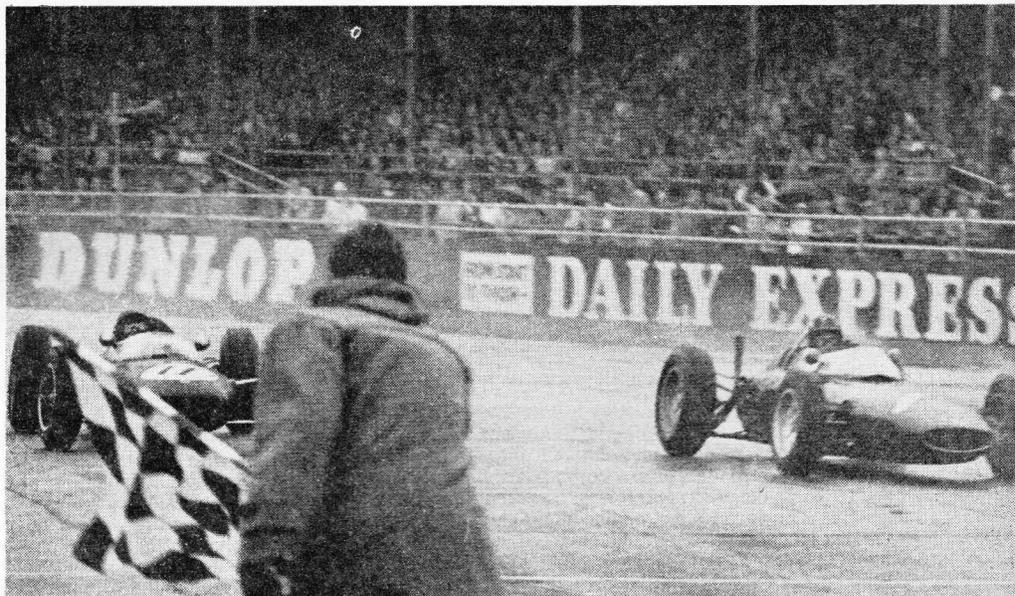
D.P.: Would you rather have bigger engines for Formula One?

G.H.: Yes, I would. I think I would like something in the

★

*CLOSE FINISH at Silverstone in May, where Graham took the chequered flag only inches ahead of Clark in one of the closest finishes ever seen in British motor racing, and certainly the most exciting ever seen at Silverstone. Both cars were credited with identical times for the race.*

★



G.H.: When the car feels as though it's on a knife edge, and when I'm using the last inch of road coming out of the corner. I know when the car is just about ready to go off the road, and, of course, I know just how much power I'm getting through.

D.P.: When you go to a new circuit, how long does it take you to get down to a good time?

G.H.: Well, of course, it depends on the circuit. I'm not hedging, but of course the Nürburgring takes a lot longer than a circuit like Watkins Glen. Roughly I'd say that after about 10 laps I'm probably getting down to a time somewhere in the middle of the field. After 20 or so I should be doing a quick time.

D.P.: What would you say is your line round a circuit, by comparison with the average?

G.H.: Oh, about the same I would have thought.

D.P.: I seem to recall that some years ago you had a line for Paddock Bend at Brands Hatch which was considered completely different from anybody else's, much more of a sweeping line than, say, Stirling would take.

G.H.: I think this brings us back to the business of going in slowly and coming out fast. He was probably quicker over the

region of 2½- to 3-litres. I think Formula One should be the premier class of racing, and at present it isn't, not really. The G.T. Aston Martin which I drove at Le Mans this year would do 175 m.p.h., whereas the maximum speed of a 1½-litre Formula One car is 160 m.p.h. at the outside; I don't think that's right.

D.P.: Do you find a big difference between 1½-litre and 2½-litre cars?

G.H.: Yes, well, it's difficult to say now, but there is a difference. The big difference comes when you've been driving a 2½ and you get back into a 1½. I always got the feeling that I was doing more of a job with a bigger engine.

D.P.: How important is the World Championship to you?

G.H.: Well, if I don't win it, I don't win it. I'm fairly philosophical about it. Perhaps I don't realize the importance of it; if you've never had anything you don't miss it. I would like to win the Championship, I really would, but I'm not going to cry over it if I don't. There's a good chance that I won't win it, but it's not worrying me. I'm not going to get upset about it, I think that would be foolish.

(Continued on page 895)

# ALVIS

## A Brief Résumé

BY ANTHONY PRITCHARD

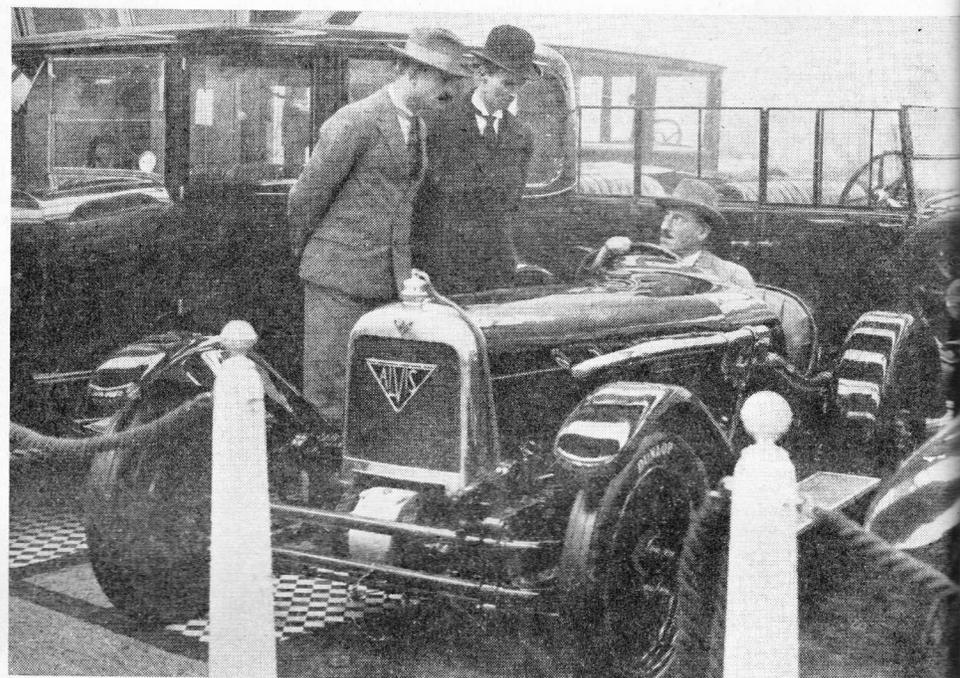
AMONG the profusion of cars, with sporting pretensions, built in England after the first World War, perhaps the most renowned are Alvis, Aston Martin, Bentley, Frazer-Nash, G.N., H.R.G. Of these, Alvis alone exists as a successful independent manufacturer.

T. G. John, formerly Chief Engineer of Siddeley Deasy, founded the Alvis Car & Engineering Co. in 1919. The legend that Alvis is the only car name to be invented *per se* is not strictly accurate, as the name originated in the trademark of a brand of aluminium piston designed by G. P. H. de Freville, another founder of the company.

The first model introduced by the new company was the 10/30, a 1½-litre side-valve, long-stroke model, with engine dimensions of 65×110 m.m. A power output of 30 b.h.p. was developed and a four-speed gearbox was standard. Although the 10/30 was considerably more expensive than its rivals, such as Calthorpe or Hillman, it was also somewhat faster, having a top speed of around 60 m.p.h., and the appearance was infinitely more attractive. The reputation of the 10/30 was firmly established in 1921, when a highly-tuned version lapped Brooklands at 93 m.p.h. In 1923 production of the side-valve 10/30 ceased after some 200 had been produced.

By 1922, cars were leaving the Coventry factory at the rate of nearly 20 a week. A certain complexity had entered into the number of models produced by Alvis. The 10/30 was made in two forms, one of which had a push-rod o.h.v. engine and a claimed top speed of 80 m.p.h. An enlarged version with engine dimensions of 68×110 mm. had been introduced and, as it developed 40 b.h.p., was typed 11/40. Later in that year, this was supplanted by the 12/40, which in sports form was guaranteed to exceed 60 m.p.h., and the handsome appearance of this car with "duck's tail" bodywork set the pattern of Alvis styling for some years after.

Captain G. T. Smith-Clarke joined the company in 1922 and by 1923 the fruits of his labour were revealed in the 12/50, which went into production in the latter part of that year. The model was successfully launched by winning the 1,500 c.c. class of the J.C.C. 200-mile race at Brooklands. This was achieved against works entries from A.C., Aston Martin, Bugatti and Fiat. It was admittedly a victory by default, but the works Alvis driver, Harvey, in a car which varied from standard primarily by the fitting of a higher back-axle ratio and of which the power output



was still only 53 b.h.p. at 4,000 r.p.m., won at 93 m.p.h., with the fuel consumption of 24 m.p.g. Large-scale production of the 12/50 commenced in 1924.

That the 200-mile victory was no flash in the pan, was emphasised by a large number of class records taken at Brooklands in the same year by Harvey and Cushman; these included the 12 hours record at over 86 m.p.h. A team of 12/50s, led by S. C. H. Davis, took the first three places in their class in the 1927 Essex Six-Hour Race.

The 12/50 was the outstanding British 1½-litre car of the period, and the performance of the more stark sporting versions was indeed satisfactory, giving 60 m.p.h. in third and 75 m.p.h. in top. Production continued until 1932, and the chassis was offered with a wide variety of coachwork ranging from the very sporting "duck's tail" two-seater favoured by the young bloods to leisurely family tourers selected by professional men who disdained a Bullnose Morris or an Austin 12/4. The specification remained basically unchanged over the years, but front wheel brakes were standardised in 1924, the cone clutch was replaced by one of single-plate design in 1926 and a cylinder head with better

*FRONT-WHEEL-DRIVE: The 1926 12/80 Alvis (above), a 100 m.p.h., 125 b.h.p., Cozette supercharged car that sold at £1,000. Production of this car was abandoned in 1927, though a revised version appeared the following year. 1963 ALVIS (top left) is the T.D.21, which has continued virtually unchanged since 1959.*

porting appeared in 1927. In later years, a larger capacity engine of 1,645 c.c. was available and this was standardized in the 12/50 of 1931.

Perhaps the 12/50 is the Vintage car to be seen in most numbers today; it has the appeal of sturdiness and reliability combined with reasonable economy and, although the rather high weight of the car results in leisurely acceleration, the 12/50 will certainly go well when really wound up. A further blessing is that the manufacturers are still able to supply a reasonable selection of spares for these cars.

In 1925 Alvis embarked on a most ambitious policy, which if it had succeeded, could have popularized front-wheel drive 25 years earlier, but which, instead, almost resulted in the premature demise of the company.

The first f.w.d. model was evolved with a view to participating in the 1926/7 1½-litre Grand Prix formula. The prototype contained a large proportion of light alloy, including a channel-section frame in duralumin. The car was powered by a mildly-tuned version of the 12/50 engine set back to front in the frame and power was transmitted by exposed half-shafts, each having two universal joints, one within the brake and the other within the hub. In Harvey's hands a number of minor competition successes were achieved. Two cars were entered in supercharged form and driven by Harvey and the Earl of Cottenham for the 1925 J.C.C. 200-mile race, and the makers were anxious to repeat the 1923 victory. The Earl of Cottenham retired with an assortment of mechanical maladies and Harvey, after an half-hour stop to replace a push-rod and rocker finished in 19th place.

£1,000 in 1926 would purchase the newly announced 12/80, a production f.w.d. sports car, incorporating a Cozette supercharged, gear driven overhead camshaft engine, developing 125 b.h.p. and guaranteed to attain 100 m.p.h. Production of this model was abandoned in 1927, but for 1928 a revised version reappeared which persisted until 1930. In 1928 a team of these sports cars achieved first and second places in their class at Le Mans and second place in the Ulster T.T. was gained that same year. The f.w.d. never achieved the popularity of the 12/50, probably because of the considerably higher fuel consumption and the complexities of the design, which resulted in difficult handling; only a very small number are known to exist today.

A straight-eight G.P. racer was constructed for the 1926 season; the engine dimensions were 55 x 78.75 mm. and the upper part of the crankcase, the cylinder block and head were cast in one and a Roots-type supercharger was fitted. This power unit had many novel features, such as the absence of a flywheel and duralumin con-rods running directly on the hardened crankshaft. The body was well streamlined and a smooth underflow was achieved. The car non-started in the 1926 British Grand Prix and of the two entries in the J.C.C. 200-mile race, Harvey crashed and Lord Cottenham retired with engine trouble.

In 1927 only two races were entered and the cars were considerably modified

mechanically; in fact, it is probable that too much development work had been undertaken and, despite last-minute efforts after Harvey broke a piston in practice for the British G.P., the car non-started. An entry was almost inevitably made for the 1927 J.C.C. 200-mile race. Harvey and Duller were the drivers. Again there was frantic work on the cars immediately preceding the race and there was no time for proper practice. In the race neither car ran well and both retired.

[The earlier straight-eight engines had horizontal valves in a clerestory head. The later version was an orthodox twin-cam unit and was also used in the Alvis sports/racing cars. These went extremely well in the T.T., only being beaten by the Alfa Romeos. The four-cylinder single o.h.c. "four" also gained a second place to the Lea-Francis in the T.T.—Ed.]

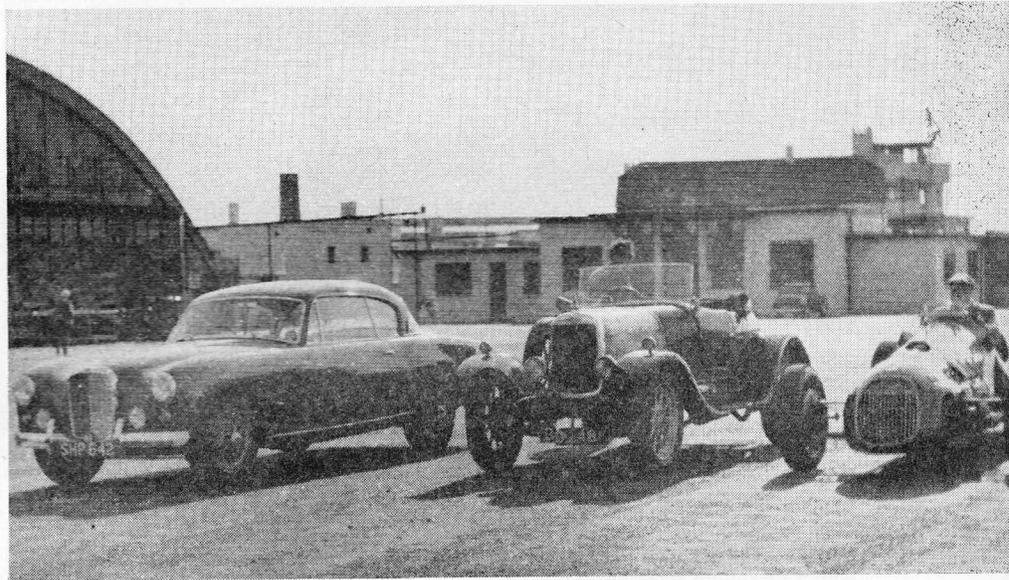
Alvis, faced with financial difficulties, as very heavy expenditure had been incurred in the design and construction of the G.P. cars, coupled with the comparatively poor reception received by the production models, withdrew from racing, but one of the eight-cylinder G.P. cars still exists.

Production afterwards was concentrated on more conventional cars, and the six-

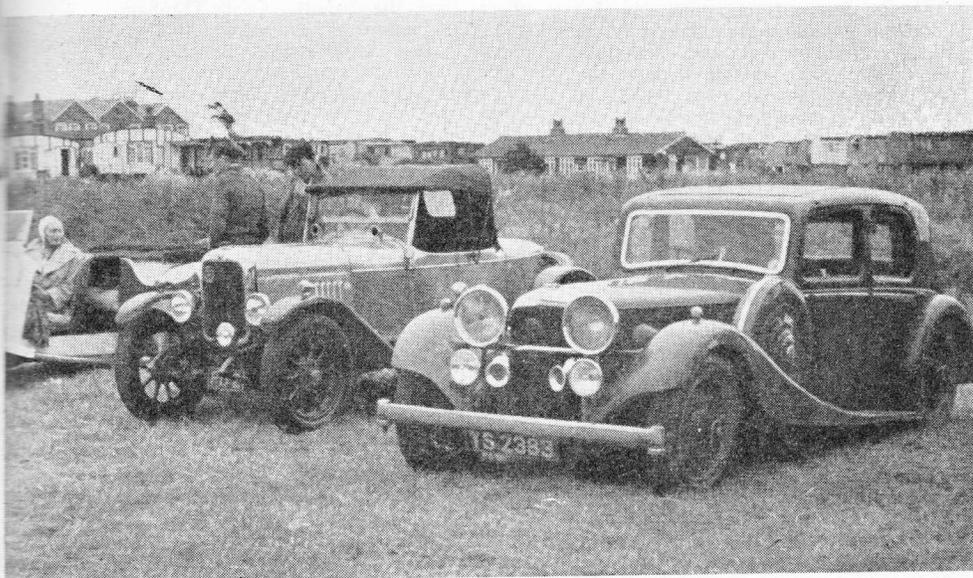
cylinder 2.1-litre 14/75 and "Silver Eagle" models were introduced in 1928; these were distinctly smooth and refined cars in comparison with the 12/50, but failed to achieve the same commercial success, until they graduated as the Speed 20 in 1931.

The 12/50 was superseded in 1932 by the 12/60, but the only external distinguishing feature is the twin SUs of the 12/60, which had also a higher compression ratio. The 12/60 was in turn superseded by the "Firefly", a typically cumbersome child of the thirties, in character, not a true Alvis and barely distinguishable from the equivalent model of several other manufacturers. The 1,842 c.c. "Firebird" displaced the "Firefly" in due course.

Only a handful of manufacturers succeeded in maintaining the same standards of quality during the thirties as during the "Vintage" era. Two, Alvis and Lagonda, raised their standards even higher; announced in 1931, the Speed 20 combined quality of construction with good contemporary design. It retained the six-cylinder engine of the "Silver Eagle", but enlarged to 2,511 c.c. in a very low-slung chassis. Perhaps the most attractive coachwork on this chassis, and certainly the most popular, is the Vanden Plas



THREE ALVIS-ENGINED cars (above): From left to right, are depicted a 3-litre Graber saloon, a 1920 10/30 and the supercharged 4.3-litre H.W.M. Special. PRE-WAR models (left): The 1934 Speed 20 (left) and the 1923 12/40 (right). The photographs were taken at events organized by the Alvis Owners Club.



tourer. An example with this coachwork tried some twenty years after construction was found to have surprisingly good handling, not in accord with the reputation of the early Speed 20, and was still capable of 0-60 in just over 26 seconds; an indicated 80 m.p.h. was obtained without mechanical stress and fuel consumption worked out at 17 m.p.g. A Speed 20, suitable for restoration, can now be purchased for well under £100.

In 1934, the Speed 20 was radically revised: transverse leaf independent front suspension was fitted and the capacity was increased to 2,762 c.c., and perhaps more important was the introduction of an all-synchromesh gearbox. It is a sad reflection on progress that post-war Alvis have

lacked synchromesh on first gear and, more recently, a proprietary "box" of B.M.C. manufacture has been fitted. This may be the result of adverse criticism over the years, but the writer has always considered the Alvis gearbox to have a precise, if somewhat heavy, change, although the box has a tendency to become noisy rather earlier than one would expect.

The Speed 25 appeared later, having a capacity of 3,571 c.c., and an example with saloon coachwork weighed around 36 cwt. This is perhaps the nicest of p.v.t. Alvis models, well-balanced, adequately powered and with good steering and tolerable brakes. A sound example with saloon coachwork can be bought for well under £200.

The 4.3-litre and 12/70 were both introduced in 1937. The 4.3-litre had a capacity of 4,387 c.c. and developed 140 b.h.p. at 3,600 r.p.m. These luxuriously equipped cars were at last able to compete on even terms with the Lagonda V-12 and the Bentley 4½-litre. Enthusiasts still argue as

it should have been in the region of 24/25 m.p.g., and an oil consumption of 200 miles per pint was disconcerting at such a comparatively low mileage. The steering was very precise, but low-g geared and with pronounced castor action. Although Alvis had progressed backwards to the extent that the T.A.14 had non-independent front suspension, both the roadholding and the ride were first-class; although requiring considerable effort the mechanical brakes were excellent. The car was rather heavy at 28 cwt., so acceleration was far from lively and the maximum in third was around 50 m.p.h., but this was partly compensated for by the exhaust note, reminiscent of an Austin-Healey, as the revs. fell during the change into top. Furthermore she would cruise, without apparent strain, at surprisingly high speed.

Post-war Alvises have been sporting rather than sports and the Belgian-bodied two-seater exhibited in 1948, which housed even a cocktail cabinet, is remembered only

with consistency in production saloon car races. John Bolster, in his road test of the "Grey Lady", wrote, "It is one of those cars that wants to go fast. It is an extremely pleasant machine to drive, while remaining a thoroughly practical all-purpose vehicle. Above all, it is built to last." Performance tests revealed 0-60 in 14.6 secs., 0-80, 23.8 secs. and a fuel consumption driven hard of 18 m.p.g. The "Grey Lady" ceased production in 1956.

Graber, a Swiss coachbuilder, who had also built extremely attractive bodies on Lagonda and Talbot chassis, had produced a number of "one-off" bodies on the 3-litre chassis, the earliest of which had a non-traditional horizontal grille. Alvis decided to market this design, and the production prototype appeared at the 1955 London Show, although only a handful were made during 1956.

Issigonis returned to B.M.C., as Alvis had abandoned plans to produce a V-8 engine car with stressed skin bodywork to his design. It is interesting to note that he left a company, whose early fame rests to a considerable extent on an f.w.d. design, to produce an f.w.d. car for B.M.C. It is purely a matter of conjecture whether the V-8 would have been f.w.d. It is probable that the reason for abandoning this design, was that the company realized that, with their other commitments, they could not devote their full resources to the large-scale production required to render this advanced project a commercial success.

Alvis have continued to concentrate on limited production of a high quality car based on the 3-litre chassis. Early "Graber" bodies were made by Willowbrooks, a subsidiary of the Duple Group, but in 1959 Park Ward took over coachwork construction. The styling was slightly modified and the chassis further refined and the model is now known as the T.D.21 (formerly T.C.21-108G). At a basic price of £1,995, the T.D.21 represents excellent value and compares favourably with other cars costing twice the price. The engine design is now somewhat outdated, but most owners will be satisfied with 0-60 in 13.9 secs. and a top speed of 103 m.p.h. The T.D.21 continues unchanged for 1963, but there is now available a Series 2 model, with a five-speed gearbox, incorporating an overdrive top gear.

Although Alvis have not taken an interest in racing for some considerable time, the cars have not been entirely absent from the circuits. Gerry Dunham and Dr. Pinkerton have raced in Club events, with considerable success, a "special" 4.3-litre sports/racing two-seater, and there has appeared at Sprint meetings a very interesting 4.3-litre Alvis-powered ex-Formula 2 H.W.M.

The future prospects of Alvis cars lie in engine development, as the life of the present unit must be limited. To undertake the design, development and production of a new engine costs, according to one notable authority, in the region of £500,000. It is unlikely that Alvis will tackle this, and may well decide to follow the example of Bristol and Jensen and fit a suitable transatlantic power unit.

The owners of elderly Alvis cars are probably better catered for than the devotees of any other make, as the factory can still offer spares for most models, and the Service Department has a reputation second to none. While Bristol-Siddeley Engines, Ltd., now provide service facilities in London, Winforton Motors offer an excellent hydraulic brake conversion for the Speed 20.



PERHAPS the 12/50 Alvis is the Vintage car seen in most numbers today. Here one tackles a hill during the 1958 Land's End Trial.

to which has the best overall performance. A fair example will still 0-60 in around 18 secs. and will cruise at a genuine 85 m.p.h. However, fuel consumption will be in the region of 15 m.p.g. Contemporary road test figures for the 4.3 gave for a short chassis Vanden Plas tourer weighing 34½ cwt., 0-60 in 11.3 secs., 0-70 in 15.1 secs., with a maximum speed of 105 m.p.h. The figures for a standard saloon weighing 37½ cwt. were 0-60 in 13.1 secs. and 0-70 in 18 secs., with a mean maximum speed of 96.52 m.p.h.

In 1935 the name of the company had been changed to Alvis, Ltd., which reflected the increased scope of the company's activities. In 1938 the 450 h.p. Leonides air-cooled radial aircraft engine was introduced and manufacture of this unit and its derivatives and of vehicles for military use, such as the "Salamander" fire crash tender and the "Saladin" armoured car, have flourished since the war, rather at the expense of car manufacture.

The T.A.14, the successor to the small, light 12/70 of pre-war design, was introduced in 1946. The four-cylinder engine had a capacity of 1,892 c.c. and developed 65 b.h.p. By post-war standards this car was of remarkable quality, but was marketed at a basic price of only £988 (or £1,275 inc. p.t.). The writer had considerable experience on a T.A.14, which, when acquired, had covered a mileage of some 45,000. The fuel consumption was disappointing as 20 m.p.g. was never bettered, whereas

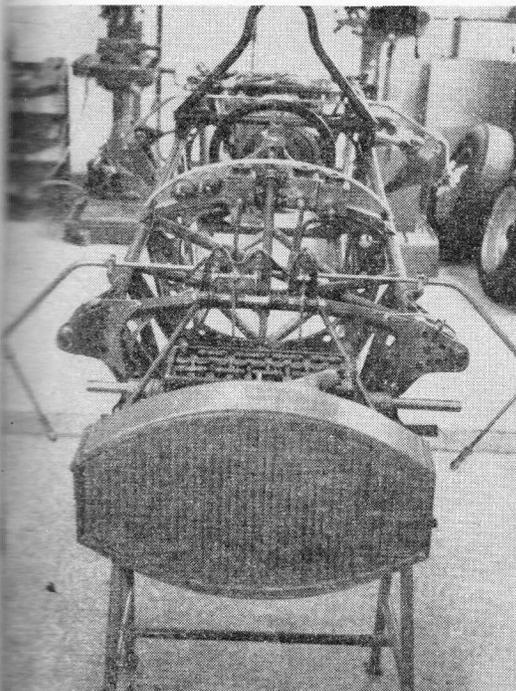
with a shudder. A two-seater version of the T.A.14, known as the T.B.14, became available, but it was rather over-bodied and spoiled by a bulbous, non-traditional radiator grille. This was only produced in small numbers and survived until 1950, after the demise of the saloon.

A new 3-litre was introduced in 1950, the T.A.21, with a power output of 86 b.h.p. at 3,800 r.p.m. The traditional lines of the T.A.14 were retained, but with i.f.s. by coil springs and wishbones, faired headlamps, rear-wheel spats and smoothly curved boot. A two-seater version, the T.B.21, became available in 1952; it suffered from an excessively flexible chassis and poor handling and so was only listed for a short while.

Alec Issigonis, who had joined the Alvis Co., evolved the T.C.21-100, via the T.C.21, from the T.A.21, and this appeared at the 1953 Earls Court Show. Finished in the appropriate shade of satin grey, it was named the "Grey Lady", a title which persisted, regardless of the colour of subsequent cars. Power output had been increased to 104 b.h.p. at 5,000 r.p.m., the bonnet was louvred and wire wheels were standard. This was, perhaps, the last and greatest of the long line of traditional Alvises and possessed genuine 100 m.p.h. performance. The "Grey Lady" achieved a number of minor rally successes in the hands of semi-works driver Ronnie Adams, including 4th place in the 1955 R.A.C. British Rally. An earlier model, driven by Gerry Dunham, had also performed

# FORMULA ONE A.T.S.

BY CHRISTOPHER NIXON



A MERE nine months after the company was formed, A.T.S. Serenissima has produced its G.P. contender for 1963. Almost a month ago I saw the car nearing completion in a little house at Sasso Narconi, near Bologna. It was being built in a house because the factory is still in the early stages of construction.

The car is the creation of Carlo Chiti, and the ex-Ferrari designer has produced a very good-looking, conventional racing car. The tubular chassis looks strong and is well triangulated. Dunlop disc brakes are employed all round, the rear ones being inboard. Front suspension is by wishbones and coil springs/damper unit, the latter being within the bodywork. The rear suspension is very Lotus-like, as is the fashion these days. Anti-roll bars are used at front and rear.

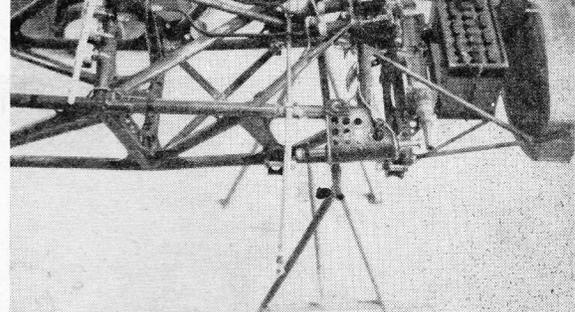
Chiti's V8 engine is a 90 deg. unit with a bore and stroke of 66 mm. x 54.6 mm. giving a total capacity of 1,494 c.c. Power is said to be 190 b.h.p. at 10,000 r.p.m. Aspiration is by four Weber 40 IDM carbs. and the mixture is ignited by two plugs per cylinder. The compression ratio is 10 : 1.

Although the crankcase and cam covers are heavily finned the engine is water-cooled. The complete unit, with starter motor, weighs 246.4 lb. The gearbox is the latest Colotti six-speed unit. A dry plate clutch is employed. Dunlop cast alloy wheels are used and shod with Dunlop tyres (5.00 x 15 front, 6.50 x 15 rear). Steering is by rack and pinion. Wheelbase is 7 ft. 4 ins. and the track is 4 ft. 4 1/4 ins. (front) and 4 ft. 4 ins. (rear).

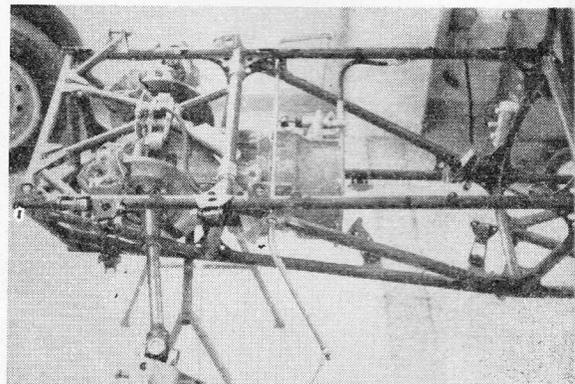
The car will shortly undergo track tests in the hands of Jack Fairman. These may well take place at Vallelunga, near Rome, as Monza is under snow at the moment, it seems. The car's first race will probably be at Pau, a circuit which A.T.S. regard as an excellent proving ground for Monaco.

Various rumours have been flying around recently to the effect that Serenissima are

*THE CHASSIS is strong and is well triangulated. The front anti-roll bar can be seen fitted to the then incomplete prototype.*



*THE BATTERY is carried in the front of the car (above). Rack and pinion steering is employed. REAR DISC BRAKES are mounted inboard (below). A six-speed Colotti gearbox is used.*



pulling out of racing. This is quite untrue and arose out of a misunderstanding when Count Volpi decided to withdraw from the set-up following the death of his friend Ricardo Rodriguez. This he did, and took with him the name Serenissima. The other two founders of the team, Giorgio Billi and Jaime Ortiz Patino are still very much in and the company is now called A.T.S. (Automobili Turismo e Sport).

Drivers have not yet been signed but it seems very likely that Giancarlo Baghetti will be in the team.

## Championship Final—continued

amount of support. Taylor did this sort of thing particularly well at Spa-Francorchamps, and it was a great pity that he and Mairesse became involved in an accident. However, Trevor's duel with the Ferrari driver allowed Clark to steam in front, and eventually win.

Ginther was unlucky in the majority of *grandes epreuves* through having to drive mainly experimental or hastily-prepared cars. At Monza he showed his real worth, with a magnificent second place, and his third position at Rouen may have a vital bearing on the destination of the Constructors' Championship.

As regards driving ability, there is little to choose between Graham Hill and Jim Clark, although the latter does seem to be a shade faster. Hill's main advantage is his knowledge of his car, and his absolute calmness. He simply refuses to be rattled, and drives his own race no matter what may be. Clark is also a pretty level-headed young man, and at times displays the sort of fire which is the stamp of the born racing man. Some say this race will be won or lost in the workshops. True, the responsibility for preparing the cars lies entirely with the mechanics of the Owen Organization and Lotus Engineering. It has been quoted that Colin Chapman stated after the Watkins Glen race, that he was the only person who could prevent Clark

from becoming World Champion. Be that as it may, Jim Clark will not want for adequate preparation, and should mechanical failure intervene, it would hardly be fair to place the blame on any one man's shoulders. In the past, B.R.M. have had more than their share of criticism, most of it thoroughly undeserved where the mechanics were concerned. During 1962, a new spirit has been abroad, and irritating breakages and failures have become fewer and fewer. Sir Alfred Owen's ultimatum seems to have had the desired effect, as the impressive record of B.R.M. this year goes to prove.

Now, a word about the East London circuit, which was completed in 1959. It measures 2.4 miles, and the lap record is held by Jim Clark. Set back from the Indian Ocean which lies about one third of a mile from the back straight, it is roughly triangular in shape, with an indent at the base comprising the Esses and Cox's Corner. The start is in front of the grandstands on the main straight, followed by the fast right-hander at Potters Pass. Then comes a kink (Rifle Bend), to the near-hairpin at Cocobana, followed by a short straight and the swerve into the Esses and the left-handed Cox's Corner preceding the Sweep, and the sharp right-hander at Beacon Bend, leading back to the start area.

Here is the record of Hill and Clark, B.R.M. and Lotus-Climax in the eight

*grandes epreuves* so far staged. Whilst the destination of the Drivers' Championship remains as a straight fight between Graham and Jim, the Formula One Constructors' title is more open, for both Taylor and Ginther come into the reckoning, as do other drivers in V8 Lotus-Climaxes:—

### THE SCOREBOARD

Graham Hill (B.R.M.)	Jim Clark (Lotus-Climax)
Z	9
MC	1
S-F	6
R.	—
A.	3
N.	9
M.	9
W.G.	6
—	43
	(39)
B.R.M.	Lotus-Climax
Z	9
MC	1
S-F	6
R.	6
A.	3
N.	9
M.	9
W.G.	6
—	49
	(39)
	30
	(30)
	6
	—
	9
	—
	9
	3
	—
	9
	—
	36
	(36)

Z, Zandvoort. MC, Monte Carlo. S-F, Spa-Francorchamps. R, Rouen. A, Aintree. N, Nürburgring. M, Monza. WG, Watkins Glen. Figures in black, best 5 performances to date; in parentheses; total, best 5 performances. In Constructors' Championship, only highest-placed make scores.



SEASONAL SURVEY No. 1

# INTERNATIONAL RALLIES

**Part 1.** *A Review of the eleven Championship rounds in which Eugen Böhringer of Germany narrowly defeated Sweden's Eric Carlsson, and Pat Moss took her third Ladies' Championship title.*

BY JOHN GOTT

FROM the opening event, the 1962 Championship proved a terrific battle between Eugen Böhringer, the small, dapper, middle-aged German hotelier from Stuttgart, driving a large Mercedes 220SEb, and Eric Carlsson, the enormous, young Swedish test-driver from Trollhattan, driving a tiny Saab 96, victory eventually going to the former, at the very end of the season.

Breathing right down the necks of both came B.M.C.'s Pat Moss, who drove either a Mini-Cooper or an Austin-Healey 3000.

The fabulous Pat, who won the Ladies' title for the third time, also made the closest British challenge for the Men's title since Ian Appleyard in 1953, and set new marks for lady drivers by conducting the Cooper to outright victory in both the Tulip and the Baden-Baden rallies.

How superior these three drivers were to the rest of the International Rally Circus is shown by the fact that between them they won no less than seven out of the eleven scoring rallies, including the

three toughest, the Liège, R.A.C. and Acropolis, whilst in their respective classes Böhlinger was never beaten, Carlsson once and Pat Moss only three times in any rally in which they finished.

As far as the ladies were concerned, it was a case of any other lady only having a look in if Pat didn't run or retired, for she won no less than eight Coupes des Dames in the 11 scoring rallies, not competing in two and retiring in the third.

Whilst the standard of driving amongst the leaders was extremely high, all too often organizers provided a rally which was neither a true trial of their cars nor a real challenge to their skill. Only three rallies, the Monte, the Midnight Sun and the R.A.C., carried the maximum co-efficient for more than 150 starters, and two, the Alpine and the Geneva, carried the minimum co-efficient for less than 50.

Moreover far too many regulations seemed designed to encourage "fiddling", and the conception of several events was dated and quite unworthy of an International rally carrying the Championship tag. It is thus not surprising that after ten years the F.I.A. has decided that there will be no Championship in 1963, although there will be a Rally Cup of lesser status. This gives the C.S.I. the chance to review the present Championship rules, which are sorely in need of simplification, and to review also the scoring events, so that only those rallies are admitted which are a true test of car and crew. Just how wide is the gap in standards between the best and worst of the present scoring rallies, the following summaries will show more clearly.

### 1. THE MONTE STARTS THE SEASON ON A LOW NOTE

CURIOUSLY enough, the opening rally not only gave a direct pointer to the chief Championship contenders, but set a pattern of organization which too many others

*WINGLESS WONDER. Eric Carlsson's Saab in full flight. The popular Swede won the Monte and the R.A.C. (for the third time in succession), and very nearly took the Championship as well.*

followed. Carlsson and Böhlinger fought tooth-and-nail (or stud-and-spike!), to finish respectively first and second and Pat Moss, for the first time on a Cooper, spread-eagled the year's largest field of ladies.

There were, however, far too many miles of easy motoring to get down to where serious rallying really started, as a 2,600 mile event was actually won or lost by the times returned over five Special Stages between Chambéry and Monte Carlo, plus four laps on the Monaco G.P. Circuit, all totalling just about 80 miles, of which 20 miles at the most were over ice or snow—and this in the only winter rally in the Championship.

Statistics show just how easy the rally was, for all but 63 of the 313 starters finished, no less than 163 retaining "clean sheets".

This year, however, the organization was much improved, and, except as far as the G.T. cars were concerned, the results would have been much the same if the rally had been run off scratch instead of complicating the issue by unwieldy factors of comparison of which the A.C. de Monaco is too fond.

Norman Garrad's Sunbeam Rapiers were, as usual, the most successful British cars, finishing 3rd and 4th in the hands of Paddy Hopkirk/Jack Scott and Peter Procter/Graham Robson, and taking the Team Prize (with Peter Harper/Raymond Baxter, 12th), and 1st and 2nd places in their class.

B.M.C. concentrated upon the G.T. category and Stuart Turner was rewarded by three class wins with Austin-Healey 3000 (David Seigle-Morris/Tony Ambrose), M.G.A (the Morley twins), and M.G. Midget (Peter Riley/Mike Hughes), as well as The Coupe des Dames (Pat Moss/Ann Wisdom). How the factor affected the G.T. cars is shown by the fact that the Austin-Healey and the M.G.A actually finished 23rd and 33rd, but would have been 5th and 8th if the rally had been off scratch, whereas Carlsson and Böhlinger would not have changed places had it been.

Fords had a most unhappy rally, for they entered more "works" cars than any other maker, but had nothing to show except Anne Hall's second place to Pat Moss.

If the Monte was by no means a great rally, it was at least better planned and better organized than for many years past.

### 2. LADIES FIRST IN THE TULIP

THE Tulip followed its usual pattern of a run to Monte Carlo and a return to Noordwijk after a night stop at Monte. The R.A.C.-West planned to enliven the long drag through France and Germany by 22 speed tests, but four had to be cancelled. Thus once again there was only around 90 miles of serious motoring in a route of well over 2,000 miles, which made the whole rally little more than a high-speed tour. Only 14 of the 98 finishers were penalized on the road, which was a far cry from the days when only a handful of experts managed to do the famous Tulip Special Stages "clean".

The results were once more decided by the percentage by which a crew improved over its class average in the tests and, although the organizers went to great pains to keep the times secret so as to prevent deliberate slowing-down and thus an artificial result, this system gives plenty of scope for pre-rally planning.

Stuart Turner was right on the ball, for he entered only one "works" Mini-Cooper which went to Pat Moss and Ann Riley, the latter doing her last rally for B.M.C. as her baby was due later in the year.

Pat drove brilliantly and had little trouble in being far faster than the private owners on similar cars, but Böhlinger could not so easily outpace the private Mercedes, and Carlsson actually had to give best to the very "hot" DKW Junior of Gele/Laurent. The margin was only four points, but the close rivalry was enough to prevent either the DKW or the SAAB winning. Thus Pat Moss and Ann Wisdom/Riley recorded their second outright win, beating the Volvo of Gunnar Andersson, the 1959 Champion, quite easily and finishing well ahead of Carlsson and Böhlinger in 4th and 7th places respectively.

The aggregate fastest time in the tests was made by the Morley twins on an Austin-Healey 3000, but owing to the way in which they were pressed by Peter Riley on another 3000 and John Cuff on



an E-type Jaguar, they could only finish 17th in General Classification, although winning their class. The only other British class win was scored by Rauno Aaltonen/Gunnar Palm, whose "works" M.G.A cheekily gave 369 c.c. and a beating to the "works" Triumph TR4s, but Britain won the Inter-land Trophy.

Perhaps the best performance of the year by British private owners was made by David Gray/Sam Actman, in a Porsche, who finished 6th overall.

The Tulip has a long way to go to regain its former status as a tough rally, but it is still the best value for the private owner, and the fabulous rally party at least has lost none of its glamour.

### 3. THE ACROPOLIS RAISES THE STANDARD

IF the Tulip has rather gone down-hill of late, the Acropolis has steadily grown in stature and the 1962 version was the best yet. The common route from Serrai to Athens contained 12 Special Stages and two hill-climbs, which provided more hard motoring over difficult and dangerous roads than the Monte and the Tulip put together, and permitted of no "clean sheets".

It was only fitting that Böhlinger, the 1962 Champion, should win the first good rally of the season, but Carlsson fought him every kilometre of the way, losing by only 10 points, although he in turn defeated Rene Trautmann in third place on a Citroën DS19, by no less than 64 points.

Of the British entries, Rootes and Fords, who had not supported the Tulip (another sign of its lessening importance), entered full "works" teams, but B.M.C.'s singleton entry was Pat Moss, with her new partner, Pauline Mayman, on an Austin-Healey 3000. They quickly settled down together, scoring the best British placing (8th), and taking their class and the Coupe des Dames.

Norman Garrad had a poor outing, for three of the normally reliable Rapiers went out with lubrication troubles and Rosemary Smith, in the fourth team car, was rather out of her depth in such a tough event. Rootes' honour was, however, redeemed by a works-prepared Rapiere which a Greek crew drove into a class win.

Fords, on the other hand, had a good rally for their first outing under Syd Henson, their new Competitions Manager. The Anglias, led by Anne Hall/Val Domleo, again won the Team Prize, and the ladies won their class, an excellent feat in such a tough rally.

It is likely that the Acropolis will attract more entries from the "works" teams in the future, for it is a real test of a car in an important potential market.

### 4. THE ALPINE—THE MORLEYS DO IT AGAIN

THE Coupe des Alpes, for so long one of the very best Championship rallies, was this year not a good event. An unfortunate clash with the Midnight Sun and an ill-advised attempt to "twin" with the cancelled Mille Miglia reduced the starters to 48 (the lowest ever), and a good route was ruined by sloppy marshalling and too much unnecessary "dicing" over traffic-infested roads.

Nevertheless, to finish such a difficult course "clean", and so win a coveted Coupe des Alpes, was a driving feat of the highest order. All praise must therefore be given to the Morley twins, again driving an Austin-Healey 3000, who not only won one of the five Coupes awarded but

gained the outright victory for the second consecutive year, a quite unique achievement.

The twins were, however, given a hard fight by Hans-Joachim Walter, the reigning Champion, who had not had much luck in the Monte (late on the road), and the Tulip (retired), but whose Porsche was in good form for the Alpine. Third came Pat Moss/Pauline Mayman on another Austin-Healey 3000, who coupled a Coupe des Alpes with their Coupe des Dames and helped to make up the winning Healey team which again carried off all team prizes not confined to French cars.

Rootes, for so long a stalwart supporter of the Alpine, started no cars this year and Fords had a single entry for Anne Hall/Val Domleo, who might well have won their class, and a Coupe, if Val had not got lost within 30 miles of the finish. Their misfortune was, however, B.M.C.'s gain, for the class went to the Mini-Cooper of Logan Morrison. Triumphs didn't have much difficulty in winning a class containing only four TR4s, but Mike Sutcliffe and Roy Fidler redeemed this rather hollow victory by winning a Coupe and finishing fourth overall. The last Coupe went to Rene Trautmann, who finished fifth, headed the Touring Category and won his class.

Böhlinger and Carlsson were both entered, but neither started, as the Midnight Sun was obviously likely to carry higher Championship points.

Hard though it may be for Alpine aficionados to face up to, unless the A.C.M.P. does better than this in 1963, the Alpine may well be replaced by the Tour de France as France's Championship rally.

### 5. BRITAIN'S FIRST BREAK-THROUGH IN THE MIDNIGHT SUN

IN complete contrast to the Alpine, the Midnight Sun was an excellent event in every way, which attracted over 200 starters. The rally was rather shorter than usual (1,200 miles), and did not go so far north, but otherwise it followed the usual pattern of long, fast special stages on narrow, twisting roads through forests, over which the set average speeds were so high that no competitor could hold them, with a hill-climb, two long driving-tests and two speed tests at Karlskoga thrown in for good measure.

If British drivers have never yet succeeded in winning so specialized an event, this year a British car did at least win. Bengt Söderström/Bo Ohlsson, in a Mini-Cooper entered by B.M.C. Sweden, beat Harry Bengtsson's Porsche by 15 marks, with Eric Carlsson coming third, and Böhlinger fifth. To rub in this convincing demonstration of the suitability of front-wheel drive for dirt roads, Mini-Coopers won the Team Prize, and Tom Trana/Mario Tavoni, in a Mini-Cooper, won their class in Group 11 trim.

With Pat Moss not in the field, Ewy Rosqvist, the reigning Champion, won the first of her two Coupe des Dames victories for the Mercedes team.

### 6. RALLYING BEHIND THE IRON CURTAIN IN POLAND

THE Polski Swiozel Motorowy, who organize the Polish Rally, have an opportunity granted to few clubs to run a really testing event, for Polish traffic is light and Polish roads are difficult, whilst the general Polish public are still fascinated rather than irritated by rallies.

As a result, the Polish is always a very fast and very tough rally which this year was so fast that the Mercedes team com-

plained about the set speeds. Even though some of these were reduced, there were only ten finishers from 56 starters, not one of whom even looked like retaining a "clean sheet".

The most notable retirement was Carlsson, who rolled his Saab, so that the rally was fought out between Böhlinger, last year's winner, and Pat Moss/Pauline Mayman, again on an Austin-Healey 3000. These two crews alone managed to approach their target times, and occasionally to hold them if the roads were of tarmac, but when the Healey ran out of petrol Böhlinger was unbeatable and the Mercedes finished well ahead of the Healey which split the second "works" Mercedes of Kühne/Wencher and the rally winner.

With a tightening-up in marshalling and an improvement in organization generally—the selling of route-cards by officials' wives for hard currency is unusual, to say the least!—the Polish could well become one of the very top rallies, and certainly it invariably provides the largest number of enthusiastic spectators.

### HALF-TIME SCORES

WITH six rallies run, Böhlinger with 118 points led Carlsson by 20 points and the title was still wide open. As far as the ladies were concerned, Pat Moss had won five out of six Coupe des Dames, but although only four of her wins scored Championship points owing to the small fields of ladies, she seemed all set for her third title and had a more than useful 65 points in the men's championship, which was a higher total than any British male driver.

### 7. UNKNOWNNS TO THE FORE IN FINLAND

ALTHOUGH one of the youngest Championship rallies (it was first included in 1959), the Rally of the 1,000 Lakes is one of the best. It is, of course, in the true Scandinavian tradition of extremely hard motoring over dirt roads, and this year there were 29 special stages in the 1,100 mile route. The speeds set over these were so high that even the Scandinavian "cracks" could not hold them, the winners, Pauli Toivonen/Jaakko Kallio in a Citroën, dropping 1,618.6 points, but even so finishing nearly 100 points ahead of Keinänen/Eklund, who took their Skoda into second place. These two Finnish crews are little known outside Scandinavia, for they do not follow the "rally circus", but they are brilliant drivers on dirt, and Toivonen is this year's Scandinavian Champion, despite competition from better-known "names" such as Carlsson, Skogh, Söderström, Trana and Aaltonen.

Another unknown who did very well was Sylvia Osterberg, in a "works" Volvo, who ran Ewy Rosqvist to within 5 points, although neither scored Championship points as there were too few lady starters. Even more unknown were the Russians who crewed the Volga and Moskvitsh teams; if none of them met with any success, all but two crews finished, which was an encouraging start in such a tough rally.

No British drivers competed, but B.M.C.-Sweden entered Söderström and Trana on Coopers, the former winning his class and finishing sixth, whilst the latter retired when leading the rally.

Böhlinger did not start and with Carlsson winning his class and finishing third, the leaders were now tie-ing with 118 points each. It was thus essential that each scored points in the four rallies to come, if only to prevent his rival from improving on the points scored in earlier events.

(Continued on page 888)

# Champions choose **CASTROL**

## **EUROPEAN LADIES' RALLY CHAMPIONSHIP**

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with Co-drivers Pauline Mayman & Ann Riley



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#### Rally Review—continued

### 8. THE LIÈGE—ONCE AGAIN THE YEAR'S BEST RALLY

IN retrospect, the Championship was really decided by the Marathon de la Route and it is only fitting that the No. 1 driver should be determined by the No. 1 rally. Böhringer, on a Mercedes 220SEb given the full treatment and taking a gamble with a "works" mechanic as co-driver instead of Peter Lang, his more usual partner, won outright, but Carlsson retired with suspension trouble, and was now trailing 28 points behind the German.

All the top private owners and the Continental and British teams (Rootes excepted) turned out in force for Liège-Sofia-Liège, which attracted over 100 entries, despite its known severity. Once again Maurice Garot of the Royal Motor-Union put on a fabulous rally, framed to provide the maximum of high-speed motoring and the minimum of red tape. Typical of the club's sporting outlook is the fact that when one competitor protested that another had not been penalized for booking in a minute early, the control in question was promptly "scrubbed"; and no other rally but the Liège accepts any type of car.

The route was little changed from 1961, but stiffened by cunning placing of controls and the terminal point was again Sofia, where something like 30,000 people turned out to applaud. Once more the Yugoslavian "bled" decimated the field; 93 crews went into Yugoslavia, but only 24 were still in the rally when the border was crossed on the homeward run.

At Sofia the "works" Austin-Healey 3000s of David Seigle-Morris/Barry Hercock and Paddy Hopkirk/Jack Scott (on their first drive for B.M.C.) were in a joint lead with Böhringer, none having lost marks. By the border, Paddy had retired and David was in 7th place, as the Healeys' suspension wilted under the hammering from the appalling roads which had earlier proved too much for Carlsson's suspension. Amongst others, Trautmann, Ronnie Adams, Mike Sutcliffe, John Cuff and Anne Hall (then lying 6th with a "works"

Zephyr) all crashed and this holocaust continued to the end; one of the hardest of many hard-luck stories was that of John La Trobe, whose VW broke its cranksft when he was almost home with only a few easy miles to go.

When the Yugoslavian dust had settled, team managers looked less appalled and crews less like zombies, Böhringer had run out a decisive winner, 29 minutes ahead of the Citroën of Marang and Coltelloni, of whose chances Rene Cotton had thought so little that he had made them pay their own expenses. Third came a "works"-sponsored Volvo driven by Patte and Rouselle, whilst Claudine Bouchet, who had not had a very good season so far, came home 7th to head the ladies. Citroën took the team prize and France the Inter-land trophy, so Rene Cotton did not go home empty-handed.

B.M.C. were less lucky, for although they once again made Best British Performance with Logan Morrison/"Bishop" Jones in 5th place with an Austin-Healey 3000, their class was taken by Böhringer. Probably the most praiseworthy effort by a British crew was that of Ken James/Mike Hughes, who brought a very standard Rover into 6th place and a class win, only one minute behind the Healey.

But as to finish the Marathon (and only 18 managed it!) is an achievement far higher than winning most of the other Championship rallies, it should be recorded that the Harrison brothers finished 13th in a "works" Zephyr and Bill Bengry/David Skeffington finished 18th in another Rover.

As long as M. Garot runs the "Marathon", assuredly will it remain the toughest and most sporting Championship rally of all and it could well be that in the not too distant future Moscow will be the terminal point!

### 9. THE GERMAN RALLY REACHES ROCK BOTTOM

IT was ironical that the best rally of the year should be so shortly followed by the worst, for the Baden-Baden rally lacked all the features which had made the Liège so outstanding. Far from helping compe-

*UNKNOWN STAR: Finland's Pauli Toivonen, although almost unknown outside Scandinavia, is probably their top driver and this year's Scandinavian rally Champion. In his Citroën ID19 he won the 1000 Lakes and took his class in the Midnight Sun.*

titors, the organizers seemed to go out of their way to make things difficult, for non-German crews at least. Carlsson, for instance, was put to immense trouble over his car, and a 3.8 Jaguar, which had split the Mercedes team in Scandinavia, was not accepted at all. Rene Trautmann had a particularly raw deal. For one test he was allowed 10 secs. less than the class above him, which contained the Mercedes team, a somewhat pointed "honour" applying only to his class, and was then penalized for obeying a traffic sign given by a policeman. This injustice was eventually put right on appeal to the F.I.A. and he was reinstated in third place. Carlsson experienced bad baulking from the DKWs, and eventually finished 7th, scoring only the points for a class win.

The route seemed patterned on the Tulip, i.e., a lot of easy motoring to take part in four hill-climbs in France, in which Hans-Joachim Walter's Porsche was always the fastest. As the results of these climbs decided the rally and points were gained on a class improvement basis, the Mercedes "top brass" were soon working out how slowly the other team drivers had to go to make sure that Böhringer won, and issued "target times" accordingly to team drivers and private owners alike!

Apparently they miscalculated, to everyone's delight, and Pat Moss and Pauline Mayman ran out extremely popular winners ahead of Böhringer who, himself a true sportsman, seemed highly embarrassed by this method of "winning" a rally.

It must not, however, be forgotten that it was a British driver who first took advantage of this loophole in regulations some years ago now, and in my view the error is not so much with the driver who takes this advantage as in the framing of regulations which permit it.

(Continued on page 891)

## SUMMARIZED RESULTS OF RALLIES SCORING FOR THE 1962 EUROPEAN RALLY CHAMPIONSHIP

Marking System: Each of the two drivers' scores points in accordance with the table below.

Placing of car in	1st	2nd	3rd	4th	5th	6th
General Classification	8	6	4	3	2	1
Cubic Capacity Class	6	4	3	2	1	(no points can be scored here unless there are 5 or more starters).

Points so scored are cumulative and are multiplied by the following coefficients:

More than 150 starters, x 2.5.

Between 50 and 149 starters, x 2. The best six results only count.

49 starters or under, x 1.

In the ladies' section of the Championship, provided three or more ladies' crews start, points are scored as under:

1st—8; 2nd—6; 3rd—4; 4th—3; 5th—2.

Points gained in the Championship proper cannot be added to points scored in the ladies' section, and vice versa.

National Code. B = Belgium. D = Germany. F = France. GB = GREAT BRITAIN. GR = Greece. I = Italy. NL = Holland.  
PL = Poland. S = Sweden. SF = Finland. N = Norway. CH = Switzerland.

Event	Starters	Finishers	General Classification and Specialist Results	Class Winners
	(figures in brackets show comparison with 1961)	(figures in brackets show comparison with 1961)		
1. XXXI <sup>me</sup> Rallye Monte-Carlo. 21st-24th January. MONACO. Coefficient x 2.5.	313 (+8)	247 (+91)	1. Carlsson/Häggbom, S, SAAB (O) 2. Böhringer/Lang, D, Mercedes (O). 3. HOPKIRK/SCOTT, GB, SUNBEAM (P). 4. PROCTOR/ROBSON, GB, SUNBEAM (P). 5. Gele/Guilhaudin, F, DKW (O). 6. Andersson/Karlsson, S, Volvo (O). Ladies' Prize. PAT MOSS/ANN WISDOM, GB, MORRIS-COOPER (O). Team Prizes. Manufacturers'—SUNBEAM. Club—B.T.R.D.A. Best British Performance. HOPKIRK/SCOTT, GB, SUNBEAM. (3rd in General Classification). Starting Point Code. O = Oslo. P = Paris. GL = Glasgow.	Touring (Groups 1 and 2 combined). 5 classes. Up to 1,000 c.c. Carlsson/Häggbom, S, SAAB (O). 1,000 to 1,300 c.c. Keinänen/Vainola, SF, Skoda Octavia (O). 1,300 to 1,600 c.c. HOPKIRK/SCOTT, GB, SUNBEAM (P). 1,600 to 2,000 c.c. Neyret/Terramorsi, F, Citröen (P). Over 2,000 c.c. Böhringer/Lang, D, Mercedes 220SE (O). Grand Touring. 5 classes. Up to 1,000 c.c. RILEY/HUGHES, GB, M.G. MIDGET (GL). 1,000 to 1,300 c.c. Borgerhoff/Holland, NL, Alfa Romeo (P). 1,300 to 1,600 c.c. Isenbugel/Springer, D, Porsche (O). 1,600 to 2,000 c.c. MORLEY/MORLEY, GB, M.G.A Mk. II (O). Over 2,000 c.c. SEIGLE-MORRIS/AMBROSE, GB, AUSTIN-HEALEY 3000 (P).
2. 14de Tulpen-Rallye 7th-12th May. HOLLAND. Coefficient x 2.	138 (+6)	98 (-15)	1. PAT MOSS/ANN RILEY, GB, MORRIS-COOPER. 2. Andersson/Karlsson, S, Volvo B.18. 3. Gele/Laurent, F, DKW Junior. 4. Carlsson/Häggbom, S, SAAB 96. 5. Meur/Rousselle, F, Porsche S.90. 6. GRAY/ACTMAN, GB, Porsche S.90. Ladies' Prize (6 starters). PAT MOSS/ANN RILEY, GB, MORRIS-COOPER. Team Prizes. Manufacturers—Auto Union/DKW. Inter-Nation—ENGLAND. Club—Kungliga Automobil Klubben, Sweden. Best British Performance. PAT MOSS/ANN RILEY, MORRIS-COOPER. OUTRIGHT WINNERS.	Touring (Groups 1 and 2 combined). 6 classes. 600 to 850 c.c. Gele/Laurent, F, DKW Junior. 850 to 1,000 c.c. PAT MOSS/ANN RILEY, GB, MORRIS-COOPER. 1,000 to 1,300 c.c. Neilsen/Henriksen, DK, Alfa Romeo Giulietta. 1,300 to 1,600 c.c. Huisman/Nijhuis, NL, Volvo 444. 1,600 to 2,000 c.c. Andersson/Karlsson, S, Volvo 122 B.18. Over 2,000 c.c. Böhringer/Lang, D, Mercedes 220SEb. Grand Touring. 4 classes. 700 to 1,000 c.c. Ruby/Raschig, D, DKW Junior. 1,150 to 1,600 c.c. Meur/Rousselle, F, Porsche S.90. 1,600 to 2,000 c.c. Aaltonen/Palm, SF, M.G.A Mk. II. Over 2,000 c.c. MORLEY/MORLEY, GB, AUSTIN-HEALEY 3000.
3. Xth Rallye Acropolis 24th-27th May. GREECE. Coefficient x 2.	55 (-21)	23 (-22)	1. Böhringer/Lang, D, Mercedes 220SEb. 2. Carlsson/Svensson, S, SAAB 96. 3. Trautmann/Herve, F, Citroën DS19. 4. Walter/Schöttler, D, Porsche. 5. Harris/Ickx, B, Mercedes 220SEb. 6. Andersson/Karlsson, S, Volvo. Ladies' Prize (4 starters). PAT MOSS/PAULINE MAYMAN, AUSTIN-HEALEY. (Also BEST BRITISH PERFORMANCE, 8th in General Classification and class winners). Team Prize. FORD ANGLIA.	Touring (Groups 1 and 2 combined). 8 classes. Up to 700 c.c. Levy/Gottlieb, D, BMW 700S. 700 to 850 c.c. Carlsson/Svensson, S, SAAB. 850 to 1,000 c.c. ANNE HALL/VAL DOMLEO, GB, FORD ANGLIA. 1,000 to 1,150 c.c. Cabella/x, I, Lancia Appia. 1,150 to 1,300 c.c. Weiner/Bielak, D, Skoda Octavia. 1,300 to 1,600 c.c. Zannos/"Campani", GR, SUNBEAM. 1,600 to 2,000 c.c. Trautmann/Herve, F, Citroën DS19. Over 2,000 c.c. Böhringer/Lang, D, Mercedes 220SEb. Grand Touring. 2 classes. Up to 1,600 c.c. Walter/Schöttler, D, Porsche. Over 1,600 c.c. PAT MOSS/PAULINE MAYMAN, GB, AUSTIN-HEALEY.

Event	Starters	Finishers	General Classification and Specialist Results.	Class Winners
	(figures in brackets show comparison with 1961)	(figures in brackets show comparison with 1961)		
4. XXIII <sup>e</sup> Coupe des Alpes. 7th-12th June. FRANCE. Coefficient x 1.	48 (-16)	28 (+1)	1. MORLEY/MORLEY, GB, AUSTIN-HEALEY 3000. 2. Walter/Schöttler, D, Porsche Carrera. 3. PAT MOSS/PAULINE MAYMAN, GB, AUSTIN-HEALEY 3000. 4. SUTCLIFFE/FIDLER, GB, TRIUMPH TR4. 5. Trautmann/Chopin, F, Citroën DS19. (All the above won Coupes des Alpes for a "clean" run.) 6. Vinatier/Charon, F, FORD ZODIAC. Ladies' Prize (4 starters). PAT MOSS/PAULINE MAYMAN, GB, AUSTIN-HEALEY. Team Prize. AUSTIN-HEALEY 3000. Best British Performance. MORLEY/MORLEY, AUSTIN-HEALEY 3000. Outright Winners.	Touring (Groups 1 and 2 combined). 6 classes. Up to 700 c.c. Cazon/Billard, F, BMW 700. 700 to 850 c.c. Manzon/Peysson, F, Renault 1093 (Group 1). 850 to 1,150 c.c. MORRISON/SYER, GB, MORRIS-COOPER. 1,600 to 2,000 c.c. Trautman/Chopin, F, Citroën DS19. 2,000 to 2,500 c.c. Langlois van Ophem/Patte, B, Mercedes 220SEb (Group 1). Over 2,500 c.c. Vinatier/Charon, F, FORD ZODIAC. Grand Touring. 3 classes. Up to 1,150 c.c. Delalande/Campuzan, F, Renault Alpine. 1,150 to 1,600 c.c. Walter/Schöttler, D, Porsche Carrera. Over 1,600 c.c. MORLEY/MORLEY, GB, AUSTIN-HEALEY 3000.
5. XIII <sup>th</sup> Rallyt till Midnattssolen. 12th-16th June. SWEDEN. Coefficient x 2.5.	214 (+13)	129 (+21)	1. Söderström/Ohlsson, S, MORRIS-COOPER 2. Bengtsson/Dahlgren, S, Porsche. 3. Carlsson/Haggbom, S, SAAB. 4. Jansson/Tetterson, S, VW. 5. Böhringer/Lang, D, Mercedes 220SEb. 6. Söderström/Olsen, S, VW. Ladies' Prize (6 starters). Ewy Rosqvist/Ursula Wirth, S, Mercedes. Team Prize. MORRIS-COOPER. Best British Performance. APPLEBY/McGHIE, AUSTIN-HEALEY SPRITE. (5th in class.)	Touring (Group 1). 5 classes. Up to 1,100 c.c. Söderström/Ohlsson, S, MORRIS-COOPER. 1,000-1,300 c.c. Söderström/Olsen, S, VW. 1,300-1,600 c.c. Christofferson/Anderson, S, Volvo. 1,600-2,000 c.c. Andersson/Karlsson, S, Volvo. Over 2,000 c.c. Böhringer/Lang, D, Mercedes 220SEb. Touring (Group 2). 4 classes. Up to 700 c.c. Snjuth/Bergren, S, BMW. 700-850 c.c. Carlsson/Haggbom, S, SAAB. 850-1,300 c.c. Trana/Pavoni, S, MORRIS-COOPER. 1,300-1,600 c.c. Blomqvist/Lindberg, S, VW 1500. Over 1,600 c.c. Toivonen/Kallio, SF, Citroën. Grand Touring. 3 classes. Up to 850 c.c. Ingier/Nitsche, N, SAAB. 850-1,300 c.c. Jansson/Tetterson, S, VW. Over 1,300 c.c. Bengtsson/Dahlgren, S, Porsche.
6. IV <sup>th</sup> Rajd Polski. 2nd-5th August. POLAND. Coefficient x 2.	56 (-3)	10 (-19)	1. Böhringer/Lang, D, Mercedes 220SEb. 2. PAT MOSS/PAULINE MAYMAN, GB, AUSTIN-HEALEY. 3. Kühne/Wencher, D, Mercedes 220SEb. 4. Otto/Hanf, D, Wartburg. 5. Christofferson/Lilienberg, S, Volvo. 6. Rosqvist/Wirth, D, Mercedes 220SEb. Ladies' Prize (2 starters). PAT MOSS/PAULINE MAYMAN, GB, AUSTIN-HEALEY (also Best British Performance). Team Prize. Mercedes.	Touring. 5 classes. Up to 700 c.c. Dobranski/Murawski, PL, BMW 700. 700-1,000 c.c. Otto/Hanf, D, Wartburg. 1,000-1,300 c.c. Postawa/Jaromin, PL, Simca. 1,300-2,000 c.c. Christofferson/Lilienberg, S, Volvo. Over 2,000 c.c. Böhringer/Lang, D, Mercedes 220SEb. Grand Touring. 1 class. PAT MOSS/PAULINE MAYMAN, GB, AUSTIN-HEALEY 3000.
7. XIII <sup>th</sup> Jyväskyläan Suurajot. 17th-19th August. FINLAND. Coefficient x 2.	103 (+12)	70 (+19)	1. Toivonen/Kallio, SF, Citroën DS19. 2. Keinänen/Eklund, SF, Skoda. 3. Carlsson/Haggbom, S, SAAB. 4. Söderström/Olsen, S, VW 1500. 5. Lampinen/Ahava, SF, SAAB. 6. Söderström/Ohlsson, S, MORRIS-COOPER. Ladies' Prize (2 starters). Ewy Rosqvist/Ursula Wirth, S, Mercedes 220SEb. Team Prize. SAAB.	Touring. 7 classes. Up to 700 c.c. Snellman/Wohlström, SF, Steyr-Puch. 700-800 c.c. Carlsson/Haggbom, S, SAAB. 850-1,100 c.c. Söderström/Ohlsson, S, MORRIS-COOPER. 1,100-1,300 c.c. Keinänen/Eklund, SF, Skoda Octavia. 1,300-1,600 c.c. Söderström/Olsen, S, VW1500. 1,600-2,000 c.c. Toivonen/Kallio, SF, Citroën. Over 2,000 c.c. Mattson/Jarvi, SF, Dodge Lancer. Grand Touring. 1 class. Bengtsson/Dahlgren, S, Porsche.
8. XXXI <sup>e</sup> Marathon de la Route. (Liege-Sofia-Liege). August to September. BELGIUM. Coefficient x 2.	100 (+15)	18 (+10)	1. Böhringer/Eger, D, Mercedes 220SEb. 2. Marang/Coltelloni, F, Citroën. 3. Patte/Rouselle, B, Volvo B.18. 4. Verrier/Badoche, F, Citroën. 5. MORRISON/JONES, GB, AUSTIN-HEALEY 3000. 6. JAMES/HUGHES, GB, ROVER. Ladies' Prize (4 starters). Claudine Bouchet/Mile. Kissel, F, Citroën. Team Prizes. Manufacturers—Citroën. Inter-nation—France. Best British Performance. MORRISON/JONES, GB, AUSTIN-HEALEY 3000 (5th in General Classification, 2nd in class).	Touring. 2 classes. (Groups 1 and 2 combined.) 1,600-2,000 c.c. Marang/Coltelloni F, Citroën. Over 2,000 c.c. JAMES/HUGHES, GB, ROVER. Grand Touring. 3 classes. Up to 1,000 c.c. Charlier/Mosbeux, B, FORD ANGLIA. 1 000-1,600 c.c. Poirot/Harmand, F, Porsche. Over 2,000 c.c. Böhringer/Eger, D, Mercedes 220SEb. Sports Class. 3 classes. Up to 1,600 c.c. Staepeleere/Meuwissen, B, FORD ANGLIA. 1,600-2,000 c.c. Miles Bouchet/Kissel, F, Citroën. Over 2,000 c.c. Rosqvist/Wirth, S, Mercedes 220SEb.

Event	Starters (figures in brackets show comparison with 1961)	Finishers	General Classification and Specialist Results	Class Winners
9. Rallye of Baden-Baden and Germany. 26th-30th September. GERMANY. Coefficient x 2.	68 (+4)	47 (-2)	1. PAT MOSS/PAULINE MAYMAN, GB, MORRIS-COOPER. 2. Böhringer/Lang, D, Mercedes 220SEb. 3. Trautmann/Mme Bouchet, F, Citroën. 4. Walter/Stock, D, Porsche Carrera. 5. Smoliner/Auer, D, Citroën. 6. Cavalari/Simonetta, I, Alfa Romeo. Ladies' Prize (2 starters). PAT MOSS/PAULINE MAYMAN, GB, MORRIS-COOPER (also Best British Performance). Team Prize. Mercedes.	Touring. 6 classes. (Groups 1 and 2 combined.) Up to 700 c.c. Zink/Erb, D, BMW 700S. 700-850 c.c. Carlsson/Häggbom, S, SAAB. 850-1,000 c.c. PAT MOSS/PAULINE MAYMAN, GB, MORRIS-COOPER. 1,000-1,300 c.c. Cavalari/Simonetta, I, Alfa Romeo. 1,300-2,000 c.c. Trautmann/Mme Bouchet, F, Citroën. Over 2,000 c.c. Böhringer/Lang, D, Mercedes 220SEb. Grand Touring. 2 classes. Up to 1,300 c.c. Wehner/von Schweinichen, GB, VW. Over 1,300 c.c. Walter/Stock, D, Porsche Carrera.
10. Rallye de Geneve. 16th-21st October. SWITZERLAND. Coefficient x 1.	33 (not run in 1961)	27	1. Walter/Lier, D/CH, Porsche Carrera. 2. Carlsson/Häggbom, S, SAAB. 3. PAT MOSS/PAULINE MAYMAN, GB, MORRIS-COOPER. 4. Hanrioud/Arbez, F, Renault 1093. 5. Gele/Laurent, F, DKW Junior. 6. Kling/Kreder, D, DKW Junior. Ladies' Prize. PAT MOSS/PAULINE MAYMAN, GB, MORRIS-COOPER (also Best British Performance). Team Prizes. Manufacturers'—DKW. Inter-Nation—Switzerland.	Touring. 5 classes. (Groups 1 and 2 combined.) Up to 850 c.c. Carlsson/Häggbom, S, SAAB. 850-1,000 c.c. PAT MOSS/PAULINE MAYMAN, D, MORRIS-COOPER. 1,000-1,300 c.c. Hanrioud/Arbez, F, Renault 1093. 1,300-2,000 c.c. Charpiloz/x, CH, Alfa Romeo. Over 2,000 c.c. Kreft/x, CH, Jaguar 3.8. Grand Touring. 2 classes. Up to 1,300 c.c. Schaeffer/x, CH, Alfa Romeo. Over 1,300 c.c. Walter/Lier, D/CH, Porsche Carrera.
11. 11th Rally of Great Britain. 12th-17th November. GREAT BRITAIN. Coefficient x 2.5.	157 (+6)	102 (+21)	1. Carlsson/STONE, S/GB, SAAB. 2. HOPKIRK/SCOTT, GB, AUSTIN-HEALEY 3000. 3. PAT MOSS/PAULINE MAYMAN, GB, AUSTIN-HEALEY 3000. 4. LEWIS/MABBS, GB, SUNBEAM RAPIER. 5. Aaltonen/AMBROSE, SF/GB, MORRIS-COOPER. 6. TAYLOR/MELIA, GB, FORD ANGLIA. Ladies Prize PAT MOSS/PAULINE MAYMAN, GB, AUSTIN-HEALEY 3000. Team Prizes. Manufacturers'—MORRIS-COOPER. Club—Knowldale M.C.	Touring. 4 classes. (Groups 1 and 2 combined.) Up to 850 c.c. Carlsson/STONE, S/GB, SAAB. 850-1,000 c.c. Makinen/STEADMAN, SF/GB, MORRIS-COOPER 1,000-1,600 c.c. LEWIS/MABBS, GB, SUNBEAM RAPIER. Over 1,600 c.c. Andersson/JOHNS, S/GB, Volvo 122 B.18. Grand Touring. 2 classes. Up to 1,600 c.c. Aaltonen/AMBROSE, SF/GB, MORRIS-COOPER. Over 1,600 c.c. HOPKIRK/SCOTT, GB, AUSTIN-HEALEY 3000.



THOUSAND LAKES: Opposite lock on a dusty corner is applied by Rauno Aaltonen, sharing the Mercedes with Vaino Nurminen.

Rally Review—continued

As far as Championship points were concerned, the next two rallies were crucial for Eric Carlsson. Böhringer's 24 points in the German Rally enabled him to drop his poorest score (12 points in the Tulip), and he had now acquired 158 points, whilst his usual co-driver, Peter Lang, was lying second with 142 points. Carlsson had only 130 points, and his 12 points from the German Rally was his worst score yet, but he could still win the Championship if he won the two remaining rallies, the Geneva and the R.A.C., and if their starting numbers were of the usual standard, i.e., over 50 and over 150 respectively.

But as far as the Geneva rally was concerned, Eric was well and truly out of luck.

10. THE GENEVA CLINCHES THE CHAMPIONSHIP FOR BÖHRINGER

It is rare that a driver wins a Championship without taking part in the event which decides it, but that is exactly what happened to Böhringer. Whilst he was driving in the Argentine, Carlsson was finishing second and winning his class in Switzerland, but this stout effort only netted him another miserable 12 points instead of the 24 which he might reasonably have expected, and the Championship was out of his reach through no fault of his.

The rally itself was a very fair event and worthy of better support than it received. The A.C. de Suisse were really responsible for the wretched entry as regulations were not available until some three weeks before the start, but their inefficiency was hard luck on Carlsson and a rally which can only attract 41 entries is not worthy of being included in the rally championship.

The route was chiefly in France and included six Special Stages, which penalized most of the entry, and timed climbs at Croisette, Chamrousse and Mont Ventoux, where Hans Joachim Walter's Porsche again made B.T.D. on each climb. The Porsche, co-driven by Werner Lier, was the eventual winner and Pat Moss/Pauline Mayman on the hard-worked Cooper finished 3rd, only 9 points behind Carlsson. This was the only British success, but the "works" TR4 of Jean-Jacques Thuner/J. Gretener was going well and lying 4th until a throttle linkage came adrift and dropped them right back.

11. THE R.A.C. FINISHES OFF THE SERIES ON A HIGH NOTE

THE R.A.C. is of such recent memory, and so much has been written about it, that it is pointless to go into detail; it is, in any case, difficult for a member of the indefatigable Jack Kemsley's organizing committee to be completely impersonal.

Despite one or two unforeseen hitches, notably the failure of the Longines clocks, which caused so many excellent Special Stages to be "scrubbed," we felt that we achieved our objective of putting on a rally worthy of, perhaps, deciding the 1962 Championship, and the R.A.C. did attract the maximum number of starters, including more top-line foreign drivers than for some years.

Böhringer crashed (his only accident in the series), and Carlsson won for the third consecutive time, so the final score was,

Böhringer 158 points  
Carlsson 153 points

Pat Moss won her eighth Coupe des Dames, but the title for 1962 had long since passed into her keeping, so this win had little effect, except neatly to round off a wonderful year.

Clearly the 1962 pattern for the R.A.C. Rally was the correct one, and it does seem that, after all, both the forest roads and Jack Kemsley will be available for 1963. This is as well, for without them there might be no R.A.C. Rally and, as it stands at present, that would make the Championship series all the poorer.

In the final part of his survey John Gott will analyse the performances of cars and drivers and suggest how the revived Championship can be improved.

# Club News

By MICHAEL DURNIN

## SEVENOAKS AND D.M.C.

### MUCKSPREAD TRIAL

ON Sunday, 9th December, the Sevenoaks and District Motor Club held its annual closed to club Muckspread Trial for production cars. This year, the event was held on a farm near Pembury and after heavy rain the previous night, the conditions on the day were ideal, the sun coming out soon after the 10 o'clock start and remaining out during the day.

Trials man, Grahame White, Clerk of the Course, using his Cannon as an ideal course car, had sorted out some 20 sections to be tackled by the 58 entries during the day, 10 of these to be done in the morning and 10 in the afternoon. Competitors numbering 1-25 started at section 1 and numbers 26-58 at section 6.

Section 1 had a downhill start, through a gate, then went up a long climb next to a thick overhanging hedge. Deep ruts and mud near the top stopped most, but Club Secretary, Ken Springate, showed his Volkswagen was capable of cleaning the section with an excellent climb. He was followed by only three more "cleans" during the morning; although 10 managed it in the afternoon.

Sections 2, 3 and 5 were all on steep grassy banks and all had easy starts with the sting in the tail. Only three "cleans" were managed on Section 2, with most stopped at the 6 marker—seven "cleans" on Section 3 and one "clean" climb on Section 5, this being Roger Erwin's Mini. During the afternoon, four cars "cleaned" this hill, all of them being Minis.

Section 4 was a straight track running through a wood with a stream on one side. Deep ruts of water soon after the gate marking the start presented little problem, the last few yards, with thick mud up a sharp bank on to the farm road, stopped surprisingly many in the morning, but far less during the afternoon. Ron Gee's Sprite had an excursion into the woods on his second run, losing 10 marks with it.

Sections 6, 7 and 8 were all on part of a motorcycle scramble course. All had level

starts but on thick mud. Section 6 had first a left, then right, turn with the finish some way up through some marshy ground. The only "clean" during the day was the eventual winner, Bud Smith, in his Saab. Section 7 had an easy start with a long left turn in some ruts, the mud and steepness of the hill stopped most cars at the 7 or 8 marker, but Malcolm Stanley (Volkswagen) and well-known motoring photographer Mike Ware (Austin Seven) lost three and five respectively. Section 8 was a long climb up an open track, next to a deep ditch and hedge. Fifteen cars were "clean" in the morning, but during the afternoon, the start line was moved and the section markers moved to a steeper part of the hill. The left turn soon after the start stopped most; best climbs were by Geoff Chapman (Volkswagen) and Reg Exon (Sprite), with six marks lost each and Roger Erwin (Mini) and 21-year-old Anne Duncan—in her first trial and driving her Sprite very well indeed, were next highest with seven marks lost.

Sections 9 and 10 were on open grass banks, the first looking more difficult than, in fact, it was, and it produced some 13 "cleans" in the morning, but was tightened up during the afternoon and only the Volkswagen and the Volvo of the Stanley brothers managed to "clean" the section. Section 10 after a tight right hand turn round a telegraph pole went through some deepish water and on up a steep bank. There were no "cleans" during the morning or afternoon, the best climbs being those of Bud Smith (Saab) and Tony Hilder (Cooper-Mini), who lost four marks each.

All those who competed enjoyed this well-organized event and the Secretary of the Meeting, Chris Martin, ably assisted by Chalky White, did well to produce the results within half an hour of the last car finishing the course.

GRAHAME WHITE.

#### Results

1, Bud Smith (Saab), 48; 2, Roger Erwin (Mini), 61; 3, Reg Exon (Sprite), 64; 4, Ian Dussek (H.R.G.), 64; 5, Ken Springate (Volkswagen), 66; 6, Mike Ware (Austin 7), 67; 7, Stephen Clipston (Volkswagen), 68; 8, Malcolm Stanley (Volkswagen), 68; 9, Brian Stephens (Mini), 70; 10, Gregory Stanley (Volvo), 70; 11, John Webb (Volkswagen), 72; 12, James Burrowman (Ford), 72; 13, Stephen Golding (Herald), 73; 14, Geoff Chapman (Volkswagen), 73; 15, Doug Worgan (Sprite), 76; 16, Brian Jefferson (Mini), 76; 17, Maurice Christmas (Volkswagen), 77; 18, Tony Hilder (Cooper-Mini), 78; 19, Anne Duncan (Sprite), 78; 20, Dave Brown (Alvis), 80.

Ladies' Class: 1, Leigh Saunders (Volkswagen), 15; 2, Anne Duncan (Sprite), 18; 3, Bobby Alcorn (Volkswagen), 18.

## BRITISH ARMY MOTORING

### ASSOCIATION

#### LONDON M.C.

### LONGMOOR AUTOPOINT

THE British Army Motoring Association and the London Motor Club were again locked in very nearly mortal combat in the third annual Autopoint at Longmoor. Watched by tens of thousands of T.V. viewers, eight contestants from the Club and eight from the Army raced against each other in gale force winds over impossible terrain in a most unlikely collection of vehicles.

Just to watch a Trials Car, a Champ, a B.M.C. Gypsy and a 1-ton Land-Rover head for a gap in which there was clearly room for only two of them was frightening enough. That Ann Render, husband David's passenger in the trials car, still had the twitch six hours after the event was over was not surprising, particularly as in heat 10 the car caught fire through the battery falling through the floor and shorting across the petrol tank.

It was a very rough ride for everybody and the Army who had suffered defeat in the two previous years were at battle stations from the beginning. After only four heats the Army had a 10 point lead over the Club. The event lends itself to gamesmanship of all kinds and the starter noticeably paled when on certain courses some competitors left the start line backwards whilst others took a more conventional forward line. The rules of Autopoint permit a choice of route provided certain markers are rounded during the excursion.

A star of the afternoon was the Standard

Ensign staff car driven by Sgt. Norton, which literally ran rings round the functional though less aesthetic Champs, Gypsies and Land Rovers. The 600 c.c. Haffinger chuffed around in the hands of Colin Hoile against formidable opposition, whilst the Renault 4L, driven by John Fenwick, by no means disgraced itself before coming irretrievably bogged down in heat 6.

Splendid driving by the Army team gave them a 30 point lead over the Club by heat 10. The Club's honour was partially restored by Steven Carradine who scored a win in heat 11, and by rally driver Bill Bengry who did likewise in heat 12. Even so the sheer determination of the B.A.M.A. team gave them a well deserved win of 54 points to 34, and put paid to a hat trick by the Club.

(pictures overleaf)

## SEVEN-FIFTY M.C.

### WEEDON E.C.C.

### SILVERSTONE TRIAL

Held on 9th December, the annual Silverstone Trial was a great success. There were three classes—1172 Trials, 750 Trials and Austin 7 (pre-Mini) cars.

#### Results

1172 Trials Class: 1, C. Taylor (Cannonball), 10 points lost; 2, P. le Couteur (Cannon); 3, W. Harris (Alexis); 4, G. Hutchings (Midnight Special), 61. 750 Trials Class: 1, P. Mansfield (Mango-Austin); 42; 2, R. de Paula-Hanika (The Gig), 53; 3, W. Meade (Pluto), 56; 4, M. R. G. Eyre (Special), 67. Austin 7 Class: 1, R. Palmer (U.G. Saloon), 0; 2, L. Blair (U.G. Saloon), 1; 3, J. Pickering (Austin 7), 43; 4, A. Jigins (Tatty 7), 53.

## LANCASHIRE AND CHESHIRE C.C. LAKELAND RALLY



VOLKSWAGEN, of R. Sutcliffe/R. Dixon, approaches the control near Ddol.

ON 15th-16th December, the Lancashire and Cheshire Car Club ran their Lakeland Rally. The route included much of Wales—it started at a garage near Whitchurch and finished up in Llangollen where breakfast was served and the results produced, though the latter took some time to appear. The organizers were so sure of themselves—Clerks of the Course Ian Hall and John Shaw had planned a tough event which gave navigators 81 references to plot—that a bottle of



LEAVING the River Dee bridge above Chirk is the M.G. of D. J. Friswell/A. J. Taylor.

whisky was offered if anyone cleaned it. Reg McBride, the winner, got one!

#### Results

1, R. McBride/D. Barrow (Allardette), 0 mins.; 2, R. Sutcliffe/R. Dixon (Volkswagen), 2; 3, G. Allen/B. Hughes (Cooper-Mini) and D. Friswell/A. J. Taylor (M.G.A.), 3; 5, D. M. Ray/S. Gray (Allardette), 6; 6, B. Harper/R. Crellin (Sebring Sprite), 10.

### Coming Attractions

29th December. South African Grand Prix, East London (F.I).

30th December. Hants and Berks. M.C. 9th "Pairs" Point-to-Point Map Reading Run. Starts The Hart Car Park, West Street, Farnham, Surrey (M.R. 169/836½469), at 9.30 a.m.

4th-6th January. South Wales A.C. International Welsh Rally. Starts Loton Park, Shrewsbury, Shropshire, and finishes Cardiff, Glamorganshire.

4th-5th January. Motor Cycling C. 38th Exeter Trial. Starts Kenilworth, London and Launceston, at 9.20 p.m.

5th January. New Zealand Grand Prix, Pukekohe (F.L.).

5th-6th January. Vintage S.C.C. Measham Rally. Starts Church Stretton, Shropshire, at 10.30 p.m.

12th January. Vic Hudson Memorial Trophy Race, Levin, New Zealand (F.L.).

19th January. Lady Wigram Trophy Race, Christchurch, New Zealand (F.L.).

19th-26th January. Monte Carlo Rally. Starts Athens (Greece), Frankfurt (Germany), Glasgow (U.K.), Lisbon (Portugal), Monte Carlo (Monaco), Paris (France), Stockholm (Sweden) and Warsaw (Poland).

25th January-2nd February. Racing Car Show, Olympia.

# CORRESPONDENCE

## A Dreadful Shame

IT really is a dreadful shame that Peter Madge ("Correspondence" recently) is now (for no fault of his own) running the risk of being confused with the most awful people. He has my sympathy for a start, but then, if it's any consolation, he should know that there are some pretty frightful "types" driving around in Jaguars, and all sorts of other expensive motor-cars.

Trouble is, I think, that the awful ones *don't know*—and this is the awful point, without knowing it, I might be one, or even Peter Madge himself might be one! It's all a bit frightening isn't it—like not having a best friend to tell you.

There isn't much you can do about it, it seems (being awful I mean) except try to conceal the fact by *not* driving a kit-Elite.

PINNER, MIDDLESEX.

DONALD W. WARREN.

## Those Anglias

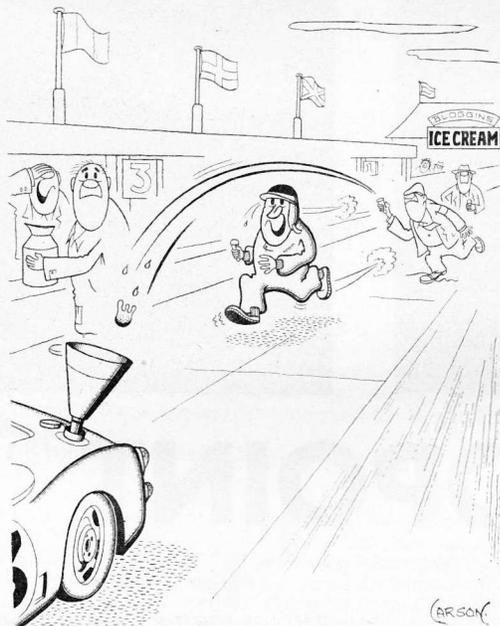
MAY I enquire, through your excellent columns, of those concerned, if we can look forward to those Jaguar-burning, Formula Junior, Group III plus, Anglia-bodied projectiles screaming round our circuits again next season?

Where do they get those very generous regulations from? I doubt if their owners would oblige, but just think of them and their opponents in even a 2-hour race at Brands! That would supply spectator appeal—and prize money!

Two hours of bliss at Paddock Bend—worth a thought.

CROYDON, SURREY.

J. WITHRINGTON.



## A Large Raspberry!

A LARGE raspberry to the bloke who started the current deplorable vogue of calling the Austin-Healey 3000 the "Big Healey".

The genuine "Big Healeys" were the ones built between 1946 and 1954, many of which would dwarf the "3000".

Anyway, the "real" Healeys have the decided advantage of having only the word "Healey" on the registration book!

So can we stick to the facts and call an H "an H" and an A.-H. "an A.-H." please?

SPONDON, DERBYSHIRE.

JOHN STONE.

## Le Mans-winning Aston Martin

IT is good to know that the Montagu Museum will have on display the Championship winning Aston Martin DBR1 but I beg to challenge your statement that it is the actual Le Mans winning car. As I understand it, there were only five of these cars made, the last of which was assembled for Graham Whitehead and is now in Southern Rhodesia. Of the remaining four works cars, number one won the 1,000 Kilometres in 1959, subsequently was raced by John Ogier and is now owned by the Hon. John Dawnay. Number two is the property of Major Ian Baillie and this is the Salvadori/Shelby car which won the 1959 Le Mans race. Number three was bought by the Border Reivers after being burnt at the 1959 T.T., and number four is the only one still owned by Aston Martins and is, I believe, the car now going to Beaulieu. This information I have obtained in course of preparing the new Aston Martin Register which is due to be published early next year.

SARRATT, HERTS.

BRIAN JOSCELYNE.

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



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*YOU'D THINK* this sort of thing was dangerous in a trials car, wouldn't you? Ask David Render. It is. And that mudguard kept getting in the way, too.

# AUTOPOINT

*STOP THE MOKE, I* want to get off. Study this picture carefully, and then see if you still don't know why they wear crash-hats.

**BRITISH ARMY M.A.  
LONDON M.C.  
HORROR COMIC!**

*THIS MACHINE* is called a Haftinger, no doubt because it don't Hafting the mud about. Colin Hoile wants to run it in Formula Junior next season.



**Graham? Or Jim?—continued**

D.P.: Does it affect your life very much?

G.H.: Well, because of the World Championship, or because I've won a few races, I seem to be more in the public eye, from which point of view it does affect my life—yes.

D.P.: Do you like being in the public eye?

G.H.: Well, yes, I suppose I do. I think I would be dishonest if I said no. Sometimes it is a bit of a nuisance, but I try not to think of it as a nuisance because it represents everything that I'm striving for, and I feel that I should accept everything that goes with this. I realize that it helps motor sport, and it's helping me anyway, so who am I to grumble?

D.P.: Going back to the Championship, does it worry you very much—does it stop you sleeping, for instance?

G.H.: No, not at all.

D.P.: Will you try any harder in South Africa than you might have done in previous races, just because the Championship hinges on it?

G.H.: Well, as I told you earlier, I'm never really satisfied with my performance, though I was a bit more after the Nürburgring; perhaps I was a little less dissatisfied, if you see what I mean. I had a very, very hard race, I didn't make any real mistakes, and I won the race—not by much—but nevertheless I won it. I think one mistake would have lost me the race. It was an extremely hard race, mentally and physically, and that was quite satisfying. Now at Watkins Glen I drove just as hard but I didn't have the pressure from behind. I drove hard, but I wasn't satisfied. I felt I could have done better. Now I know that when I go to South Africa, I'm going to try as hard again, or even harder. I hope that I'm always improving, so obviously I always hope that I'm going to do a better job next time. I know what you're getting at and I'm evading it slightly; it might have an effect on me . . . I don't know. I'll have to tell you after the race.

D.P.: Can you be as genuinely friendly with other drivers as you can with someone you are not competing against?

G.H.: Yes, you can, but there are times when you do notice that you are competitors; when you are both in the public eye, for instance. The point is that a competitive driver is a threat to what you're working for. There is always that little something, but it certainly doesn't stop any friendships. I don't know of anyone who isn't friendly with anybody else in motor racing.

D.P.: Yes, the relationship between the present Grand Prix drivers seems to be quite remarkable.

G.H.: I think it's exceptional, I think it's terrific.

D.P.: Do you ever feel jealous about somebody else winning?

G.H.: Yes, I suppose I do. I am human; I have nasty thoughts just like anybody else. At Watkins Glen I was hoping that Jimmy's car was going to break. I would rather beat him fair and square, but as I couldn't I was hoping his car would break; that's being very honest with you.

D.P.: Do you ever feel nervous before a race?

G.H.: Yes.

D.P.: What about?

G.H.: Well, not exactly nervous. I don't get twitchy or anything. I don't feel particularly hungry, I don't feel like chatting too much—I get what we used to call in rowing "the needle". I used to get more needle when I was rowing than I do when I am motor racing. I can't eat a dry sandwich. I'd rather have a bowl of soup. And there is a certain apprehension, a build-up of whatever athletes get when they enter a race—I think everybody should have it. I think it would be very abnormal if someone didn't get it.

D.P.: Do you ever start a race feeling nervous of crashing, or nervous of hurting yourself?

G.H.: Well, yes, the thought does cross my mind occasionally.

D.P.: Do you worry very much about your car breaking?

G.H.: I do think of it occasionally, especially on a long straight, where there is a little time to think about it. And sometimes I wonder whether the brakes are going to work when I put my foot on them.

D.P.: Do you feel you can concentrate 100 per cent. throughout a race?

G.H.: No. I would like to be able to, but I don't think I can.

D.P.: You give the impression that you are. Your face never appears to move throughout a race.

G.H.: No, it doesn't. I try to concentrate because I think this is part of the key to success.

D.P.: Do you find yourself thinking about other things not connected with the race?

G.H.: It depends on the heat of the race really; I think about a lot of things concerning the race. As soon as I see a pit signal I start working things out.

D.P.: Do you like driving at close quarters, or slipstreaming other cars?

G.H.: I don't mind. It depends who it's with. I don't mind driving at close quarters at all, but I think perhaps if I felt I couldn't trust one of the other drivers it would make me be a little wary of him.

D.P.: What is the ideal race for you? Do you like to go into the lead and stay there all through, as at Monza, or do you like to come from behind?

G.H.: I've never really thought about it. I think coming from behind would probably be a bit more satisfying.

D.P.: Do you have any idea of retiring if you win the World Championship?

G.H.: No, definitely not. I enjoy motor racing.

D.P.: If and when you do retire, would you be able to go to races without wanting to drive?

G.H.: Oh, I couldn't tell you. I couldn't answer that. I think I'd have to be pretty fed-up with it or pretty stale if I ever got to that state. I even enjoy driving my saloon car around London.

D.P.: Do you have any sort of a battle with your home life against racing?

G.H.: No.

D.P.: It's all accepted?

G.H.: Oh yes, oh definitely, yes. The only thing is that I would like to see the children more often.

D.P.: Do you consider racing dangerous?

G.H.: Yes, it's dangerous.

D.P.: Do you try to put it in one corner of your mind and forget about it?

G.H.: No, it's a calculated risk. It's dangerous to fly, it's dangerous to go out in a car; we do all these things.

D.P.: Do you ever feel a need to nurse your car?

G.H.: I always try to take no more out of the car than is absolutely necessary.

D.P.: Do you believe in building up a big lead?

G.H.: I would like to be able to build up a lead of 20 seconds, and if I could get 30 seconds ahead I would feel I was doing very well.

D.P.: How do you reckon to beat another driver in a similar car?

G.H.: By driving harder!

\* \* \*

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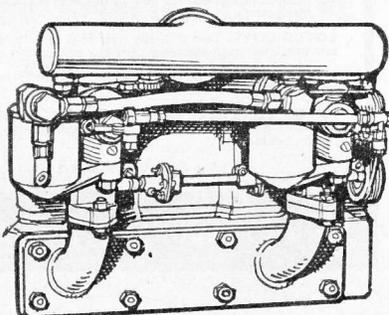
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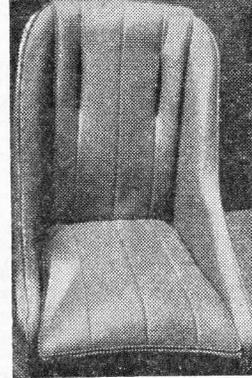
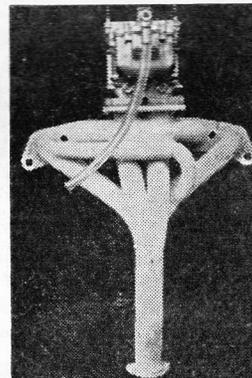
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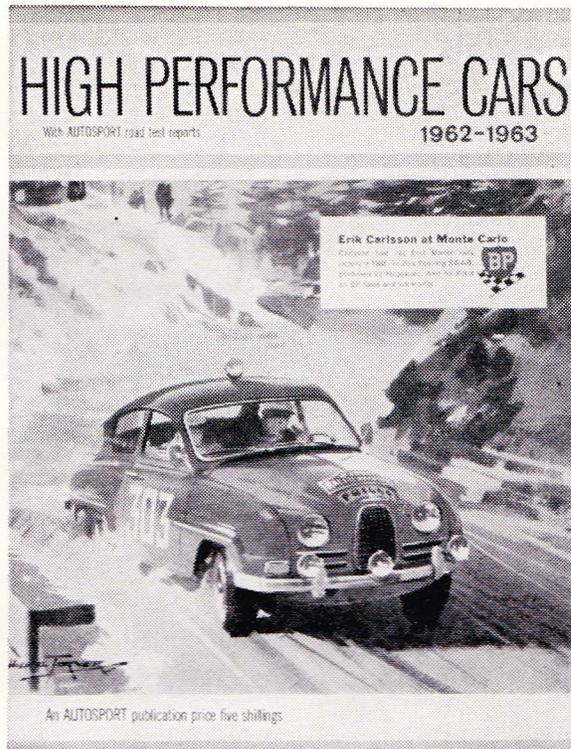
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# Ferodo First

## in top rallies of 1962!

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**MONTE CARLO RALLY** 1st SAAB Carlsson/Haggbom

---

**EAST AFRICAN SAFARI** 1st VOLKSWAGEN Fjastad/Schmider

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**TULIP RALLY** 1st MINI-COOPER Pat Moss/Ann Riley

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**ALPINE RALLY** 1st AUSTIN HEALEY D. Morley/E. Morley

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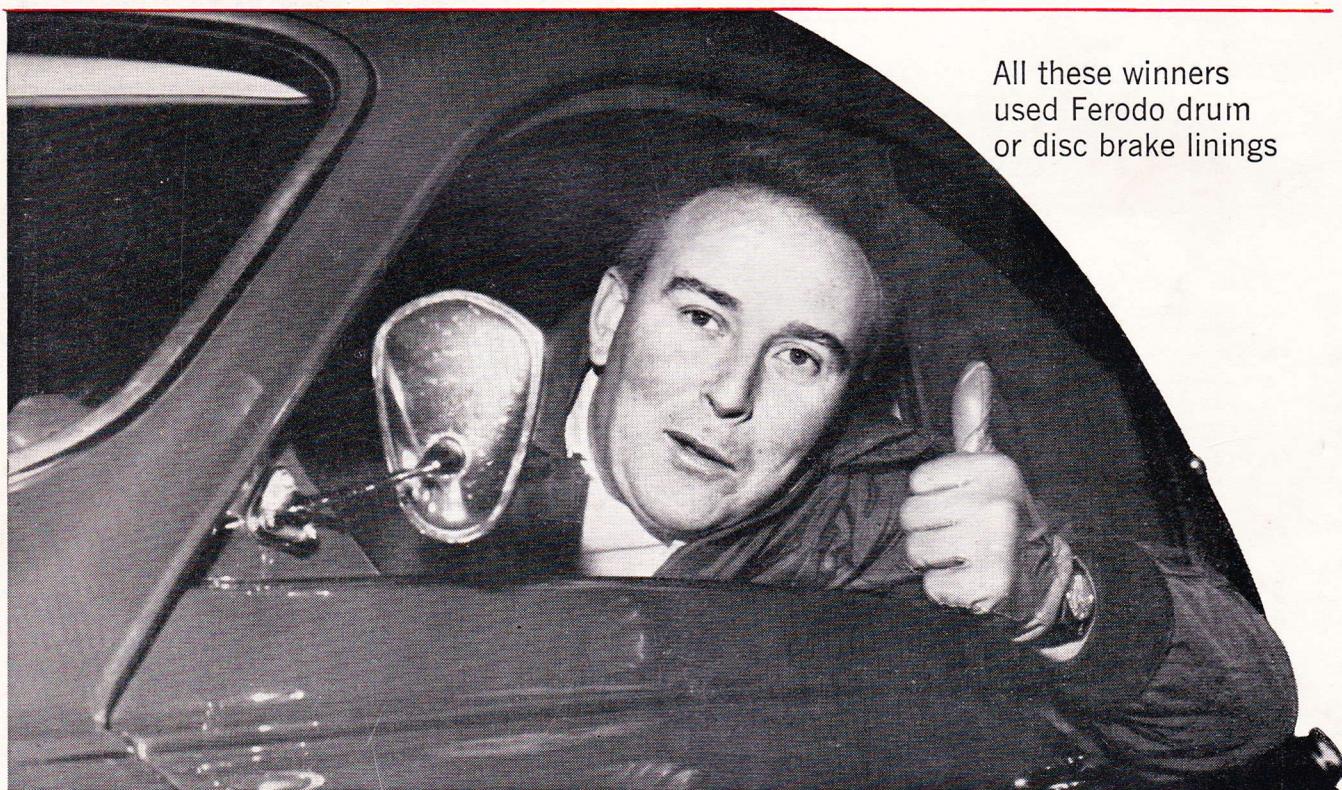
**LIÈGE-SOFIA-LIÈGE** 1st MERCEDES Bohringer/Eger

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**TOUR DE FRANCE** 1st FERRARI Simon/Dupreyron

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