

MONTE CARLO RALLY PREVIEW

AUTOSPORT

JANUARY 18, 1963

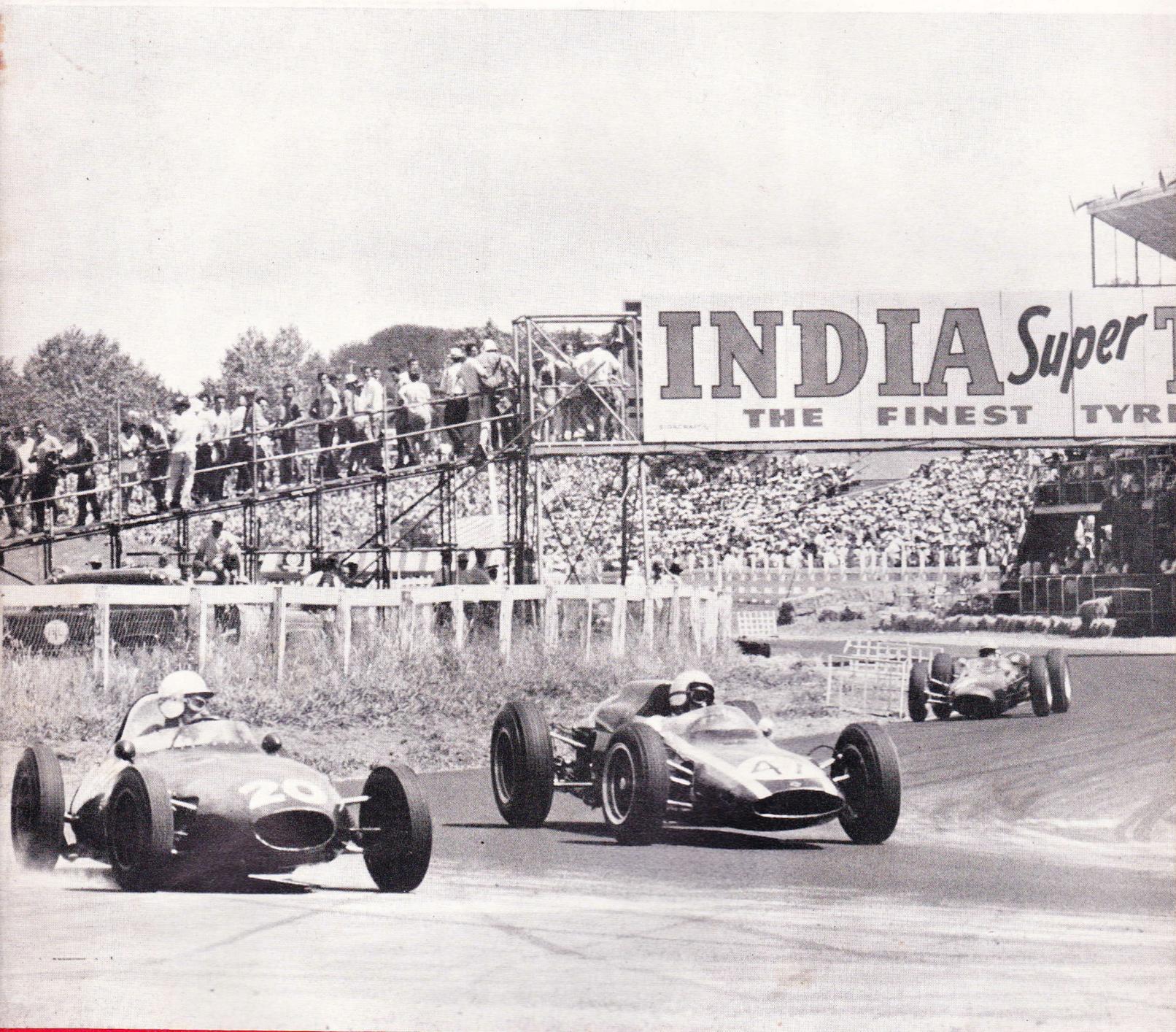
AUTOSPORT

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EVERY FRIDAY
Vol. 26 No. 3

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

SEASONAL SURVEY—SPORTS AND GRAND TOURING CAR RACING
HOLIDAY TIME AHEAD : THE NEW ZEALAND GRAND PRIX



Getaway people
get Super National

Pale sunrise and purple evening . . . getaway hours! Sleek, beckoning roads and away-from-it places . . . getaway playgrounds! Put your right foot down! Relish the power of Super National. Getaway people get Super National.

GETAWAY PEOPLE
GET SUPER NATIONAL



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Vol. 26 No. 3

January 18, 1963

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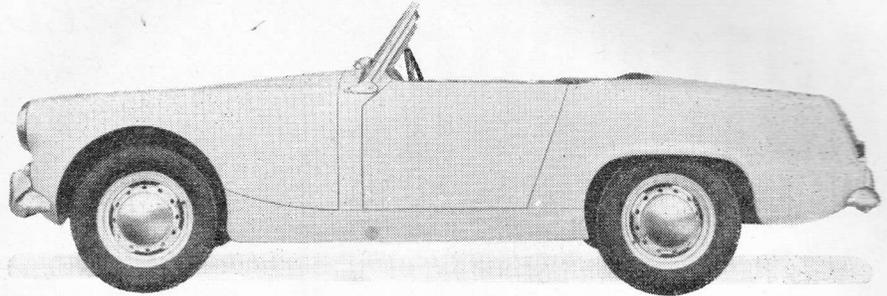
EDITORIAL

OBJECTIVE—MONACO

THIS week-end sees the start of the 32nd Rally Automobile Monte-Carlo, probably the most glamorous event in the International Calendar. The progress of this winter classic is followed by millions of people, from every walk of life, and there is little doubt that the resultant publicity is of immense value to the participants—especially those entered by factories. It is held by many rally crews that the "Monte" is nothing like as difficult as other International events, but the fact remains that the thought of these cars converging from all parts of Europe to the blue Mediterranean, stirs the imagination of countless numbers who have neither the inclination, nor the hope, to participate. The unpredictability of the weather adds to the attraction of the rally in the eyes of the general public, and, at the time of writing, it looks as though crews might meet with Arctic conditions. None of the entrants cares for an easy trip; it is apt to come as an anti-climax if the going is fairly simple, and the true spirit of adventure cannot be experienced without meeting a few of the hazards of winter motoring. The man in the street may feel that a run down to Monte Carlo cannot be considered strenuous—after all, he did it without any bother last summer! What he is apt to forget, is that the rally is run to a strict time schedule, and that, irrespective of snow, ice, floods or fog, average speeds in the mountains are around 42 m.p.h.—not easy to maintain, when the route comprises a succession of twists, turns and often innumerable hairpins. Also, the routes to the principality are anything but direct; for instance, from Paris to Chambéry is 2,060 miles, the crews going via Northern France, Belgium, Holland, Normandy and across Central France. From other starting points, equally diverse routes are selected, and the 500 miles common route from Chambéry to Monaco, includes many timed sections, in addition to the seven stages, and more than sufficient mountain motoring to last the average driver a lifetime. The manufacturers take the "Monte" extremely seriously, spending large sums of money on the preparation of their cars, and sending crews out in advance to do thorough reconnaissance drives. The prestige that goes along with an outright victory is considerable, and guarantees a sales return which justifies the expenditure. Publicity goes along with the winning of other awards, and one of the most coveted of all is the manufacturers' team prize. This year, Great Britain is making a great effort for the Prince Rainier Trophy, with strong representation from B.M.C., Ford, the Rootes Group, Standard-Triumph and Reliant-Sabre. It is also worth noting that, for the first time, an American factory team will be taking part—Ford of U.S.A., with Falcons. The Continental makers are also strongly represented.

OUR COVER PICTURE

MOTOR RACING is now in full swing "down-under". For the first nine laps of the New Zealand Grand Prix John Surtees led in his Lola-Climax, then Bruce McLaren took over until his Cooper-Climax retired on lap 22. Here John Histed (Lola F.J.) swings wide to enable McLaren maintain his line through the stable hairpin while the nose of Surtees' Lola dips under heavy braking about 100 yards behind.



THE AUSTIN HEALEY SPRITE^{MK I}



The Sprite has improved from the inside out

THAT MAKES SENSE

Today's Sprite is the sports car bargain of the world. Its new 1098 c.c. engine sets the pace on the road and the 8½-in. disc brakes in front justify pace with safety. The Sprite has new details of comfort and smartness—both seats

are adjustable; fitted carpets, padded facia, and a new range of colours, all make it a smart car to be in, and to be seen in. At the price of £485 plus £101.12.1 P.T., the Sprite is a sports car that really makes sense!

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PIT and PADDOCK

DAN GURNEY FOR BRABHAM

DAN GURNEY, as intimated recently, is to drive for the Brabham works team in Formula 1 races this year. Brabham Racing Organization, Ltd., will enter two cars in all the major Grand Prix events, to be driven by Gurney and Jack Brabham. The cars, designed by Ron Tauranac, will be entirely new and will be fitted with the latest Coventry Climax V8 engines.

Jack Brabham's ambition is to win the Formula 1 Manufacturers' Championship, having already won the World Championship for drivers twice—in 1959 and 1960.

Brabham Racing Developments, Ltd., are to run a works car in Formula Junior and Formula 2 races, and this will be driven by New Zealander Denis Hulme who gave the 1963 Repco-Brabham its first victory at Brands Hatch on Boxing Day. It will utilize a Holbay-Ford engine.

PHIL HILL FOR A.T.S.

EX-WORLD Champion Phil Hill has signed-up with the A.T.S. Formula 1 team for 1963 *Grandes Epreuves* and major international Formula 1 races. His team-mate is to be Italian Giancarlo Baghetti who, like Hill, was a member of the 1962 Ferrari team. It is thought that the team will make its debut in the Pau Grand Prix.

It seems likely that cars will be entered in some less important Italian races for promising Italian drivers. The Formula Junior driver "Geki" is a likely candidate.

Jack Fairman has been retained as test driver for the A.T.S. cars and will test the Formula 1 car at Monza when weather conditions are favourable.

EVERY Grand Touring car race at Brands Hatch this year will carry the name of the John Davy Trophy Race, and all events will count as qualifying rounds for the 1963 John Davy Championship, which has been for Formula Junior cars previously. Winner will receive £100, the runners-up £50 and £25.

LOLA G.T. CAR AT RACING CAR SHOW

FOR the Racing Car Show Bowmaker, Ltd., the hire purchase and finance company, and Lola Cars, Ltd., have combined their stands. During 1962 the Bowmaker Racing Team raced the official Lola works team of Formula 1 cars in Grand Prix events.

Centre of attraction on the stand will be the new Lola G.T. which is making its debut at the show. This two-door, two-seat coupé is basically intended for competition use but a road-going version will be produced later. Alternative power units, both larger and smaller than the 4.3-litre American Ford-powered version on show, will also be available, as well as open bodywork.

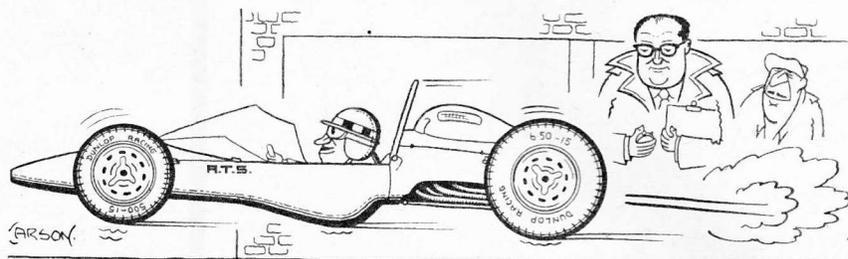
Claimed to be the smallest and lightest car of this type ever made, the Lola G.T. is credited with a maximum speed of 180 m.p.h. Details of this machine will be announced in our preview of the Racing Car Show to be published in the 25th January issue.

Also on display is the 1963 Formula Junior Lola, developed from the very successful 1962 car. Improvements include a stiffer chassis, redesigned rear suspension and restyled bodywork.

STANLEY SCHOFIELD PRODUCTIONS, LTD., 6-8 Old Bond Street, London, W.1, recently brought out their latest 12-in. long-playing 33½ r.p.m. record titled *Vintage Variety*. It is attractively presented in a sleeve carrying original illustrations by Russell Brockbank. The research necessary in producing the record was carried out by Laurence Pomeroy and the commentary is spoken by Lord Montagu of Beaulieu. The record is dedicated to the late Nevil Lloyd who took an early interest in the project.

THE Nottingham Sports Car Club's motor racing programme for 1963 includes race meetings at Silverstone (Restricted—15th April, National Open—3rd June, National British—5th August), Mallory Park (Restricted or Closed—23rd June) and Cadwell Park (Closed—14th July).

AN agreement has been reached whereby Bristol Siddeley Engines, Ltd., will act as main service agents for Mercedes-Benz (Great Britain), Ltd., for the Midlands and North.



CLASSIFICATION OF HISTORIC RACING CARS

THERE have been two notable changes in the V.S.C.C. classification of Historic Racing Cars, the most important being that single-seater racing cars of four or more cylinders of a type raced 12 or more years ago are now eligible for Historic Car races. Previously only cars more than 15 years old were eligible.

Another change is in the classification of the Vintage category of Historic Racing Cars, whereby such cars must now be of a type actually raced before 31st December, 1930. Previously racing cars proved to have been made before the end of 1930 have been allowed into this category, even though they were never raced in the Vintage era, and are therefore not associated with it.

In view of the above, it is now planned to run separate races for the Seaman Vintage Trophy (for pre-1931 racing cars) and the Seaman Historic Trophy (for post-1930 racing cars), instead of running the two races concurrently, as formerly. This will not only make it possible to accept more entries in each category but will also help to eliminate the danger of running very fast cars with comparatively slow cars in the same race.

It is hoped that owners of post-war racing cars now eligible under the new rules who are not already members of the Club will contact the secretary, T. W. Carson, 3 Kingsclere House Stables, Kingsclere, near Newbury, Berks, with a view to appearing on the starting grids in 1963.

BOB KING of the "Edgware Racing Stable" will, during 1963, be seen in a new Merlyn sports-racing car. Powered by the 110 b.h.p. Climax engine (1 220 c.c.) out of Les Leston's successful Elite "DAD10", it will be mated to a five-speed Porsche gearbox. Richard Redgrave, who, like King, drove a Lotus 17 last year, also hopes to have a similar car and to form a team.



WILLIAM SAMENGO-TURNER

WILLIAM SAMENGO-TURNER has resigned his appointments in the Bowmaker Group and his chairmanship of the Bowmaker Racing Team in order to help expand the family banking business of J. F. Samengo-Turner, Ltd.

DUNLOP WEATHERMASTER TYRES

THE very deep snow, with drifts and blizzards, that is proving to be such a feature of this winter, does at least give us an opportunity to test special equipment. We have found that certain cars, with the weight far forward and the drive to the rear wheels, are virtually useless under these conditions, and a very small ground clearance is also a serious disadvantage.

We are lucky enough to have a Renault R4L, which has a very exceptional ground clearance and the engine weight over the driven front wheels. It thus starts off with two of the essential qualities. However, for use in Kent, where there are real drifts, one needs even more than this.

The answer is to fit Dunlop Weather-

master tyres to the front driving wheels. The performance of these treads is absolutely beyond belief and the Renault can now go anywhere that a farm tractor could tackle. There is none of the clatter or speed restriction snow chains impose, and the handling of the car on hard roads is perfectly normal. At the present moment the weather forecasts are far from reassuring and there might even be many weeks of these atrocious conditions. For those who must motor to earn their daily bread the acquisition of special tyres might be a worthwhile investment, quite apart from the discomfort of trudging home through the drifts when the car has had enough. By the way, put the Weathermasters on the back wheels of conventional R.W.D. machines!

JOHN V. BOLSTER.

NEW TEAM - FRESH START



Newcomers.

The new Standard-Triumph Rally Team — raring to go, in the '63 Monte, after two seasons passed almost entirely on the sidelines.

And they'll be rallying on BP Super-Plus and BP 'Visco-static' Motor Oil.

This season marks something of a new start for Standard-Triumph, now under the banner of the Leyland Motors Group. Even the cars are relative newcomers. In fact, one of the models is a completely unknown quantity as far as rally performance goes.

The Triumph Vitesse has, for her handling and speed, been dubbed virtually a sports saloon. But the Monte will be the first rally ever for a team of Vitesse.

The TR 4 is somewhat better known on the international circuit. She was entered in a token few rallies last season, and chalked up an enviable start-and-finish record. Thirteen finishes out of a total of fourteen entries, over five events.

And the Spitfire? It probably won't be long before Standard-Triumph's newest will be seen in the internationals too.

Even the drivers are for the most part newcomers. A hand-picked roster of younger British drivers are being given their big break. Only the team's Number One comes from abroad — young Jean Jacques Thuner of



Switzerland, who will be taking the TR 4 on the Monte outing.

New cars. New drivers. New team management. There are uncertainties aplenty, in Standard-Triumph's first full season back on the scene.

Only one thing is sure: these cars and these men make up a team to look out for in '63.



BP is the key to better rallying

SPORTS NEWS

ON Wednesday, 9th January, the O.R.M.A. held their annual Film Show at the Kensington Town Hall. Tony Rivers-Fletcher introduced a selected series of films showing the gradual birth and realization of the name B.R.M. Most interesting was a very early film showing the growth and development of the very first V16 1½-litre car, the trials and tribulations that befell it, and finally its first win in the Richmond Trophy at Goodwood driven by Reg Parnell.

Other film shown included Part 3 of Shell's history of Motor Racing, "The Titans", and a newly compiled film showing B.R.M.'s wonderfully successful 1962 season.

During the interval Rivers gave the capacity audience a wonderful surprise as he led no less a person than Graham Hill on to the stage. Graham, well tanned from the South African and New Zealand sun, spoke for a few moments before returning to his seat to watch a short ten minute film of the South African Grand Prix at East London which clinched for him the World Championship.

P.B.W.



MIKE SALMON and Jean Bloxam after their Christmas wedding recently in London. They set off immediately to practise for the Boxing Day Brands Hatch meeting.

LOTUS-FORD FOR INDIANAPOLIS

THE Lotus-Ford for Indianapolis will be based on the existing 25 Formula One machine, but with a slightly longer wheel-base and offset transmission. A Ford V8 engine, giving over 400 b.h.p., will be located behind the driver, and it is possible that larger wheels will be used. In any case, these will be the smallest cars (in dimensions) ever to compete in the 500 Miles Race. Drivers will be Jim Clark and Dan Gurney.

WIN FOR BRABHAM

DRIVING his 2.7-litre Brabham-Climax, Jack Brabham won the 30 miles Vic Hudson Memorial Trophy race in New Zealand last Saturday, in a time of 24 mins. 50.6 secs. (72 m.p.h.). Into second place came Tony Maggs (Lola-Climax), followed by Innes Ireland (Ferguson-Climax). Ireland drove in place of Graham Hill, who has returned to London for a tonsillitis operation.

INNES IRELAND

IT is to be hoped that the omission of the name of Innes Ireland from the list of F.I.A.-graded drivers will be reconsidered. Ireland, who was fifth in the East London Grand Prix, won the G.P. of the U.S.A. in 1961 with a Lotus-Climax, and has had many successes in sports-car and G.T. events, including winning the 1962 R.A.C. Tourist Trophy with a GTO Ferrari. Admittedly, he has had an unsuccessful season with the U.D.T.-Laystall team, but I venture to suggest that he must still be regarded as one of this country's most able Grand Prix drivers. His team-mate, Masten Gregory, retains his grading. Stirling Moss has also been excluded, but his is rather a different case, as there is no indication as to whether or not he will take part in first-class motor racing again. Olivier Gendebien, who never took part in a single Formula One race during 1962, is included. Joakim Bonnier is obviously in, as Sweden's sole representative in G.P. events, which also applies to the enterprising Dutchman, Carel Godin de Beaufort.

Presumably, the idea is to limit the number of graded drivers from each country, reducing Great Britain's total to Graham Hill, Jim Clark, John Surtees and Trevor Taylor. No one could possibly quarrel with the selection of this quartet, but it is felt that Ireland has a claim for inclusion, not merely for his two points in the Drivers' Championship, but for his consistent record with sports and G.T. machines.

The F.I.A. seem, at last, to have acknowledged the retirement of Juan Manuel Fangio, who was graded automatically each year, even although he had officially announced his withdrawal from racing.

GREGOR GRANT.

JOHN SURTEES hopes to have a G.P. Ferrari in Great Britain for selected National and International events, starting off with the early Snetterton meeting. Apparently Enzo Ferrari is in complete agreement.

JAPANESE sporting writers maintain that Honda intend to train national drivers for their Grand Prix team, and that the policy may be to lend an occasional car to a non-Japanese entrant.

ROGER PENSKE hopes to take part in several European races with a GTO Ferrari and may also be seen in action with a factory prototype. His entrant will probably be John Necom, Jr.

THE B.R.D.C. will honour Graham Hill at a party in the Dorchester on 28th January, at 6.30 p.m. The World Champion will also be presented with the Club's Gold Star.

MONTE CARLO RALLY

A time-table for the Glasgow starters and those who watch

Scotch Corner (10.30); Boroughbridge (11.30); Wetherby (12.00); Ferrybridge (12.45); Doncaster Bypass (13.20); Blyth (13.40); Ollerton (14.10); Nottingham (15.00); Long Eaton (15.20); Ashby-De-La-Zouch (15.50); Tamworth (6.20); SUTTON COLDFIELD (WISHAW P.C.) (18.19); Stonebridge; Balsall Common; Kenilworth (18.45); Warwick (19.00); Gaydon; Warmington (19.30); Banbury (19.45); Adderbury; Deddington (20.00); Kidlington; Oxford Bypass (20.40); Sanford-on-Thames; Dorchester (21.00); Shillingford; Crowmarsh Gifford; Nettlebed; Henley-on-Thames (21.30); Wargrave; Twyford (21.50); Wokingham; Bracknell Bypass (22.10); Bagshot; Lightwater; Brockwood Bridge; Worplesdon; Guildford Bypass (22.40); Merrow; Newlands Corner; Dorking (23.20); Reigate; Redhill; Godstone; EAST GRINSTEAD P.C.; Tunbridge Wells (20th Jan.) (00.20); Lamberhurst; Willesby Pound; High Halden; Ashford; Cheriton; Folkestone; Dover (01.50).

N.B.—All times given are approximations and subject to considerable fluctuation.

MEDALS FOR CHAMPIONS

WORLD Champion Graham Hill and Sir Alfred Owen, chairman of the Owen Organisation which built and entered the B.R.M.s which won the manufacturers' championship and enabled Hill to win the drivers' championship, have been awarded Gold Medals by the British Automobile Racing Club. In presenting its medal to Graham Hill, the B.A.R.C. recognises this driver's unceasing efforts to reach the peak in motor racing and his renowned sportsmanship and good humour. To Sir Alfred Owen it is intended in particular as a recognition of his tenacity of purpose and lasting faith in the B.R.M. project.



HUMBER SCEPTRE: Announced this week is the luxury Humber Sceptre which has the 1,592 c.c. Rootes engine developing 85.5 b.h.p. A close-ratio four-speed gearbox is fitted and a top speed of over 90 m.p.h. is claimed.

FORMULA ONE—1963

IT looks as though two-man teams will again be featured in World Championship races. Indications are that the line-up will comprise:—

B.R.M. Graham Hill: Richie Ginther.

Cooper-Climax: Bruce McLaren: Tony Maggs.

Lotus-Climax: Jim Clark: Trevor Taylor.
Brabham-Climax: Jack Brabham: Dan Gurney.

Ferrari: John Surtees: Willy Mairesse/Lorenzo Bandini.

A.T.S.-Serenissima: Phil Hill: Giancarlo Baghetti.

No decision has, as yet, been announced from Porsche, but a record year of sales may convince the directors to continue a racing policy. Graded drivers not, so far, signed up for any teams include Masten Gregory, Joakim Bonnier, Carel Godin de Beaufort and Olivier Gendebien. The last-named has stated that he has withdrawn from Formula One racing. Innes Ireland is another top-class driver who has yet to sign on a dotted line.



TONY RUDD, Mrs. Jean Stanley, Louis Stanley, and Tony Brooks with the huge Challenge Trophy won by Graham Hill and his B.R.M. at East London.

JOHN BOLSTER DISCUSSES

The Beginnings of Hydro-pneumatic Suspension

THERE'S nothing new in motoring. One has only to examine the cars on the annual Brighton Run to realize the truth of that statement. I have no wish to "debunk" anybody, and I realize that most of the important advances arrive twice. Thus, Beau de Rochas undoubtedly invented the four-stroke engine, but August Otto made it work. It is therefore no discredit to Citroën and Issigonis that the DS and the 1100 were anticipated in 1816 by George Stephenson and in 1908 by Louis Renault.

I am aware, of course, that whereas the Citroën has a fully hydro-pneumatic system, the 1100 uses rubber as a suspension medium. Read on, however, and you will see some astonishing similarities to these two designs.

Let us go back to George Stephenson. In the days before the Rocket and the Rainhill trials, he wanted to build a locomotive to replace the horse on the existing crude railway tracks, such as those at collieries. He built an engine on six wheels, each of which was supported on a piston rod. These rods passed through glands and were attached to small pistons against which the water in the bottom of the boiler acted directly. As steam was developed above the water to drive the engine, the liquid under pressure caused the vehicle to rise a little and remain supported indirectly on the cushion of steam. The travel of the pistons was only short for rail use, so the "collapse" of the locomotive when the fire went out was not serious.

Like all George Stephenson's inventions, it worked, though it is recorded that some difficulty was experienced in keeping the glands watertight. Improved tracks ren-

detail in *La Vie Automobile* and was even mentioned by *The Autocar* and other journals.

All four wheels were on trailing arms, though they were joined by the orthodox axles of the day. Each hub journal was connected by a push-rod and a bell-crank to two pistons in appropriate cylinders, one large and one small. The large pistons took the weight of the car and the small ones absorbed the rebound.

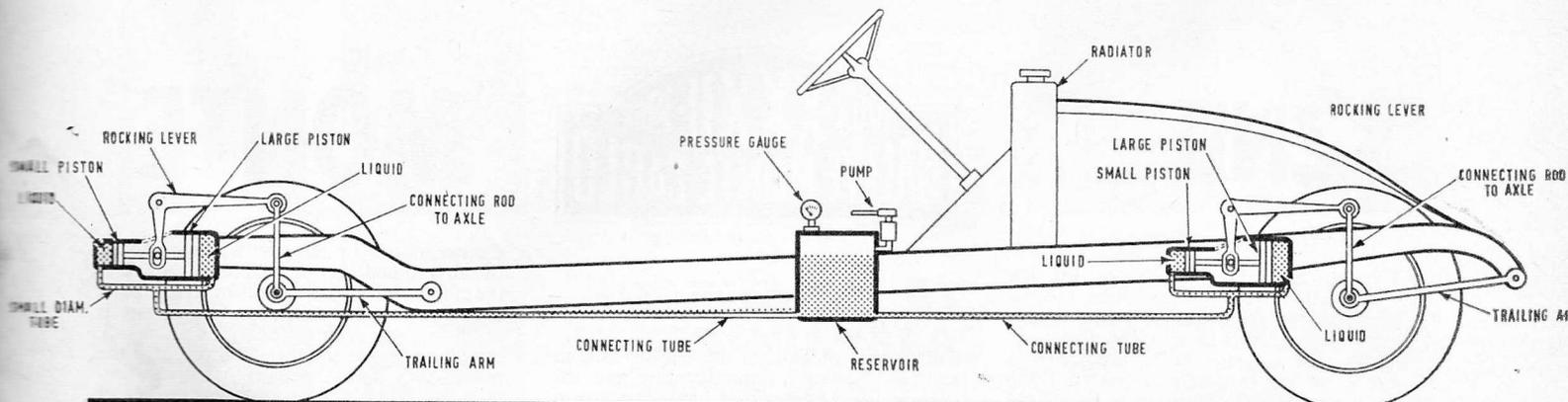
These cylinders were connected by small-bore pipes to a central tank partly filled with liquid. As Papa Renault was not much of a *buveur*, it is likely that water was used. Above the liquid, air was retained under pressure and a hand pump and a gauge were fitted. It will be seen that the front wheels communicated with the back through the tubes, as in the Morris 1100, and that the air supported the vehicle, like the inert gas of the Citroën.

The action of the system is perfectly clear from an examination of the drawing. However, just to get the flavour of the thing, I quote a sentence from *The Autocar* in the pompous English of 1908, which shows signs of being translated from the French of the same epoch. "Having passed over the obstacle the pressure on all the pistons tends to fill the increasing spaces behind the larger pistons, and oblige the

This was at about the date of the introduction of the fabulous 50-60 h.p. six-cylinder Renault, and it would be splendid to imagine *Le Roi de Billancourt* floating along in one of these immense machines supported on air and water, accompanied, of course, by the *petite amie* of the moment.

Why this suspension system never went into production, one does not know. Perhaps, once again, it was leakage round the pistons, for nobody wants to find his car standing in a puddle of water and to be obliged to pump it up before leaving for the office. The rubber membranes used on the Morris 1100 are a simple and clever cure for any leakage at this point. Anyway, I have as yet no proof that any fault was found in the design, and it may simply have been too expensive to manufacture by the methods then available. Obviously, a conscientious historian cannot let it go at that, even if it means another trip to Paris, dash it.

If the fate of Louis Renault's suspension system is uncertain, I do know that something rather like it appeared in 1930. This was applied to a car called the A.E.R., which emerged from a tiny factory at Levallois, where M. Bollack and M. Netter built the B.N.C., and the young son of the Salmson family constructed his beautiful Lombard. The A.E.R. was a small and



dered suspension less important, and the Rocket rode on short leaf springs, as do the "rattlers" of British Railways to this day.

If the railways became smooth, the Macadam roads of the Edwardian era did not. Louis Renault was a prolific inventor, his original conception of a direct top gear (*la prise directe*) and a live axle being found on a great many current vehicles. Early in 1908, he patented a hydro-pneumatic suspension system, which was described in

HYDRO-PNEUMATIC suspension designed in 1908 by Louis Renault, with a hand-pump to inflate the system to the correct level. All Renault cars had the radiator behind the engine for many years.

comparatively slow return of these organs to their original positions, and so ensures the shock absorbing action, to obtain which the ordinary automobile springs are frequently supplemented by separate apparatus." So now you know.

sporting vehicle, built largely of Citroën parts. Very few of them were sold, for this was the time of the world depression, when nearly all the small French constructors folded up. It is melancholy to record, however, that there was another reason for its failure. The A.E.R. used to leak in the night, and when its proud owner flung wide the garage doors he invariably found his car lying flat on the floor. *Quel dommage!*



32ND



"MONTE"

by GREGOR GRANT

ON Saturday, the 341 entries for the XXXIIme Rallye Automobile Monte-Carlo will start from Lisbon, Paris, Frankfurt, Monte Carlo, Stockholm, Glasgow, Warsaw and Athens. As is usual, British crews form the largest proportion of the entry, namely 107. Next in order come France (77), Germany (28), Norway (25), Sweden (19), Denmark (16) and Holland (11). Paris, with 91 entrants, is the most popular starting point—eight more than Stockholm. Glasgow has 65, Monte Carlo 41, Frankfurt 22, Athens 16, Warsaw 14, and Lisbon eight.

As in 1962, the "real rally" begins at Chambéry for the start of the special stages. Broadly speaking, the routes to this town follow those used last year. However, there is always the risk of hard-going in the Gerardmer and St. Claude areas. The

Col de la Schlucht, on the Belfort-Colmar section, is always unpredictable, and the descent to Gerardmer can be most hazardous. With a 55 k.p.h. average speed to maintain, it is fortunate that the Chaumont-Gerardmer stage is 309 kilometres, with an ideal time of 5 h. 43 mins. Bad weather on the Dole-St. Claude stage could play havoc with schedules, for the distance between these controls is only 111 kilometres, with an ideal time of 1 h. 53 mins. (average, 59 k.p.h.).

Still, the anticipated difficulties will be encountered on the Chambéry-Monaco special stages. From Chambéry, the route lies over the Col du Granier, Col du

Cucheron and Le Sappey, which comprise the first timed section. Epreuve No. 2 is the climb of Chamrousse, from Uriage back to Uriage. Total distance of this stage is 116.5 kilometres (ideal time, 2 h. 7 mins.), thus the average speed is 55 k.p.h. On the preliminary routes, penalty marks are imposed at the rate of 30 marks per minute of lateness, but on the special stages the penalty is 60 marks per minute. For the timed sections, separate speed schedules are issued, again with 60 marks per minute penalties. A factor of comparison is applied to cars in each group, worked out as follows:

$$r = \sqrt{\frac{C}{8C + 1}}$$

C is the actual cylinder capacity expressed in litres (e.g. 1,496 c.c.=1.496



Tony Ambrose
(B.M.C.)



Derrick Astle
(Reliant)



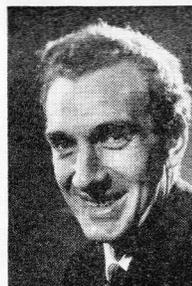
David Seigle-Morris
(Ford)



Pauline Mayman
(B.M.C.)



Valerie Domleo
(B.M.C.)



John Sprinzel
(Triumph)



Anne Hall
(Ford)



Peter Procter
(Sunbeam)



Peter Riley
(Ford)



Rauno Aaltonen
(B.M.C.)

litres). Factor r for Group 1 is 0; Group 2 is 1.03; Group 3 is 1.06. Thus it will be seen that the G.T. (Group 3) cars have a handicap imposed of about 8 per cent., as compared to the normal production vehicles, on the presumption that the more powerful G.T. cars are capable of achieving the set timed speeds with less effort than the standard vehicles. It is, of course, an extremely heavy penalty, for neither driver ability nor weather is taken into consideration. The odds for an outright victory are in favour of the small-capacity, standard production cars—particularly if adverse weather is encountered.

Stage 2 is from Uriage to La Madéleine, 112 kilometres in 2 h. 2 mins. (55 k.p.h.), a very tight section, particularly from St. Sebastien to the finish, over the Col du Feme. Then comes Stage 3, La Madeleine-Bedoin, 124.5 kilometres in 2 h. 16 mins. (54.5 k.p.h.), which is not too difficult, except for the many hairpins on the Col de Perty. Next comes Bedoin-Oraison, 102.5 kilometres in 1 h. 52 mins. (55 k.p.h.), which starts off with the timed ascent of Mont Revard. There are fairly good roads on the Oraison-Pont Charles Albert Stage 5, 180 kilometres in 3 h. 16 mins. (55 k.p.h.), but Stage 6 is so tight, that the organizers have split it into a further stage, and reduced the average speed to 50 k.p.h.

The timed section No. 4, from St. Martin du Var to near Levens can be tricky, with ice patches on shadowed roads. La Bollene-Boulinet includes the notorious Col du Turini (Section No. 5), and then follow the Cols St. Jean and de Braus.

There is no let up in the final 70 kilometres stage from Luceran to Monaco, for the Col St. Roch-Coaraze section is extremely difficult, with narrow, twisting roads and little in the way of retaining walls. The final 14 kilometres is a timed section.

On Thursday, the final eliminating tests take place on the Grand Prix circuit, the highest-placed 120 cars qualifying. Many manufacturers are making an all-out effort to secure an outright win, valuable to publicity and eventual sales. From Great Britain come the Rootes Group, Ford, Triumph, Reliant-Sabre and B.M.C. France has Citroën, Simca and Renault. Saab and Volvo represent Sweden, whilst West Germany have Auto Union and Mercedes-Benz. The U.S.A. has its first-ever team from Detroit, three Ford Falcons. There will also be a British Army team of Vauxhalls, and South Africans Van Bergen/Steenkamp have entered a Japanese Datsun.

In addition, there are semi-works entries to supplement the genuine private owners, and Gerard Spinedi has entered his GTO Ferrari from Paris.

Pat Moss will be seen for the first time in a Ford, whilst Anne Hall will be driving one of the Falcons.



Vic Elford
(Triumph)



Henry Taylor
(Ford)



Gerry Burgess
(Ford)



Johnny Wallwork
(Volvo)



Raymond Baxter
(B.M.C.)



Ian Hall
(Sunbeam)



Peter Jopp
(Falcon)



Gunnar Andersson
(Volvo)



Pat Moss
(Ford)



Jack Scott
(B.M.C.)

SPOT THEM BY THEIR NUMBERS

BRITISH ENTRIES

See page 74 for time-table.

LISBON

1, Douglas Ray/Frank Herwin (Allardette).

PARIS

9, Frank Marchant/Ian Marchant (Ford);
20, Robin Richards/Geoff Davies (M.G.B.);
28, Geoff Mabbs/Mike Wood (Austin);
29, Richard Tilley/John Prentice (Vauxhall);
30, Peter Riley/Tony Nash (Ford); 37, John



Syd Henson
(Ford)



John Gooding
(B.P.)



Bob Aston
(Reliant)



Keith Ballisat
(Shell)



Stuart Turner
(B.M.C.)



Oliver Speight
(Dunlop)

THE

Sprinzel/Graham Gauld (Triumph Vitesse); 43, Mike Sutcliffe/Roy Fidler (Triumph Vitesse); 47, Harold Hamblin/John Douglas (Triumph TR4); 49, Vic Elford/Mike Butler (Triumph Vitesse); 55, Gregor Grant/Tom Wisdom (Sunbeam Alpine); 57, Pat Moss/— (Ford Anglia); 58, Pauline Mayman/Val Domleo (Morris); 59, Peter Procter/David Mabbs (Sunbeam); 66, Paddy Hopkirk/Jock Scott (Sunbeam), Eire; 67, Douglas Wilson-Spratt/Brian Harper (Austin-Healey); 71, Leslie Chamberlain/P. Mullen (Sunbeam); 74, Dennis Milton/Derek Milton (Morris); 79, William Clemens/Sidney Davey (Morris); 81, Christabel Carlisle/Timo Makinen (Austin 105); 83, Rosemary Smith/Rosemary Seers (Sunbeam), Eire; 84, John McLister/Paul Roxburgh (Austin); 87, David Pollard/Mike Kempsey (Sunbeam); 92, Elizabeth Jones/Daphne Freeman (Austin); 94, Alan Fraser/Paul Freiner (Sunbeam); 97, Norman Harvey/David Davies (Austin); 100, David Seigle-Morris/Barry Hercock (Ford Anglia).

FRANKFURT

104, Tom Wylie/D. Eymann (Morris); 105, John La Trobe/Bill Bengry (Sunbeam); 112, Peter Harper/Ian Hall (Sunbeam); 116, Sheleagh Aldersmith/Jean Aley (Austin); 122, Tiny Lewis/Keith Ballisat (Sunbeam).

GLASGOW

123, Roy Finder/— (Jaguar); 124, J. Foster/D. O'Connor (Morris); 125, Andrew McCracken/Sandy McCracken (Ford); 126, Colin Plummer/S. Silverthorne (Triumph Vitesse); 127, Ivor Jones/G. Duvain

(Sunbeam), Ghana; 128, Peter Fitzgerald/— (Ford); 129, Phil Walton/— (Morris); 130, W. Marriott/R. Marriott (Austin); 131, John Campbell/Ken Simpson (Morris); 132, Edwin Hodson/Sam Gregory (Ford); 133, Chas Glenie/B. Whitmarsh (Vauxhall); 134, John Wallwork/— (Volvo); 135, John Spare/Mike Britton (Sunbeam); 136, John Boulden/M. Gething (Vauxhall); 137, Stan Carruthers/W. Robson (Ford); 138, Don Bennett/Torix Bennett (Fairthorpe); 139, Derrick Astle/Peter Roberts (Reliant); 140, Harry Cooper/Fred Sleight (Sunbeam); 141, Eric Brinkman/— (Austin); 142, Jas Bullough/Gerald Lomax (Sunbeam); 143, George Parkes/George Humble (T.V.R.); 144, Johnston Syer/Iain London-Cox (Austin); 145, David Kinnon/Jas Martin (Ford); 146, Anthony Gorst/— (Triumph); 147, Dan Margulies/John Anstead (Morris); 148, Ernest Brett/Walter Heyman (Jaguar); 149, Ken MacLennan/— (Morris); 150, Alan Allard/Robert Mackie (Allardette); 151, Raymond Joss/Dennis Pratt (Rover); 152, Claude Twigdon/Leslie Chilvers (Austin); 153, Jas Wood/Guy Wood (Sunbeam); 154, Herbert Thomas/Tony Bennett (Austin); 155, Logan Morrison/Brian Culcheth (Morris); 156, Jimmy Ray/— (Reliant); 157, Chas James/Frank Lee (Morris); 158, Rupert Jones/Philip Morgan (M.G. 1100); 159, Peter Bolton/Gordon Shanley (Volvo); 160, Robert Crawford/William Syer (Morris); 161, Peter Smith/Graham Bryant (Austin); 162, John Coff/Doug Anderson (M.G. 1100); 163, Albert Hill/Jas Shaw (M.G. 1100); 164, John Spiers/John Banks (Morris); 165, Sherwood Skelly/George Youngson (Ford); 166, H. O'Connor-Rorke/Norman Baguley (Triumph TR4); 167, Peter Howorth/Ken Yendell (Riley); 168, Alex Cleghorn/Edwin Hatchett (Triumph); 169, Maurice Davies/Norman Taylor (Lotus Elite); 170, Roger Parker/Fred Scott (Mercedes); 171, Geoff Cook/Dennis Bows (Sunbeam); 172, Tony Fisher/David Skeffington (Reliant); 173, John Wadsworth/Geoff Breakell (Morris); 174, Ray Merrick/Mike Merrick (Jaguar); 175, Eric Judge/Clive Seward (Sunbeam); 176, Ernest Hunt/— (Sunbeam); 177, Ian Miller/Jean Miller (Austin); 178, Harry Watson/John Hobbs (Ford); 179, Harold Miller/Brian Petch (M.G. 1100); 180, Keith Jones/Jim Gardner (Ford); 181, Fred Scott/— (M.G. 1100); 182, Gordon King/Colin Sproston (Ford); 183, John Melvin/Chas MacFarlane (Sunbeam); 184, Pat Ozanne/Nestor Gilmour (Austin); 185, Sydney Allard/Tom Fisk (Allardette); 186, Ray Masters/J. M. Day (Vauxhall); 187, Joseph Lloyd/Tony Gorst (Triumph).

MONTE CARLO

193, Henry Taylor/Brian Melia (Ford); 199, Bill Meredith-Owens/Bill Bradley (M.G. 1100); 204, Ellis Cuff Miller/Bill Frost (Ford); 206, John Trigg/Lionel Taylor (Ford); 207, Anne Hall/Margaret Mackenzie (Ford Falcon); 219, Gerry Burgess/Ian Walker (Ford); 221, Peter Jopp/Trant Jarman (Ford Falcon);

STOCKHOLM

236, Herbert Ellis/Oliver Bevan (Ford); 267, Maj. R. Holmes/Capt. Garry Turner (Vauxhall); 268, Raymond Baxter/Ernie McMillen (M.G. 1100); 276, Maj. Chas Wyndham/Capt. K. Reynolds (Vauxhall); 295, Maj. Ian Baillie/Capt. D. Davenport (Vauxhall).

WARSAW

324, Sydney Broomfield/John Lewis (Austin).

ATHENS

331, Karl Richardson/Mrs. Richardson (Ford).

NOTABLE FOREIGN ENTRIES

8, Edgar Berney/A. Peixinbo (Volvo) (Swiss); 12, Paul Coltelloni/Claude Bobrowski (Citroën), Fr.; 14, Werner Lier/Heini Walter (Sunbeam), Swiss; 15, Maurice Trintignant/P. Carrois (Ford), Fr.; 22, Paul Condriatier (Renault), Fr.; 27, Robert Buchet (Porsche), Fr.; 35, Jo Schlesser/Claude Legueze (Ford), Fr.; 39, F. Masoero/J. Maurin (Alfa Romeo),



George Raven
(Lockheed)



Graham Robson
(Triumph)



Jimmy Hill
(Castrol)



Lewis Garrad
(Rootes)



Ray Wood
(Lucas)



Norman Garrad
(Rootes)

TRADE

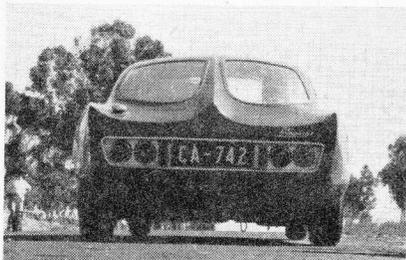
Fr.; 42, Lucien Bianchi/Georges Hacquin (Citroën), Belg.; 45, Jacques Feret/G. Monraisse (Renault), Fr.; 46, Jean Estager/F. Hoffmann (Renault), Fr.; 48, Henri Marang (Citroën); 54, J. C. May/C. Roche (Alfa Romeo), Fr.; 60, José Rosinsk/Pat Vauson (Lancia), Fr.; 69, H. Laurent/J.-P. Hanriond (Renault); 77, Georges Harris (Citroën), Belg.; 82, S. Fabregas Bas (Citroën), Spain; 91, Guy Verrier (Citroën), Fr.; 102, Carl Mader (Auto Union), Ger.; 109, P. Ruby (DKW), Ger.; 115, G. Kolwes (Volvo), Ger.; 190, Jean Gruchet (Citroën), Fr.; 192, José Behra (N.S.U.), Fr.; 197, H. Ziegler (Austin), Swiss; 209, J.-P. Roussel (René Bonnet); 227, Maurice Martin (Fiat), Fr.; 228, Maurice Gatsonides (Renault), Holl.; 232, Hans Ingier (Volvo), Nor.; 237, Gunnar Andersson (Volvo), Sw.; 238, A. Kling (DKW), Ger.; 242, Sylvia Osterberg (Volvo), Sw.; 257, Bengt Söderström (Morris-Cooper), Sw.; 262, Geo. Honell (Saab), Fr.; 269, Ewy Rosqvist (Mercedes), Sw.; 274, Roger de Lageneste (Citroën), Fr.; 279, Jean Vinatier (Ford), Fr.; 283, Eric Carlsson (Saab), Sw.; 287, R. Nelleman (Ford), Den.; 288, Rauno Aaltonen/Tony Ambrose (Morris), Fin.; 291, Hans Walter (Porsche), Ger.; 294, Rolf Knoll (Mercedes), Ger.; 297, Carl Lohmander (Renault), Sw.; 299, Arne Ingier (Saab), Nor.; 301, Eugen Bohringer/Peter Lang (Mercedes), Ger.; 302, Claude Laurent (DKW), Fr.; 313, Pierre Glé/Annie Soisbault (DKW), Fr.; 318, Rob Slotemaker/Jan Bootz (Simca), Holl.; 321, R. Gorris (Simca), Holl.; 330, Olivier Gendebien/Alain Bertaut (Citroën), Belg.; 334, E. Monnoyeur/M. Constantin (Ford), Fr.; 336, Jean Laroche (BMW), Fr.; 337, Claudine Bouchet (Citroën), Fr.; 338, René Trautmann (Citroën), Fr.

THE way has now been paved for the production of a South African family car, as Bowiscor (a powerful investment company), in conjunction with Motor Industrial Developments, have purchased the controlling interest in G.S.M. (Pty), Ltd. The takeover officially became operative from 1st January, 1963, when an expansion programme was embarked upon enabling G.S.M., the makers of the Dart (Delta to the English) and Flamingo sports and G.T. models, to forge ahead with the design and construction of a family-size saloon and a $\frac{3}{4}$ -ton pick-up—the car to sell in the £750-£850 price range.

The development of the prototypes should take about two years, according to Mr. J. A. Goodall, the managing director of the new board. Also on the new board is Bob van Niekerk, one of the originators

SOUTH AFRICAN SCENE

BY DALE GORDON



THE G.S.M. FLAMINGO.

of the Glassport Motor Co. According to Mr. Goodall, the potential of the sporting car market in South Africa is about 350 cars per year, and the company would soon be in a position to turn out 250 cars per year. The "South African content" is, at present, 70 per cent. by weight, some of the locally made components being the chassis, body (glassfibre), seats, windows, trim and springs. Close-ratio gears are, at present, being made in Cape Town, and the decision on whether or not to use them is still to be taken.

Bob van Niekerk has given me details of the new production Flamingo, and these make very interesting reading. The fibre-glass-bodied Flamingo is a two-seater, with occasional seating at the back. It is powered by a production Taunus 17M TS engine, with a compression ratio of 8.5 to 1. The engine has one double-choke down-draught Solex carburetter, and an own-design inlet manifold, cast in aluminium. A four-branch "banana" exhaust system, with a resonator at the front and silencer at the rear, is fitted, and the four-speed, all-synchromesh TS gearbox is employed.

The front suspension is of their own design, and is of the independent type, using rubber springs in compression.

The rear axle is of the solid variety, and is located by a special patented linkage which is said to eliminate wheelspin in all but extreme conditions (*i.e.* very wet track).

As a pointer to its effectiveness, this axle saved no less than 7 secs. per lap on Killarney when compared with the standard one. According to Bob, this axle has all the advantages of the ZF type without the extra expense! A 3.56 differential is employed.

In the braking department the car shows up well, having $9\frac{1}{2}$ ins. Girling discs at the front and 9 ins. Taunus drums at the rear, the cooling being helped by the wheels having five large vents in them. All electrical components are by Bosch and the production Flamingo has maximum torque of 100 ft. lbs. at 3,500 r.p.m. Maximum revs are 6,500, although the highest revs. reached on road tests were 6,300. At 6,000 r.p.m. the maximum b.h.p. is ± 100 .

The Flamingo is luxuriously finished, having a full array of specially made U.D.O. instruments. The dash contains a large rev counter and speedometer and smaller oil pressure, water temperature, ammeter and fuel gauges, together with four warning lights for the last-mentioned instruments. The leather seats are very comfortable and a deep pile carpet adds to one's sense of well being. All cars are fitted with South African made diagonal-type Laurson safety belts at no extra cost, and other standard equipment includes windscreen washers, cigar lighter, ash trays and locally made Shatterprufe U.U.393 laminated tinted glass to eliminate ultra-violet light rays. The rear of the prototype Flamingo is fitted with perspex, but the production models will have glass. An interesting feature is that no chrome work is employed, the grille, gutters, etc., being in stainless steel.

The car sounds good enough, but you probably want to know whether or not it can perform—the answer is an unqualified

yes! The top speed is 124 m.p.h. at 6,300 r.p.m. and a slight increase may be expected when the limit of 6,500 r.p.m. is used. It also reaches these speeds in a hurry as is shown by 0-60 in 7 secs. and a standing quarter mile in 15.4. Speeds in gears are 1st—30; 2nd—58; 3rd—87; top—120; all of these being at 6,000 r.p.m. Maximum speed at 1,000 r.p.m. in top is 20 m.p.h. Bob has taken the car to Johannesburg, a distance of about 950 miles, in 10 hours 10 mins.—an average speed of 94 m.p.h.—and he still obtained 30 m.p.g. at this speed! G.S.M. plan to produce a factory-tuned version soon, employing a sports cam, tuned length exhaust, 9 to 1 compression and two side-draught $1\frac{1}{2}$ ins. S.U. carbs. This will yield about 125 b.h.p.

The roadholding is almost equal to that of the Dart (which is excellent) although it understeers excessively. The prototype has been in only one big race so far (a two-hour event at Killarney on 9th June) and had a comfortable win in the over 1,601 c.c. class.

I have heard that the 1963 Dart, which is still on the "secret list," will have a restyled front end and a sleeker body. Also that the factory are planning to fit a five-main-bearing 1,500 c.c. Ford 116E motor in place of the 109E 1,340 c.c. motor at present employed. In addition they would like to fit a 3.9 differential to the new Darts which would push the maximum speed from 100 m.p.h. plus to 120 m.p.h. plus.

The factory certainly offer some delectable goodies. Oh yes, price! £1,424 for the Flamingo and £944 for the Dart.

G.S.M. (Pty), Ltd., is looking for suitable agents to handle all of their products throughout the United States of America and they can be reached at Section Street, Paarden Eiland, Republic of South Africa.

The FORD CORTINA SUPER 1500

THE Ford Cortina Super is, briefly, a 1,500 c.c. version of the Cortina saloon, which normally has 1,200 c.c. to propel it. The 1,500 c.c. engine is the new five-bearing Ford power unit with a bore and stroke of 80.97 mm. by 72.75 mm. (1,498 c.c.). It develops 64 b.h.p. at 4,600 r.p.m. on a compression ratio of 8.3 to 1 and produces its maximum torque at 2,300 r.p.m.

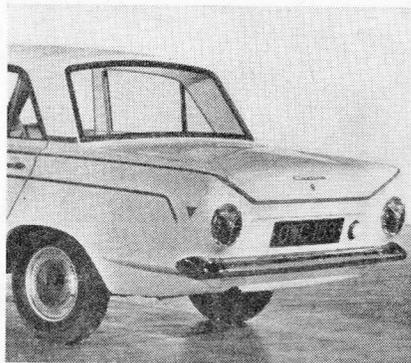
This type of performance in a $16\frac{1}{2}$ cwt. saloon means that a very lively response to the accelerator is available even in top gear. A 3.9 to 1 final drive is fitted, which brings the overall ratios to 3.9, 5.507, 9.344, and 13.818 to 1. All the gears, including first, are synchronized. A steering column lever and a bench seat or a central change with bucket seats are available at the same price.

Flashes on the body sides and bright metal round the windows are among the external distinguishing features of this new model. The interior trim and equipment are of de luxe quality, while some items which are usually "extras" are standard on this model, which is intended to be more refined than the standard car, as well as offering additional performance.

JOHN V. BOLSTER.



THE NEW CORTINA SUPER has been thoroughly tested in typical British weather.



FLASHES on the body sides and bright metal round the windows are distinguishing features.



PATRICK McNALLY
TESTS



THE

MORGAN

4/4 SERIES IV

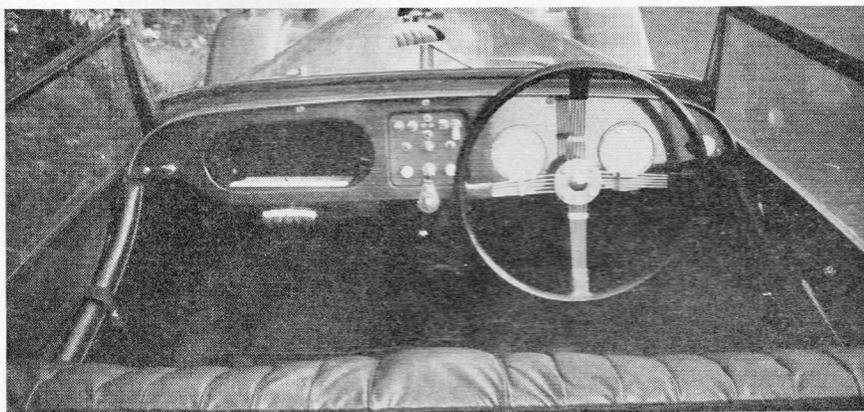
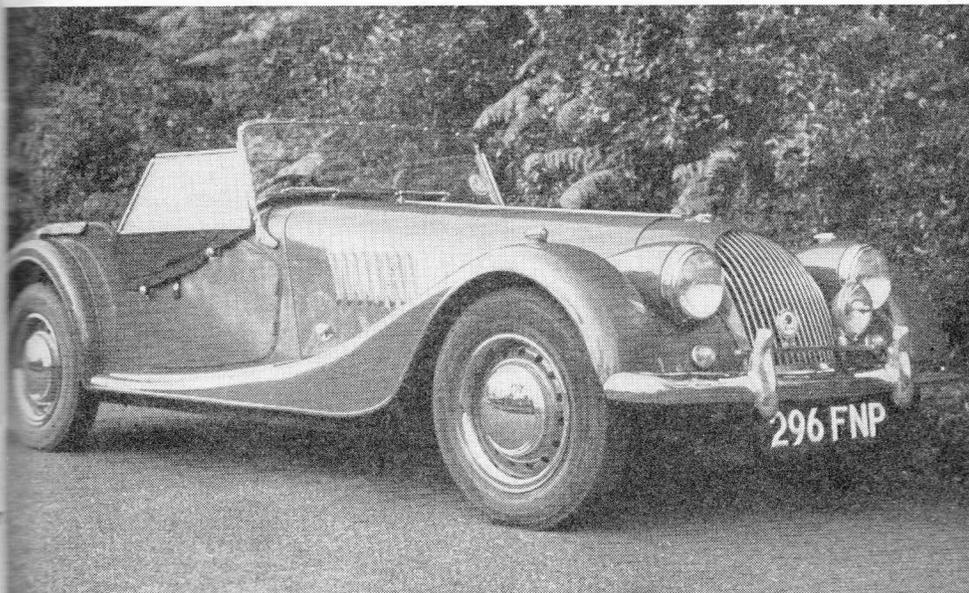
THE last of the genuine sports cars: that is a phrase so often attached to the marque Morgan, and one it richly deserves. I have just finished testing one of the small Morgans, the 4/4 series IV, which is fitted with 1,340 c.c. Ford engine and gearbox, and have come to the conclusion that this car, like all other Morgans, is a true sports car if ever there was one.

However, it is better to explain, here and now, that really to appreciate a Morgan it is necessary to cover many miles of various roads before making judgment; a merely casual flirtation tends to leave one doubting the car's virtues, but the full-blooded affair makes one realize just how good a car it is. This is certainly not the car for a man who believes in creature comforts, for there are few of these. The hard ride would also, no doubt, be criticized by such a man, as would the weather protection. But for the true enthusiast a Morgan must be the answer, for few cars are as exhilarating to drive.

The series IV employs the same chassis as its predecessors, with the very attractive, if antiquated, body shape. Ash is used for such parts as flooring and bulkheads, and the rear wings and doors, too, all have wood sub-frames. The overall effect is a light-weight, extremely rigid construction, the dry weight of which is 12 cwts. 2 qtrs.

The front suspension is unchanged, with sliding pillars and coil springs. These sliding axles are fitted with a lubrication system which is operated from inside the car. The shock absorbers are mounted behind the coil springs, and the suspension is set up with 4 deg. of castor and 2 deg. of camber, with approximately $\frac{1}{4}$ in. toe in. The rear is by slim elliptic springs with Armstrong dampers. The spring blades are actually enclosed in the chassis section, which has the effect of restricting their travel by acting as bump stops.

Giroling brakes are fitted to all four wheels, 11 ins. discs on the front with leading calipers, and leading and trailing shoes in the drums on the rear. The hand brake operates on the rear wheels by means



of cable and rods, while 15 ins. bolt-on wheels, with cooling slots, are fitted all round.

The engine is the 1,340 Ford unit—the engine of the test car being fitted with a special camshaft and a single $1\frac{1}{2}$ in. H 450 carburetter and a four branch exhaust. All these items are optional equipment.

A Ford four-speed box, with standard ratios, is mated to the engine by a single dry-plate hydraulically operated Ford clutch. Gear ratios are: 1st 4.1, 2nd 2.4, 3rd 1.42, with direct on top. The 4.56 to 1 hypoid rear axle is three-quarter-floating. Worm steering is employed.

The windscreen is flat and low, but forward vision, even with the hood up, is good. The seats consist of one large double back-rest, which straddles the prop-shaft tunnel, with individual seats. These are adjustable for rake by moving the back-rest, but, on full adjustment, the driving position is far from "straight-armed". Instrumentation consists of a speedometer, fuel and oil pressure gauges. Neither rev-counter nor temperature gauge is standard.

On the road, the car is remarkably light and easy to manoeuvre, whilst the 1,340 engine is well up to the job of propelling the car in a suitable manner. Maximum speeds through the gears proved to be 25 m.p.h., 43 m.p.h. and 68 m.p.h., although the effective maxima were 20 m.p.h., 40 m.p.h., and 62 m.p.h. Close-ratio gears would no doubt be a great improvement.

The performance figures were excellent,

the little bomb reaching 60 m.p.h. in 10.5 seconds, whilst the 30 and 50 figures proved to be 3.25 seconds and 7.25 seconds respectively. However, 80 m.p.h. took longer to reach, and 19 seconds was the best figure recorded.

The Plus Four, its elder and very desirable

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Morgan 4/4 series IV two-seater tourer, price £600, plus P.T. £125 11s. 3d., total £725 11s. 3d.

Engine: Four-cylinder 80.96 mm. × 65.07 mm. (1,340 c.c.). Push-rod-operated overhead valves; compression ratio 8.5 to 1, 62 b.h.p. at 5,000 r.p.m. Single SU carburetter; coil and distributor ignition.

Transmission: Single dry-plate clutch with hydraulic operation; four-speed gearbox, synchromesh on 2nd, 3rd and top. Ratios: 4.56, 6.4, 10.9 and 18.6 to 1. Open propeller shaft; hypoid axle.

Chassis: Steel body and chassis. Independent front suspension, vertical coil spring. Cam gear steering. Semi-elliptic rear springs; telescopic dampers on front, lever type hydraulic rear. Girling disc brakes on front, drums rear, bolt-on disc wheels fitted with 5.60 × 15 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer; fuel, oil pressure and ammeter gauges. Flashing indicators.

Dimensions: Wheelbase 8 ft. Track 3 ft. 11 ins. Overall length 12 ft. 1 in. Width 4 ft. 8 ins. Weight 12½ cwt.

Performance: Maximum speed 92 m.p.h. Speeds in gears: 1st, 20 m.p.h., 2nd, 40 m.p.h., 3rd, 62 m.p.h. Standing quarter-mile 18.1 s. Acceleration: 0-30 m.p.h., 3.25 s.; 0-50 m.p.h., 7.25 s.; 0-60 m.p.h., 10.5 s.; 0-80 m.p.h., 19.0 s.

Fuel Consumption: 27-30 m.p.g., driven hard.

Extras on Car Tested: Pass light, screen washer, quarter lights in hood, wheel trims, map reading light and hand throttle.

sister, had better watch out, for little sister is catching up!

The road holding must be described as interesting. To begin with, tail happiness tended to make one cautious, but after a time, when it was found that the tail could be hung out as much as one required with no fear of it running away, liberties were taken and the tail was slid freely. The ride is hard, and thus tends to belie the speed at which corners are negotiated, for there is little roll. A certain amount of hop was detected over rough surfaces, but the word tramp can't be mentioned—even with a heavy-footed take-off.

The steering was so low-geared that over-correction was difficult—a useful feature on a potential "tail-chaser".

The slight over-steering tendency was naturally more apparent in the wet but certainly could never be a criticism of the car—in fact quite the contrary.

The brakes deserve the highest praise. As with every other disc-braked Morgan I have driven, they inspired the utmost confidence. There were no signs of fade or judder, and they always pulled the car up in a straight line.

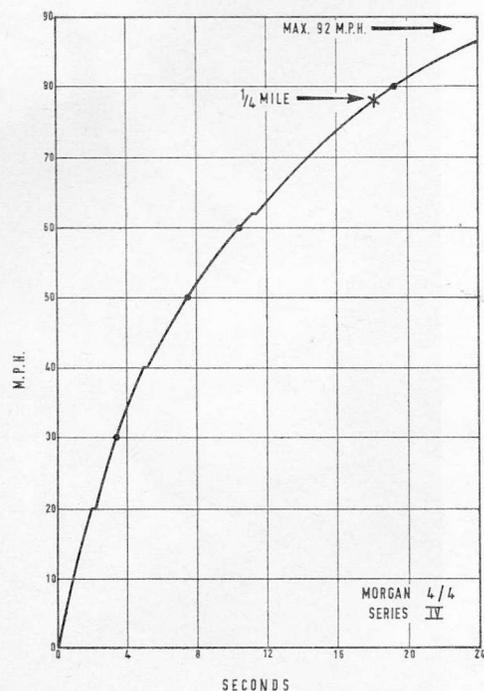
From personal experience I know one failing on front disc-braked Morgans. If one is not very careful, oil from the one-shot lubrication system gets on the disc pads, and the brakes start to pull. But to be quite fair, this never occurred during the testing period.

The weather protection is much better than on previous models, but rain still finds its way up under the side screens. A rubber strip now stops water seeping under the hood where it is attached to the windscreen—a great improvement.

With the hood down and side screens in place, motoring is a real pleasure: plenty of fresh air without too many draughts.

Petrol consumption is quite reasonable, working out at between 25-30 miles per gallon. Oil consumption, with the 109 E engine, is negligible.

Great fun can be had with this delightful little car, which even in novice hands should be extremely safe.



ACCELERATION GRAPH

HOLIDAY TIME AHEAD

No longer does the average family scarp to Scunthorpe for the holidays. Nowadays it ventures to new lands . . .

BY CHRISTOPHER NIXON



THE GRAND CANYON, included in Page Tours' American holiday.

EACH year more and more enthusiasts combine their holidays with a trip to a Continental motor race. Three firms are now catering to these people, **Webbair**, **Page Tours** and **Charterspace**. At the moment **Webbair** are reorganizing their schedule and so I can give no details as yet, but as soon as we have their 1963 brochure to hand we shall publish it.

Page Tours are already rarin' to go and offer remarkable value for money. A nine-day coach/rail trip to the Monaco G.P. costs a mere 24½ guineas; a weekend trip to Spa 10½ guineas; the French G.P. at Rheims 10 guineas and an eight-day tour to Monza 22½ guineas. Page are running three different tours to Le Mans, costing 11½ guineas, 16 guineas and 13½ guineas. Here is the itinerary for the nine-day tour to Monaco:—

Tuesday, 21st May:

15.00 Leave Victoria by rail for Dover.
17.00 Leave Dover by boat for Ostend.
20.35 Arrive Ostend and by coach to Brussels.

Wednesday, 22nd May:

Drive through the night—Luxembourg—and into France. Metz—Nancy—Epinal—Besancon (lunch). Over the border into Switzerland to Geneva. 16.00 (approx.) Arrive Geneva. Ample time for sight-seeing and hotel for night.

Thursday, 23rd May:

Leave Geneva—Chambery—Grenoble—over the Alps to Nice and then coast road to Monte Carlo. Arrive early evening.

Friday—Saturday:

Practice—Grand Prix Monaco Junior.

Sunday:

Grand Prix Automobile de Monaco.

Monday, 27th May:

Leave Monte Carlo. Arrive Lake Geneva for night in hotel.

Tuesday, 28th May:

Travel along lake of Geneva to Lausanne—Neuchatel and Basle for lunch. Continue through Germany and into France at Strasbourg for short rest in early evening. Then to Saarbrücken and Luxembourg for late night meal.

Wednesday, 29th May:

Leave Luxembourg about midnight for Ostend to arrive approx. 07.00. Boat leaves Ostend at 10.00 a.m. and we arrive Victoria 15.45.

Charterspace also run trips to most of the grandes epreuves but by air and coach. They run three trips to Monaco, either by Comet or Caravelle, or by Europabus from Ostend to the Riviera. There are two Le Mans trips, again one by air and the other by coach.

Thus between these three firms the enthusiast has a splendid choice of opportunities to see the best motor racing Europe has to offer.

The address of Page Tours is Page and Moy, Ltd., 8, Silverdale Drive, Thurmas-ton, Leicester; and of Charterspace, 254, High Street, Uxbridge, Middlesex.

Many people prefer not to stay in hotels when on their vacations, and a firm called Villamar exists to cater for such people. The idea of having one's own villa to stay in sounds wonderful—and expensive, but Villamar make it no more costly than an hotel.

This firm has leased a number of villas in Brittany, Spain and Majorca. Each villa is given a thorough inspection before being leased and is fully furnished. Water, electricity and gas are all included in the deal, as are bed linen and maid service. Prices vary from 30-45 guineas per fortnight for four people and 44-50 guineas for six.

Villamar will, if you want, fly you to Perpignan from where you can go to your villa in Spain or Majorca.

All in all, the Villamar Vacation offers remarkable value and some friends of mine who hired one of their villas in Majorca recently had a really marvellous holiday. Should you fancy a villa of your own for a couple of weeks this year, then get in touch with **Villamar Vacations, 36, Beauchamp Place, London, S.W.3 (KNI 6114).**

It is said that we are now an affluent society, and this is reflected in our travelling habits. No longer does the average family scarp for Scunthorpe for the holidays. Nowadays it ventures forth to new lands. In last year's holiday feature (16th February, 1962), Mike Kettlewell gave a very thorough guide to Europe so rather than repeat what he has already written about, I intend to cater for the more ambitious holiday maker and go farther afield with **Swan Tours.**

First of all, how about the Middle East? Swan do no less than 15 Grand Tours in this area. The cost of each Tour includes return air fare, hotel accommodation, meals *en route*, tips, lighting in hotels, conveyance of all luggage during trip, sightseeing and services of local representative.

A leisurely way of seeing Egypt is by Nile steamer, and here is the itinerary of a 15-day tour visiting Cairo, Memphis, Sakkara,



NEW YORK BY NIGHT: what a difference a power cut would make here!

visit Step Pyramid of Zoser (about 2,700 B.C.), Serapeum and Mastaba of Ti. Then to Mena House Hotel for lunch. In the afternoon visit the Pyramids at Gizeh, Sphinx and Granite Temple. Return to Cairo late afternoon.

4th day. Morning visit to Egyptian Museum, containing the splendid burial-furnishings of Tut-Ankh-Amon and a superb collection of Egyptian antiquities. Continue by private car to Old Cairo, visiting the Nilometer set up in A.D. 861 on El Roda Island, Roman towers of "Babylon in Egypt," Church of St. Sergius and Old Synagogue of Ben Ezra. Afternoon free in Cairo.

5th day. After breakfast transfer from hotel direct to airport. Cairo/Luxor by air. Transfer from airport direct to the s.s. "Kassed Kheir" in time for lunch. At 4 p.m. visit on foot to the Temple of Luxor, a few minutes from where the ship is berthed, constructed by Amenophis III and Rameses II and once linked to the temples of Karnak by an avenue of sphinxes. The s.s. "Kassed Kheir" will stay overnight at Luxor.

6th day. Sail from Luxor at dawn and arrive Dendera at 10 a.m. A 15-minute journey by motor coach brings us to the great Ptolemaic and Roman Temple of Hathor, which stands among the ruins of ancient Tentyris and houses the chapel of the goddess Nut. Sail from Dendera at 12 noon. About 5 p.m. the s.s. "Kassed Kheir" will stop for the night at Nag Hamadi.

7th day. At 8 a.m. proceed by motor coach for a 1½-hour journey to Abydos. The road cuts across a great loop in the Nile which encloses one of the most fertile regions in Upper Egypt and is covered by sugar-cane plantations. At Abydos visit the famous Temple of Seti I, Cenotaph of Seti I (known as the Osireon), several other Temples and the Necropolis. Return to the ship and sail at 1 p.m. The afternoon

is spent cruising up the Nile. The s.s. "Kassed Kheir" will stop for the night at Keneh.

8th day. Sail at dawn. The morning will be spent cruising up the Nile. Arrive Luxor at 12 noon. Lunch on board. At 2.30 p.m. leave by horse-carriage for the Temple of Karnak, a journey of 20 minutes. Karnak is primarily a group of temples, and was really the religious quarter of Thebes. Visit Temple of Seti II, Temple of Rameses III, Sacred Lake, Hypostyle Hall, etc. The s.s. "Kassed Kheir" will stay overnight at Luxor.

9th day. At 8.30 a.m. cross the Nile by motor boat and continue by motor coach for 15 minutes to visit the Valley of the Kings, including Tombs of Tut-Ankh-Amon, Seti I, Rameses VI and many others; also Temple of Deir-el-Bahari and the Ramesseum, which is the funerary Temple of Rameses II. Lunch at the Eastmar Rest-House. In the afternoon visit Temples of Tuthmosis III and Rameses III at Medinet-Habu. On the return see the Colossi of Memnon. Return to ship about 5.30 p.m. The s.s. "Kassed Kheir" will stay overnight at Luxor.

10th day. Morning free in Luxor. Sail at 1.30 p.m. and continue up the Nile to just below the Esna Dam, where the s.s. "Kassed Kheir" will stop for the night.

11th day. Pass through the Esna Dam and arrive Esna at 9 a.m. A 10-minute walk brings us to the Temple of Khnum. The temple is mostly of the Roman period and is spectacular. Sail from Esna at 10 a.m. and arrive Edfu at 2.30 p.m. After a journey of about 10-15 minutes by horse-carriage we arrive at the Temple of Horus, built between 237 and 57 B.C., and in a fine state of preservation. Sail from Edfu at 5 p.m. About 8 p.m. the s.s. "Kassed Kheir" will stop for the night at Selua.

12th day. Sail from Selua at dawn and arrive Kom-Ombo at 8.30 a.m. Visit on foot to the Ptole-



PARADISE BEACH, a beautiful spot in the Bahamas.

Gizeh, Dendera, Abydos, Luxor, Karnak, Thebes, Esna, Edfu, Kom-Ombo, and Assuan:—

1st day. London/Cairo by air. Transfer from airport direct to hotel. (Hotel Semiramis.)

2nd day. After breakfast by private car to the Citadel for a superb view of Cairo and the Pyramids. Afterwards visit Mohammed Ali Mosque, Sultan Hassan Mosque, Al Azhar Mosque (Islamic University), Tombs of the Caliphs and Khan Khalili Bazaars. Afternoon free in Cairo.

3rd day. In the morning leave by private car, following the banks of the Nile, to Memphis, the ancient capital of Lower Egypt, to see the colossal statue of Rameses II and the beautiful Alabaster Sphinx. Continue for 15 minutes to Sakkara and

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16th day. Morning free or an optional visit to the West Rim. In the afternoon return via the old mining town of Searchlight to Las Vegas Airport. Las Vegas—Los Angeles by air. Transfer by motor coach from airport direct to Hotel Hollywood Plaza.

17th day. In Los Angeles. Morning free. Afternoon sightseeing Drive visiting the Down Town shopping area, Hollywood film and radio studios, Hollywood Boulevard and Beverly Hills.

18th day. In Los Angeles. Morning Drive to world famous Disneyland. Afternoon free.

19th day. Los Angeles—San Francisco by motor coach via the Old Coast Mission Trail. Accommodation at Hotel Bellevue.

20th day. Full day to Muir Woods National Park with its 1,000-year-old redwood trees via Marin County, Sausalito and Golden Gate Bridge.

21st day. In San Francisco. Free for shopping or exploring this beautiful city and, perhaps, enjoying a ride on one of the famous cable-cars.

22nd day. After breakfast transfer by motor coach from hotel direct to airport. San Francisco—Seattle by air. Transfer by motor coach from airport direct to Hotel Olympic.

23rd to 25th day. In Seattle to visit the "Century 21 Exposition" World Fair. The theme of the Exposition is "Man in Space Age," shown in the five worlds of the twenty-first century (How man will live, work and play), the World of Commerce and Industry, the World of Art, the World of Science and the World of Entertainment.

Included in the cost is a ticket book for the following items: two Admissions to the Fair; four Gayway



ACROPOLIS RALLY. The splendours of ancient Greece can be enjoyed by spectators and competitors alike.

maic Temple of Kom-Ombo, situated in an elevated position overlooking the Nile. It differs from other temples by its double entrance, each of which is dedicated to a divinity: the god Horus with his falcon head, and the god Sebek with his crocodile head. Sail from Kom-Ombo at 10 a.m. and arrive Assuan at 2 p.m. In the afternoon there will be a 2½-hour excursion by felucca (sailing boat) to Elephantine Island where we visit the Museum, and Kitchener Island to see the beautiful tropical gardens. The s.s. "Kassed Kheir" will stay overnight at Assuan.

13th day. Morning sightseeing by private car of Assuan and district, including the ancient Granite Quarries, Assuan Dam and 1st Cataract. Lunch on board. Late afternoon transfer from s.s. "Kassed Kheir," direct to station and depart by train for Cairo, with sleeper. Dinner in restaurant car.

14th day. Breakfast in restaurant car. Arrive Cairo at 9 a.m. and transfer to hotel. Remainder of day free in Cairo. (Hotel Semiramis.)

15th day. After breakfast transfer from hotel direct to airport. Cairo/London by air.

The price of this tour is 236 guineas per person (one person travelling alone) and gets cheaper as two, three or four persons travel together.

The Americans are making a big effort to entice British and European holiday-makers over to the states, With this in mind Swan have built up a comprehensive list of tours of "America the beautiful." Here is the itinerary of a 30-day tour in which you visit New York, Washington, Niagara Falls, Toronto, Detroit, Chicago, Las Vegas, Grand Canyon, Los Angeles, San Francisco, Vancouver, Montreal, and the Seattle World's Fair:—

1st day. Depart London by afternoon B.O.A.C.

flight. Arrive New York early evening. Transfer by motor coach from airport direct to Hotel Governor Clinton.

2nd day. In New York. Full day sightseeing Drive of New York visiting Statue of Liberty, Empire State Building, U.N. Headquarters, Upper and Lower New York, Chinatown and Harlem.

3rd day. Free in New York.

4th day. After breakfast New York—Washington by motor coach with lunch stop en route. Accommodation at Hotel Raleigh.

5th day. In Washington. Full day sightseeing Drive of Washington visiting the White House, Capitol, etc., including lunch at the famous Hogates Restaurant.

6th day. Washington—Elmira by motor coach. Accommodation at the Hotel Mark Twain.

7th day. Elmira—Niagara Falls by motor coach. Accommodation at Hotel Sheraton Brock.

8th day. In Niagara Falls with half-day visit to the Falls, one of the wonders of the world.

9th day. Niagara Falls—Toronto by motor coach. Accommodation at Hotel Lord Simcoe.

10th day. In Toronto with half-day city sightseeing Drive visiting the main financial and commercial sections, City Hall, University Avenue, Parliament Buildings, Maple Leaf Gardens, Riverdale Park, Lakeshore Boulevard, etc.

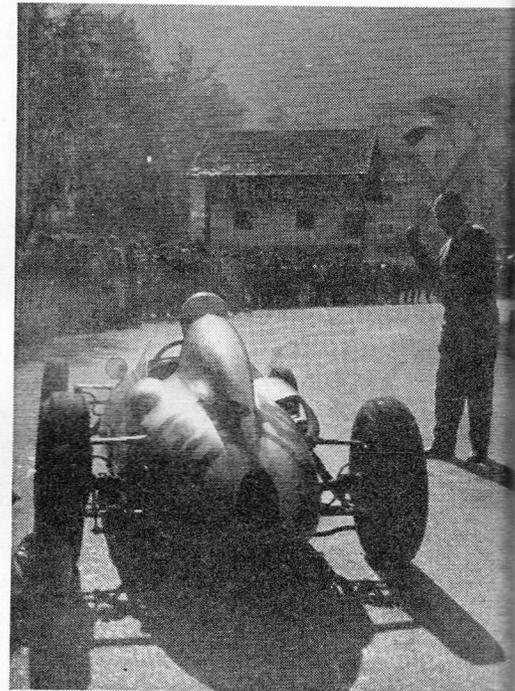
11th day. Toronto—Detroit by motor coach. Accommodation at Hotel Detroit Leland.

12th day. Morning sightseeing Drive of Detroit visiting Fisher Building, General Motors and Art Centre. In the afternoon Detroit—Chicago by motor coach. Accommodation at Hotel La Salle.

13th day. In Chicago. Morning sightseeing Drive of the city visiting the Loop, commercial and shopping sections, Lake Shore Drive, War Memorial, etc. Afternoon free.

14th day. After breakfast transfer by motor coach from hotel direct to airport. Chicago—Las Vegas by air. Transfer by motor coach from airport direct to hotel. Accommodation at Hotel Flamingo.

15th day. After breakfast commence two-day tour to the Grand Canyon proceeding via the Hoover Dam and the cattle country of Arizona. Arrive at the



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26th day. After breakfast transfer by motor coach from hotel direct to quay. Seattle—Vancouver by steamer via Puget Sound and Victoria. Transfer by motor coach from quay direct to Hotel Devonshire.

27th day. In Vancouver. Morning sightseeing Drive visiting the beautiful capital of British Columbia, a city of parks and gardens. Afternoon free.

28th day. After breakfast transfer by motor coach from hotel direct to airport. Vancouver—Montreal by air. Transfer by motor coach from airport direct to Hotel Laurentien.

29th day. In Montreal. Morning sightseeing

Drive of the city visiting the commercial and residential areas, Notre Dame Church and Westmount Lookout. Afternoon free. Late evening transfer by motor coach from hotel direct to airport. Depart by B.O.A.C. jet for flight London.

30th day. Arrive London mid-morning.

The cost of this tour is 461 guineas. Before you throw up your hands in horror at the thought of paying all that money let me remind you that it works out at approximately £15 per day, and a great many people spend a great deal more than that in Europe.

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If South America appeals to you then Swan do a 23-day tour, visiting the Argentine, Brazil, Chile, Peru and Uruguay. This trip costs 505 guineas. Swan also do tours of the West Indies.

Those of you who might wish to combine culture with your vacation will doubtless be interested in the firm's Hellenic Cruises. These cruises cover such places as Italy, Libya, Greece, Turkey, Yugoslavia and Sicily. Teams of well-known Guest Lecturers accompany each cruise to ensure that all passengers who want to learn as well as look are well informed. These cruises, lasting about 14 days as a rule, start at the end of March and the last one leaves on 6th September. There are seven in all.

Further details of all these Tours and Cruises I have mentioned can be obtained from Swan Tours, 260-261, Tottenham Court Road, London, W.1. (Museum 8070).

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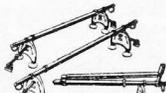
Traveller



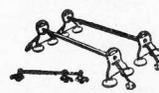
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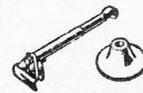
Superlite



Dinghy



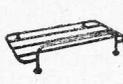
Ladder



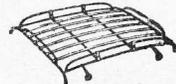
Clip and Pad



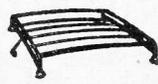
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BRITAIN'S LEADING ROOF RACK MANUFACTURERS

WITH THE RETIREMENT of McLaren, Surtees had things all his own way with the Lola, and turned on a flawless driving display. The suspension is being kept up to its work here as Surtees swings into the stable hairpin.

BY

PETER GREENSLADE

PHOTOGRAPHY BY

EWAN SARGINSON

New Zealand Grand Prix

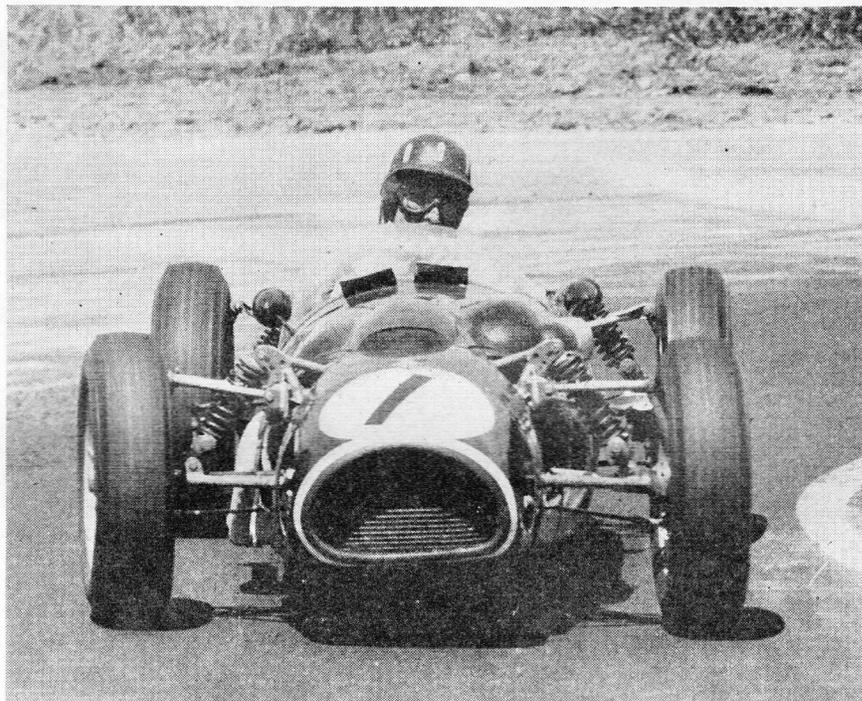
A Win for Surtees

SWELTERING in New Zealand's summer heat, an immense crowd ringed the 2.21-mile Pukekohe circuit on Saturday, 5th January, and saw John Surtees win the tenth New Zealand Grand Prix with consummate ease in a Bowmaker 2.7-litre Lola-Climax after the New Zealander Bruce McLaren (2.7-litre Cooper-Climax) had been forced to retire quite early in the race with a split fuel tank.

Surtees made by far the best start when the 18-car field was flagged off by veteran Auckland driver George Smith. But McLaren was in close attendance, and in the first nine laps these two cleared away from the field. Then McLaren took the lead and gradually drew away from the Lola only to be forced to retire.

In those early stages the Englishman and the New Zealander lapped the circuit at an average speed of about 88 m.p.h. and, in fact, it was during this period that McLaren set fastest lap of the day in 1 min. 29.5 secs., about 90 m.p.h.

With McLaren's departure Surtees was left in a commanding position and it was obvious that nothing short of mechanical misfortune or a gross driving error could possibly dislodge him. So Surtees became winner of the first Grand Prix to be held on



the new circuit and the only overseas driver to complete the race. His time was 1 hr. 56 mins. 32.7 secs. Second place went to the Hastings sheep farmer Angus Hyslop (2.5 Cooper-Climax) who was 1 min. 20.9 secs. behind the winner.

Hamilton's Jim Palmer, through the kind offices of none other than Reg Parnell, who lent him the car, finished third, a lap back with a 2.7-litre Cooper-Climax. As it happened it was Jim's twenty-first birthday so Reg could hardly have given him a better present!

Miles behind, the New Zealanders John Histed (Lola Formula Junior), Rex Flowers (Gemini Formula Junior), Bill Thomasen (2-litre Cooper-Climax) and Chris Amon (2.5-litre Cooper-Climax) finished in that order. Flowers and Thomasen pushed their cars to the finish line and Amon, who had made several long stops in a vain attempt to remedy fuel pump trouble, limped home.

For the other overseas men and favoured New Zealanders the race turned into a tale of woe. Tony Maggs was in trouble with

CHAMPION Graham Hill drove most of the Grand Prix without the aid of the Ferguson's clutch, until the gearbox finally gave up the unequal struggle not much more than a mile from the finish, when Graham was comfortably in second place. Here is the combination four-square on the apex of the notorious stable hairpin.

his 2.7 Bowmaker Lola from the drop of the flag. It slipped out of gear and engine revs soared to the extent that Maggs was out after a lap with valve trouble. Winner of three New Zealand Grand Prix races, Jack Brabham's Brabham-Climax completed a desultory nine laps and was then retired with a blown cylinder-head gasket.

But unluckiest of all was Graham Hill with the Ferguson. After making quite a good start, Hill found the clutch useless after two laps. He pressed on with terrific determination on a circuit where the gearbox must be exploited to the full and eventually found himself running second. In this position he seemed secure, but in the

SECOND man home Angus Hyslop applies some lock as his 2.5-litre Cooper-Climax wags its tail in the tricky esses.

75th and final lap the gearbox gave up the ghost when the Ferguson could have hardly been more than a mile from home. Seldom has a driver had greater reason for disappointment in a New Zealand international race, but Hill took it very sportingly indeed.

* * *
THE race really started the previous Sunday when the overseas men, plus Innes Ireland, who did not have a drive in the Grand Prix, set off for Auckland. All went well until they reached Karachi when they learnt that the connecting flight from London had been delayed six hours by bad weather at London Airport.

To add to their troubles, the Pakistani authorities discovered that several of the drivers had not had yellow fever vaccinations. Hill was among them. They were promptly put in an isolation cell for 12 hours until their delayed flight was due to leave.

All went well after that until Darwin was reached when their airliner was grounded by a fault in its hydraulic system. Qantas came to the rescue by sending a special Boeing 707 from Sydney to pick up the stranded party. But by then they had missed the last connecting flight to New Zealand for that night and so they were stranded in Sydney for another day.

Consequently when they arrived in Auckland on the Thursday night they were dog tired and had missed the first day's training sessions. However, everyone was out at the circuit bright and early on the Friday morning and business started in earnest. McLaren was one of the first out and began circulating fairly quickly making periodic stops for carburation checks. The Bowmaker camp was none too happy and spent a considerable time sorting out gear ratios. Maggs, who was having his first meeting with a 2.7 engine, treated it with all the res-



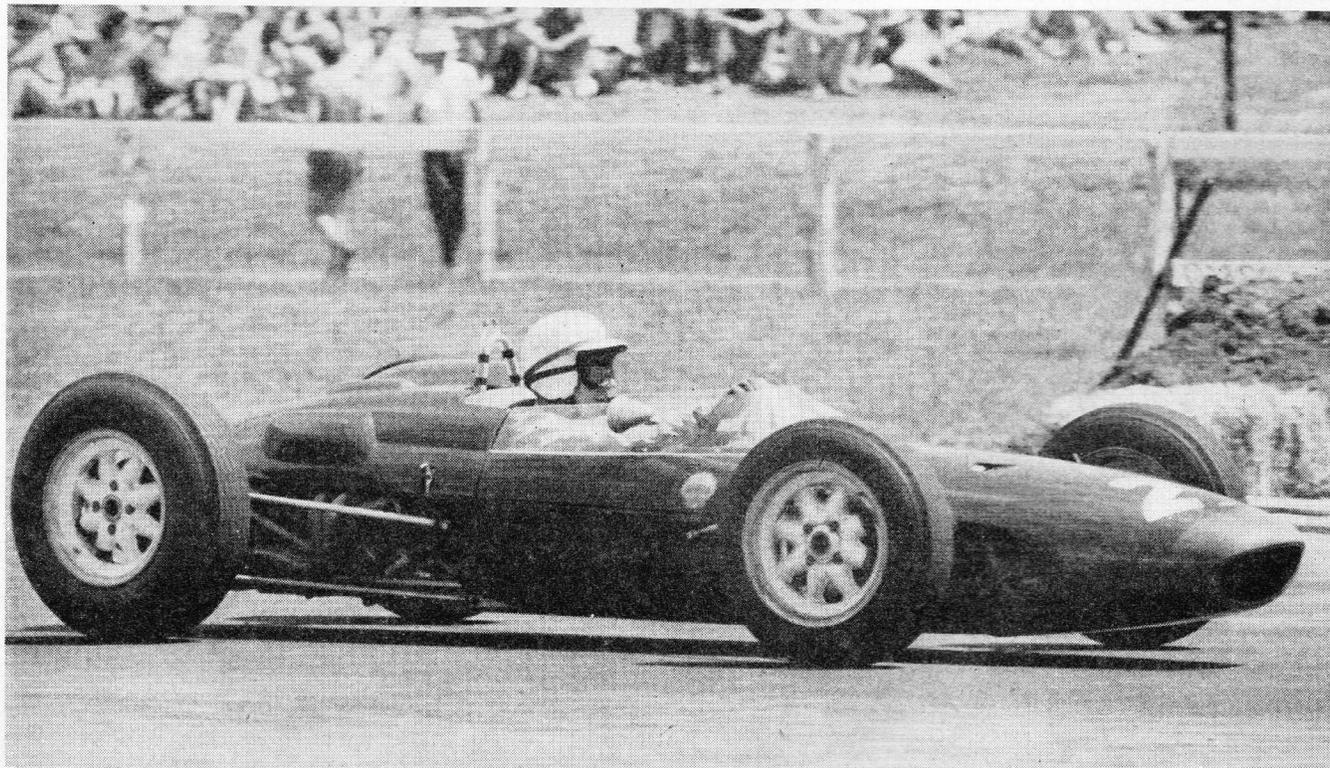
pect it deserved, but Surtees soon started swinging into the job in no uncertain fashion.

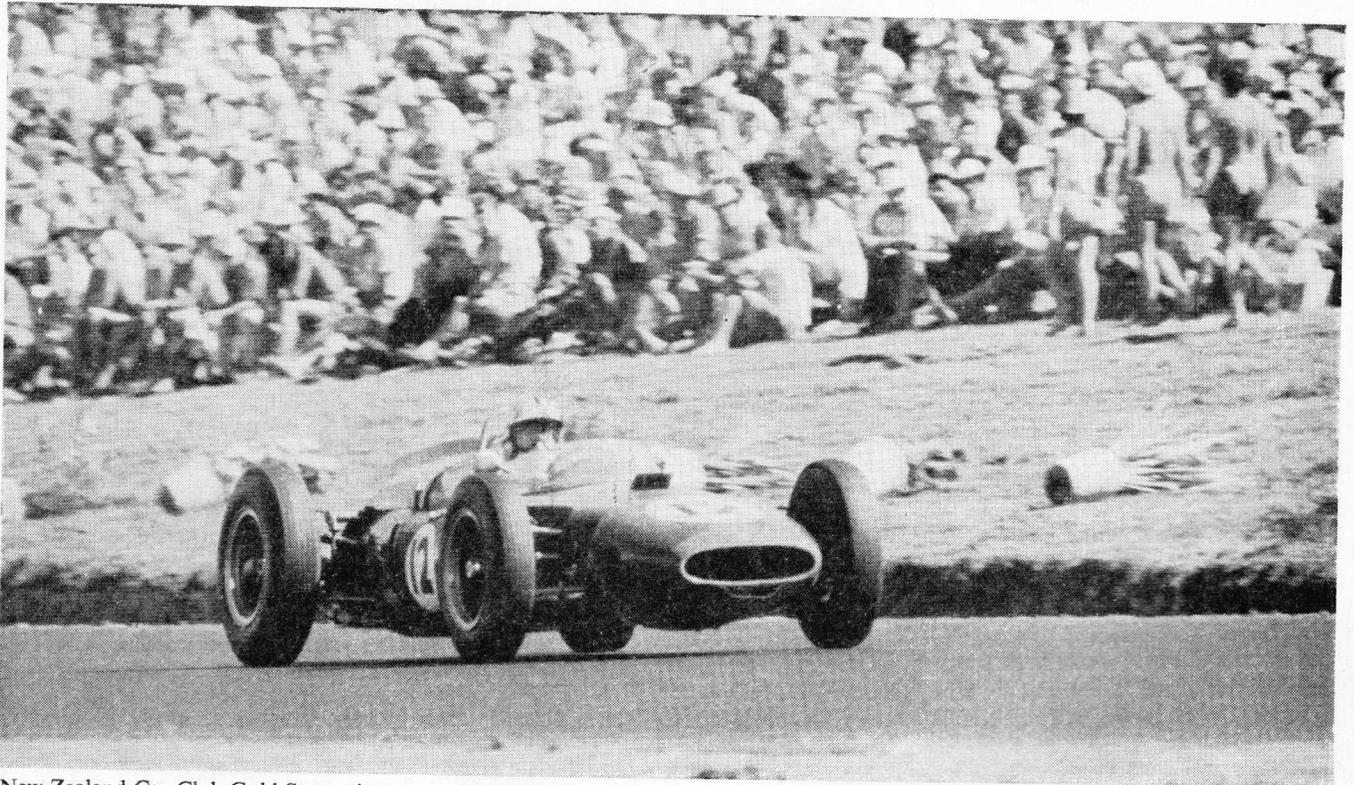
Meanwhile there was an air of despondency in the Ferguson camp. Hill was very slow early in the day and, as far as could be gathered, the brakes were ineffectual and the engine, running on petrol, was overheating. But eventually things were more or less sorted out and with a most determined effort Hill finally qualified with a 1 min. 29.3 secs. circuit. That earned him fifth position on the grid, those in front being McLaren (1 min. 26.8 secs.), Surtees (1 min. 28.2 secs.), Brabham

(1 min. 28.3 secs.) and Maggs (1 min. 28.8 secs.). Just behind Hill were Amon and Tony Shelly (2.5-litre Lotus-Climax) with 1 min. 29.8 secs., Hyslop (1 min. 30.7 secs.), Palmer (1 min. 31 secs.), Thomassen (1 min. 32.2 secs.) and David Young (1 min. 34.2 secs.). The latter's effort was a good one as he was driving a Formula Junior Cooper fitted with a 1,500 c.c. Cosworth-Ford engine.

By the time the final training session had ended 15 had qualified, the slowest being young Barry Cottle who managed 1 min. 40 secs. with his 1,220 c.c. Lola-Climax sports-racer. However, a number of others were told that they would have another chance if, in the course of the Pukekohe Championship—the "New Zealand drivers only" event counting for Association of

NEW ZEALAND Grand Prix winner John Surtees brings the 2.7-litre Bowmaker Lola-Climax up towards the finishing line.





New Zealand Car Club Gold Star points—they could manage 1 min. 40 secs. or better. In point of fact there were three who did make the grade in that event—Forrest Cardon (Lycoming Special), Ken Sagar (1,500 c.c. Cosworth-Ford-Lotus 20) and Ian Green (1,960 c.c. Cooper).

Pukekohe is about 34 miles south of Auckland and many people fearing traffic jams slept in their cars or camped along the approach roads to the circuit. They were probably wise as on race morning all the car parks were reported to be full shortly after 8 o'clock. About 14,000 came to the circuit in special trains from Auckland but thousands more came by road and every vantage point was packed by the time the racing got under way. It was an exceptionally hot day and although showers had been forecast they never eventuated.

After a series of minor events the New Zealanders lined up for the Pukekohe Championship of 15 laps, Amon and Shelly sharing the front row of the grid. The start was something of a shambles. Shelly went away before the flag came down, Amon followed, looked back, saw the rest of the field still stationary and stopped momentarily. Then came the proper start and he was left buried in the bunch. Shelly led for the first lap and then spun off at the hairpin at the end of the long back straight. Amon went through and remained in front to the end being followed home 9.1 secs. later by Hyslop. Next in came Palmer with his 1,500 c.c. Lotus-Ford and Shelly, who had been penalized 60 secs. for jumping the start, was fourth.

After the circuit had been officially opened by the Minister of Transport, Mr. J. K. McAlpine, the Grand Prix field was lined up on the grid. McLaren had pole position with Surtees next to him, and it was the Bowmaker driver who made the best of the start getting away rapidly from McLaren, Amon, Brabham, Shelly and Thomasen, who had started from near the rear of the grid.

At the end of the first lap Shelly had moved through to third place and then

JIM PALMER celebrated his twenty-first birthday by bringing home the 2.7-litre Cooper-Climax loaned by Reg Parnell in third place.

came Amon and Hill. McLaren closely followed Surtees, obviously sizing him up, and went to the front after nine laps, at which stage Brabham retired. Thomasen had already made a brief pit stop and Young had retired with ignition trouble. Hill had moved through to third place, having taken Shelly on the fifth lap. But it was the McLaren-Surtees duel that kept the crowd on its toes. Surtees appeared to have the edge on the Cooper driver on the corners, but McLaren made up ground on the long straight and gradually drew out a lead. On this straight the leaders were bettering 150 m.p.h.

Farther back, Amon, for an interval, held fifth place behind Shelly. But it was obvious that all was not well with the red and green Cooper and it was only a matter of time before Hyslop usurped the position. Palmer, with so much unaccustomed power under his right foot, wisely sat back awaiting developments.

The heat of the day and the demanding circuit soon took their toll. With 30 laps completed Surtees led Hill, who had moved up to second spot with the retirement of McLaren, by 59 secs. Then came Hyslop, who had slipped by Shelly, quite a distance back. Next in line were Shelly, Palmer, Lionel Bulcraig (3-litre Aston Martin), Histed and Flowers. In fact, these were the only ones on the circuit, although some others resumed subsequently. Before 40 laps had been completed, Surtees, driving magnificently, had lapped Shelly who was still in fourth place. Shelly tucked in behind the Lola and in the 48th lap slipped by Surtees momentarily.

As the race ran into its late stages many of the spectators, convinced that the issue was no longer in doubt, began to drift away from the course. But the race continued to take its toll. On his 64th circuit Shelly coasted to a stop in the back straight with bearing trouble.

In the early stages the leaders had been circulating at about 88 m.p.h., but Surtees was now taking things easily and had dropped his speed to about 84 m.p.h. He crossed the line amid much cheering and the crowd rose to applaud Ferguson driver Hill, who had obviously been having a worrying time with an ailing car. But instead of an ovation there was a groan as the crowd packing the hillsides and grandstands saw the champion's car stop not much more than a mile from the finish.

Hyslop sailed through to come home second, and a lap behind Palmer, who in the concluding stages had gained some confidence and had considerably increased his pace, was flagged off third. While all this was going on, drivers whose cars had given up the unequal struggle pushed them down the incline to roll across the finishing line and so qualify as minor placegetters.

Surtees had completed the 167-mile race in 1 hr. 56 mins. 32.7 secs. and Hyslop in 1 hr. 57 mins. 56.3 secs. It certainly had not been the wheel-to-wheel tussle everyone had anticipated, but the race had proved that Pukekohe, if not as fast as the old Ardmore circuit, demands much more driving skill and a thoroughly reliable car.

Pukekohe Patter

WINNER Surtees called Pukekohe "a fine circuit", a view echoed by most of the others, although Hill, more cautiously, dubbed it "interesting". . . . Brabham considered the hairpin bend about 300 yards beyond the start line far too tight and suggested that it should be eased for next year. It is rather reminiscent of Monaco's notorious Gasometer corner but has, perhaps, less width . . . crowd estimates varied between 40,000 and 75,000, but the official figure was given as 43,000 . . . sportingly, McLaren entered his 1,098 c.c. Morris Mini-Cooper in the over 1,600 c.c. saloon car race and delighted everyone by seeing off a bevy of 3.8s as well as an exceptionally fast Mk. III Zephyr, but in the latter stages he had to ease off and give best to a 3.8 as the Mini was overheating . . . S. Moss was not present but will be at Wigram.

Auckland, 7th January

CHRISTMAS away from home we can stand, but New Year's Day under armed guard in a quarantine shack in Karachi is about the limit, and Sunday through to Thursday sitting in aeroplanes and air terminals just to get from one race to another is a bit much, believe me.

How would you feel as newly crowned world champion, one minute sitting in the first-class section of a Boeing 707 drinking champagne and singing Auld Lang Syne on New Year's Eve, the next being virtually in jail. Every plane that took off from Karachi backed up to this shack first, vibrating the ants out of the rafters. But I'm getting ahead of myself, this was meant to be about the G.P. of the year in East London, South Africa.

Just a week before the race I drove 640 miles down from Johannesburg to East London with Tony and Galle Maggs. Tony's Alfa Giulietta brushed this trek off in 10 hours. The roads were good with no speed limits, and the terrific distances seemed no problem. Tony's mother had driven 1,100 miles to Cape Town the day before, and seemed to regard it almost as a shopping jaunt.

If ever a town had race fever it was East London, and as far as everyone was concerned there were only two people in the race. The Graham Hill-Jim Clark saga had been well and truly heralded in the local press for weeks before the race.

The 2.4-mile track is a public road, but is trimly finished in the manner of a pukka G.P. circuit. There are two hairpins, a very tricky "S" and a not-quite-flat right-hander, followed by another one that was or wasn't flat out depending on how you felt at that particular moment. Fairly high and gusty winds made the circuit tricky on race day, although the temperatures weren't high.

Trevor Taylor and Jim Clark had already been wreaking havoc with circuit records

BRUCE McLAREN'S

From the Cockpit

and race results, having been first and second on the two previous weekends at Durban and Johannesburg.

Graham, Richie, and Bruce Johnstone had been racing B.R.M.s, John Surtees a Lola, and Innes Ireland a Lotus in these earlier races, so a lot of mechanics had a short Christmas while preparing the cars for the first G.P. practice on the Wednesday. Some of the garages looked like disaster areas, with areas roped off and bits and pieces of racing cars scattered about like so much debris.

Jimmy was running fuel injection on his monocoque and was having a bit of bother with misfiring, but it was still performing pretty well. Graham told a tale of roaring healthily down the straight in the B.R.M. and being passed by Clark running on seven cylinders! He was most upset.

The first day's practice was rather exploratory and gusty winds kept lap times down. Tony took his Cooper along, but I stayed at the garage and helped my mechanic to put the finishing touches to the new Lucas fuel injection set-up on my Climax V8.

After Thursday's practice I'll say one thing—"fuel injection is here to stay!" For want of a better word, the fuel injection really "carbureted".

Power low down was definitely improved,

and idling and throttle response was 100 per cent. better than the most green-fingered carburetter technician could achieve. What's more, it makes our car even more British, with the Lucas injection in place of the Italian Weber carburetters.

Strangely enough, absolute maximum power was identical to Tony's carburetter car. This is probably something that could be improved on by sacrificing a little bit of the perfect bottom end performance.

We had a special V-shaped radiator fitted to the Cooper which didn't cool as well as expected and increased the drag. Before the race a standard radiator was fitted and a new nose cowling was built up by a local panel beater.

An indication of race form came early on Friday morning—a 6 a.m. practice! Shades of Monaco. Jimmy managed pole position, with Graham next fastest.

The weighing-in of the cars proved interesting. The new Lotus checked out right on the minimum of 990 lb.; Graham's lightened B.R.M. turned out to be only a few pounds lighter than the original at 1,115 lb.; my fuel-injected Cooper was a lot heavier at 1,140 lb., while Tony's carburetter car was 1,105 lb., give or take a pound or two.

On the eve of the race rumour had it that there were 30,000 people waiting to get into the circuit. There was certainly a big enough crowd on race day to back the rumour up.

Before the race we had to "run the gauntlet" of the parade lap in sports cars. It was all right until we got to the section reserved for the coloured spectators. They were all highly excited and keen to touch the drivers. Have you ever been "touched" at 40 m.p.h.? Most of us shrunk down in the cars, but we were still battered and bruised. Richie Ginther said he was waiting for one with an axe!

The organization was good and the race started on time. My car really took off at the start. Jimmy had two wheels in the dirt

getting inside Graham into the first corner, and he went sliding into the hairpin with locked wheels—the pace was really on.

The opening order was Jimmy, Graham, Tony in the carb Cooper and John Surtees in the Lola. The race soon settled into a pattern with Jimmy pulling out an ever-increasing lead, and Graham not being able to do very much about it. Surtees was in gearbox trouble and soon retired leaving me in a handy third place with Tony 10 secs. back, and Jack a similar distance behind him with the Brabham.

Then on lap 62 it happened. Jimmy pulled into the pits. His car had been spraying out oil for a few laps and was at the stage where there couldn't have been much oil left in the tank. The mechanics hurriedly searched for the leak, but in championship F.1 racing you can't add oil, so that was very definitely that. Colin Chapman and Jimmy, not to mention the rest of the Lotus boys, must have been on the verge of tears. A bolt locating a jack-shaft bearing had screwed itself out—why don't bolts ever screw their way in?

So now it was Graham in the lead, works Coopers second and third, Jack fourth with the Brabham, and Innes fifth in the U.D.T. Lotus.

Towards the end of the race Tony closed up on me and we diced backwards and for-

wards for a while, and Jack began to apply the pressure, but the chequered flag caught him before he caught us. So Graham was Mr. World Champion 1962—something that took a day or so to sink in.

On the victory lap it started raining, so we certainly had been lucky with the weather. At the prizegiving that night Sir Alfred Owen, obviously touched and thrilled with his team's achievement, gave a speech which left a lot of people with lumps in their throats. He was obviously proud of his all-British product, and he has every right to be. He also complimented Team Lotus and Jimmy on being such good losers, saying that if the boot had been on the other foot, he hoped they would have been as sporting.

Jimmy, on the other hand, after congratulating Graham, reminded us of Sir Alfred's "win two G.P.s or else" ultimatum to the team earlier in the season. He said that he hoped at the time that B.R.M.s would be able to get their two wins and stay in the game, but winning the championship was a bit too much!

Congratulations to Graham. He has proved himself to be the best Jaguar saloon driver in the business, a good sports car driver (remember how the Hill-Ginther Aston Martin led the field in the opening laps at Le Mans last year?), and now top of the G.P. ladder. In short, a true world champion.

My next race—the New Zealand G.P. on the new Pukekohe circuit—was the shortest I have had for some time. It lasted just 20 laps, but I had the satisfaction of being in the lead and setting the lap record before dropping out with a cooked magneto and a holed fuel tank.

After our marathon flight from East London, everyone was feeling rather exhausted when we trickled into Auckland having missed the first day of practice. My mechanics, Harry Pearce and Wally Willmott, had the Cooper well prepared when I arrived, and I managed to set fastest lap in the second practice session to take pole position on the grid with John Surtees and Jack Brabham beside me.

It was the first time Surtees or Tony Maggs had tried the 2.7 Climax powered Lolas, so I had a slight advantage having tried my car in the Aussie G.P. in Perth last November. If anything was likely to go wrong it would have happened at Perth—or so we thought.

Robbie Burns knew a thing or two when he wrote that piece about the best laid plans of mice and men getting all fouled up. I felt about the smallest mouse in history at the New Zealand G.P. on 5th January.

Surtees got away to a good start while I sat on the line with too much wheelspin, but after 10 laps I had managed to catch him. However, just after taking the lead, the engine of my Cooper started to misfire. It wasn't too bad at first, but it gradually got worse, and I had a strong suspicion that it might be ignition trouble. I thought the magneto switch might have been making contact with something it shouldn't have, which would have made the engine start to miss, so I pulled the wires off the switch, but this made no difference to the off-beat of the engine.

By this time my speed along the back straight had dropped from over 150 m.p.h. to about 130 m.p.h., so I decided to stop at the pits in the hope that my mechanics might be able to cure the trouble in time for me to set off after John again.

Discounting the magneto switch, spark plugs seemed to be the next most likely source of a sour engine. The boys checked

(Continued on page 97)

SEASONAL SURVEY No. 3

SPORTS AND G.T. CAR RACING

BY MICHAEL KETTLEWELL



THE sports-racing car as we know it is on its way out. In its place we have what is known as a Grand Touring Prototype car—a machine supposed to be more refined than a sports car, yet its potential is even greater.

The outlook seemed bleak for sports car enthusiasts when the C.S.I. of the F.I.A. announced that there would be no World Sports Car Championship for 1962. However, this was hardly surprising: Ferraris were walking away with practically every race, challenged spasmodically by temperamental "Birdcage" Maseratis and by German Porsches, cars that were outclassed on the fast circuits because of their inferior engine capacity. Great Britain did not include a qualifying event for the championship in either 1960 or 1961, the Tourist Trophy being run for G.T. cars instead.

So the Grand Touring Car Championship was inaugurated, divided into three classes: 1, up to 1,000 c.c.; 2, 1,001-2,000 c.c.; 3, over 2,000 c.c. Nevertheless, afraid that their world-renowned event would lose some of its spectacle, the Automobile Club de l'Ouest announced that the 1962 Le Mans 24 Hours race would include a class for "Experimental Prototype" cars of up to 4-litres as well as G.T. cars. Roughly the regulations demanded cars with well-finished, comfortable and roomy bodies, cars that should anticipate the true G.T. car and capable of transporting two

BRITISH SPORTS CARS. Innes Ireland's Lotus 19, representing the modern era of sports cars, laps Peter Sutcliffe's D-type Jaguar, the classic sports car of a few years back, at Aintree early last season. Innes notched up several wins in small British sports car events.

people and their luggage in reasonable comfort. Naturally various maxima and minima and other restrictions of the sort the F.I.A. usually delight in were also included. The A.C.O. got into a huddle with the organizers of the Sebring, Targa Florio and Nürburgring 1,000 kilometres races and they decided that they would all invite these Prototypes to their events and a championship would be arranged: the *Challenge Mondial de Vitesse*. Briefly, points were awarded to Prototype cars in the usual way, but each marque had to be represented at all the qualifying rounds. Grand Touring cars could also score in this championship, but not, of course, sports cars which the organizers of the Sebring, Targa Florio and Nürburgring races had decided to admit to their events as well.

THE Daytona Continental meeting on 11th February was the first round of the G.T. Championship, admitting classes 2 and 3, and sports cars were admitted to enhance the starting grid. Dan Gurney won the American three hour race in his well-used 2½-litre Lotus-Climax 19—though he very nearly did not. When about to cross the finishing line on what should have been his second-to-last lap, with a two lap

lead over the pursuing Ferrari, the crankshaft broke and Gurney coasted to a halt a few yards short of the line. After three hours the flag dropped and Gurney trickled across the line using his starter (pushing meant disqualification) and won! Ricardo Rodriguez was second in a 2.4-litre V6 rear-engined Ferrari that had been conducted earlier by Phil Hill, while a short way back came Jim Hall in the latest example of an American sports car—a 5.2-litre Corvette-propelled Chaparral. Fourth and leader of the G.T. brigade was Stirling Moss in a Ferrari 250GT Berlinetta. The 2-litre G.T. class went to F. J. exponent Charlie Kolb's Alfa Romeo from Pat Corrigan's Porsche after Jim Clark lost a lot of time in restarting following a pit stop in David Hobbs's "Mecha-Matic" Lotus Elite. Hobbs, in the Peter Berry E-type Jaguar, retired after a slight crash.

The first event for the 1-litre G.T. class was the Sebring Three Hours on 23rd March, and a first-class battle was anticipated between the works Austin-Healey Sprites and the many Fiat-Abarth. The Sprites had the initial advantage on a wet track, but as it dried the superior speed of the Italian cars told and Bruce McLaren and Walt Hansgen in Briggs Cunningham-

entered Abarths beat Stirling Moss's Sprite.

The 12-Hour race the next day was expected to be a Ferrari benefit, with possible intervention from unproved rear-engined Maseratis and Briggs Cunningham's Maserati-powered Cooper Monaco. This race marked the first-ever appearance of the Prototypes and the entry was headed by the Chaparrals of Hap Sharp/Ronnie Hisson and Jim Hall/Chuck Daigh (these cars had special 3,988 c.c. Corvette engines to comply with the 4-litre limit) and a Ford Falcon Challenger fitted with a 3,990 c.c. engine was entered for Marvin Panch/Jocko Maggiacomo. It is stressed that the Ferraris, Maseratis and Porsches were entered as *sports cars* and not Prototypes. The Chaparrals, however, were in reality sports cars making use of the Prototype's 4-litre limit (sports cars were limited to 3 litres still at Sebring and a few other places).

After the three-year-old front-engined 3-litre V12 Ferrari Testa Rossa of Stirling Moss/Innes Ireland had been disqualified for refuelling too soon after a similar pit stop and the Rodriguez brothers had broken two 2½-litre V6 Ferraris, the front-engined 3-litre V12 TR1-61 model of Jo Bonnier/Lucien Bianchi won, this being the Scuderia SSS Repubblica di Venezia car which Graham Hill used to win at the previous Boxing Day Brands Hatch meeting (Hill should have co-driven at Sebring with Bonnier but had his back in a plaster cast following a suspected slipped disc). Second and no fewer than 10 laps behind was the Ferrari GTO of Phil Hill/Olivier Gendebien which won the GT class and third the privately entered 1½-litre Porsche RS60 of Bruce Jennings/Frank Rand/Bill Wuesthoff. Fifth behind the 250GT Ferrari of Sterling Hamill/Fabrizio Serena was the almost brakeless Cooper-Maserati of Bruce McLaren/Roger Penske which had shown a remarkable turn of speed. The new 2½-litre V8 Ferrari that Moss and Ireland were originally to have driven made an inauspicious debut in the hands of Buck Fulp/Peter Ryan and finished 13th after delays.

The 2-litre G.T. class went to the swift Abarth-bodied Porsche Carrera of Dan Gurney/Bob Holbert, while the third-place Porsche won the coveted Index of Performance. First Prototype to finish was the Sharp/Hisson Chaparral that Hall also drove in sixth place.

The Monza 12-Hour race was cancelled

so the next round of the 1-litre G.T. Championship class was held at Lake Garda instead, on Tuesday, 1st May. The 10-mile circuit is a true road course, featuring nearly every imaginable hazard. Mercifully the length of the race was reduced to 300 kilometres, but simply nothing could prevent it from being a Fiat-Abarth benefit—every car was a Fiat-Abarth! Innes Ireland led for most of the 19 laps but Italian hill-climb exponent Lodovico Scarfiotti (who won the European Mountain Championship using a 2-litre Ferrari 196SP) caught, passed him (Innes was hampered by rear-end vibration, while a spin did not help matters) and won by 20 secs. Frenchman Jean Guichet was third.

The following Sunday was the occasion of the Targa Florio. This Sicilian classic was the second round of the Prototype Championship and Class 2 and 3 G.T. cars also scored points towards their championship, as at Sebring. Porsche had chosen this race for the debut of their long-awaited flat-eight engine; in 2-litre form it powered two Prototypes—an open and a closed one, both entered by the Venezia stable. A 1.1-litre Downton-modified Mini-Cooper was also put in the Prototype class—it ran very well to finish 21st.

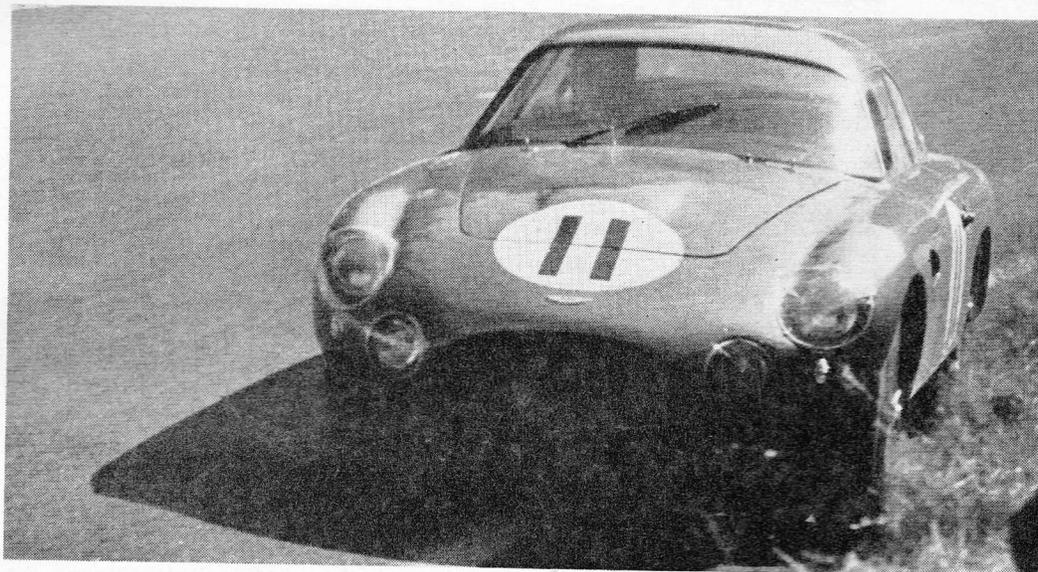
Phil Hill crashed the V8 Ferrari in practice, escaping unharmed, but team manager Dragoni dropped him from the team on

race day. The new Porsches were hampered by brake trouble, Gurney crashing one and the other, the red-painted coupé of Jo Bonnier/Nino Vaccarella, was third.

After setting a scorching pace, Willy Mairesse's 2,417 c.c. V6 Ferrari sports car was subsequently driven at a more sedate pace by Ricardo Rodriguez and Olivier Gendebien into a secure first place. Second was the 1,983 c.c. V6 Ferrari of Lorenzo Bandini/Giancarlo Baghetti. Apart from Porsche, a V12 Tipo 64 Maserati formed the chief Ferrari opposition, but the Venezia-entered car expired on its second lap.

The Berlin Grand Prix run on the dangerous Avus track on 13th May was the next round of the 1-litre G.T. Championship. The essential element on this track is speed, so it was no surprise when the Fiat-Abarths detached themselves from the rest of the field, comprising BMW 700s and a lone G.S.M. Delta. Swiss driver Robert Jenny just beat Italian Herbert Demetz by 0.3 sec., but their pace was so terrific that third man Belgian Gerard Langlois van Ophem only completed 37 of the 40 laps. The sole British competitor, Keith Holland, was a gallant fifth in the G.S.M.

At last a few British competitors who might offer a serious challenge for outright victory travelled to the Nürburgring on 27th May for the 1,000 kilometres race. The Ian Walker team entered two 1-litre

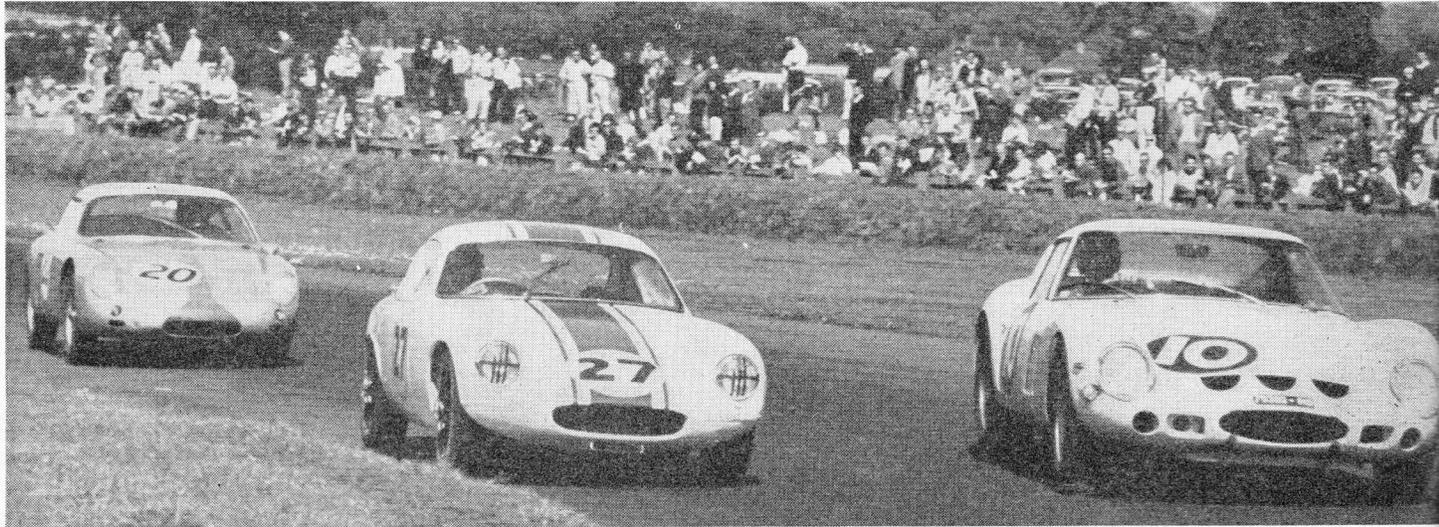


BRITISH HOPES at Le Mans were carried by a lone Aston Martin (above), a beautiful car, called the Project 212, and entered as a Prototype. Graham Hill/Richie Ginther battled with the leading Ferraris for a while, but eventually retired.

RAPID BRITISH G.T. cars are the Lotus Elite and the Jaguar E-type (left). Les Leston's "DAD10"—his famous red Elite—leads Roy Salvadori's John Coombs-entered E-type in the T.T. last August.

Lotus 23s for Paul Hawkins/Peter Ryan and Bruce Johnstone/Peter Ashdown and the Essex Racing Stable had an old DBR1 Aston Martin for Cooper F1 drivers Bruce McLaren/Tony Maggs and a 1½-litre Lotus 23 for Lotus F1 drivers Jim Clark/Trevor Taylor. As AUTOSPORT reported at the time, this Lotus was equipped with the then unannounced 1,498 c.c. five-bearing crankshaft Ford 116E engine fitted with a Lotus twin-cam head. A mere 100 b.h.p. was quoted but Jim Clark took the lead and proceeded to increase it! He led the Ferraris, Maseratis, Porsches and





GRAND TOURING CARS par excellence! Graham Hill, driving John Coombs's GTO Ferrari, laps the Lotus Elite of Gil Baird and the Porsche Carrera of Ben Pon during the Tourist Trophy race.

things, enjoying himself immensely. His joy only lasted until the 12th of the 44 laps, however, when he went off the road, having been overcome by fumes from a broken exhaust pipe. The V8 Ferrari of the Rodriguez brothers went off the road, so the Ferrari challenge was reduced to the 2½-litre V6 car of Phil Hill/Olivier Gendebien, which won, and Ferrari's first Prototype, a car basically a GTO fitted with a 3,968 c.c. V12 engine; it was second driven by Willy Mairesse/Mike Parkes. Third was the 2-litre eight-cylinder Porsche of Graham Hill/Hans Herrmann and fourth, two laps down, the old Aston. The over 2-litre G.T. class went to the Peter Nöcker/Wolfgang Seidel Ferrari GT and first of the 2-litre G.T. brigade was, not surprisingly, a Porsche Carrera Abarth—that of Herbert Linke/Edgar Barth. Great Britain won two sports car classes: Johnstone/Ashdown (Lotus 23) the 1-litre class and Ashmore/Carnegie (Elva Mk. 6) the 2-litre division.

Le Mans on 23rd-24th June was the last round of the Prototype Championship—already a Ferrari certainty!—and Classes 2 and 3 G.T. cars also scored points towards their championship, though Ferrari were absolutely certain of winning the over 2-litre class, too.

At last there was a good field of Prototypes: Maserati were represented by three splendid coupés which used 3,944 c.c. V8 engines derived from the 4½-litre cars raced in 1957; Aston Martin brought out their beautiful Project 212, a true "prototype" if ever there was one, utilizing a 3,996 c.c. six-cylinder engine. This car is what the A.C.O. had in mind when they introduced their regs. for the 1962 race.

But the organizers objected to the Lotus 23s. The works car was the Nürburgring machine fitted with a 997 c.c. version of the twin-cam engine, and another was entered by U.D.T.-Laystall which featured a twin-cam 742 c.c. Coventry Climax four-cylinder engine (virtually half the F1 V8 unit). Lotus 23s had been entered in the sports car class at the Nürburgring, but as Prototypes only were to be admitted at Le Mans, Colin Chapman consulted the A.C.O. before entering and as a result felt justified in entering the 23s as Prototypes. After several minor alterations had been effected (so they conformed to all the rules and regulations) and fierce arguments, the cars were finally excluded on the grounds that they "did not conform to the spirit of the regulations". Admittedly they did not really anticipate the true G.T. car, nor were they honestly capable of transporting

two people and their luggage in reasonable comfort, but neither were the majority of the other Prototypes.

Ferrari also had his hitherto sports-racing cars entered as Prototypes—and they were accepted. He even made use of the 4-litre limit by entering a 3,968 c.c. "sports car" as a Prototype! The Scuderia SSS Repubblica di Venezia entered a peculiar-bodied car, dubbed the "breadvan", that was once a Ferrari GT, and their old TR1-61 sports car was also classified as a Prototype, as was the similar car of the North American Racing Team. Apart from Aston Martin, the only other British contender was the new 2,495 c.c. Coventry Climax-engined Tojeiro coupé entered by Ecurie Ecosse.

Well, after a brilliant showing of the Aston Martin 212 in the early stages of the race when Graham Hill and Richie Ginther even led the "sports" Ferraris for a while, the Maranello cars eventually forged ahead and were truly unopposed when the Maseratis fell out. The Aston unfortunately retired because of a broken oil pipe. Phil Hill and Olivier Gendebien toured around in the 4-litre 330TR/LM. The other "sports" Ferraris fell by the wayside, so the GTO models of Frenchmen Jean Guichet/Pierre Noblet and Belgians Leon Dernier ("Elde")/Jean Beurlys were second and third and first and second in the G.T. class. The specially-modified E-type Jaguar of Peter Sargent/Peter Lumsden put up a splendid show and gave the GTOs a run for their money, but towards the end of the race it was slowed by engine bearer trouble, letting the E-type of Briggs Cunningham/Roy Salvadori through into fourth place in the closing minutes.

The Lotus Elites of David Hobbs/Frank Gardner and Clive Hunt/"Doc" Wyllie were first and second in the Index of Energy and the inevitable Panhard won the Index of Performance, drivers being André Guilhaudin/Alain Bertaut. A René Bonnet was second.

Ferrari won the *Challenge Mondial de Vitesse* from Porsche and Alfa Romeo (these were the only marques to compete in all four rounds) and after entering a car at Brands Hatch in August, Ferrari did not race his cars any more during the season, though, as usual, some appeared under the banner of the North American Racing Team at the end of the year. Porsche did not race their eight-cylinder car at Le Mans,

and this car only raced again during the September-December American season. Briggs Cunningham took his Maserati 151s back to America for use in sports car events—he even fitted one with a 5.6-litre V8 Maserati engine found in a boat!

Clermont-Ferrand on 15th July was the scene of the Auvergne Trophy for Classes 2 and 3 G.T. cars, and the race was also open to prototypes and sports cars. Australian Paul Hawkins made fastest practice lap in his Ian Walker-entered 1½-litre Lotus 23, beating the Venezia stable TR1-61 Ferrari of Nino Vaccarella and the 1½-litre twin-cam Lotus 23 of Peter Arundell! Unfortunately Arundell crashed in the Formula Junior race (without serious injury) so Alan Rees took over the car for the race, never having practised in it. Rees finished an excellent second behind Italian Carlo Abate's GTO Ferrari. Frenchmen André Simon, Jean Guichet, Henri Oreiller and Pierre Noblet in more G.T. Ferraris finished behind Rees, seventh being Tony Maggs in John Ogier's new, lighter Aston Martin Zagato. Vaccarella was 11th after stopping to change a broken oil pipe and Hawkins, delayed by gearbox trouble, was 22nd behind Jimmy Blumer's gallant Mini. As was customary, a Porsche won the 2-litre G.T. class.

Included at the last minute in the 1-litre class of the G.T. Championship was the Coupe Enna, held on the rapid Sicilian Pergusa circuit on 15th August. Another Fiat-Abarth monopoly, the Italian "Pam" beat Belgian Claude Dubois and Gabriele Lavaggi by more than a lap, averaging 101.31 m.p.h.

The following Saturday, 18th August, was the occasion of Britain's Tourist Trophy, a mere shadow of its former self, held for Classes 2 and 3 G.T. cars over 100 laps of the flat 2.4-mile Goodwood circuit. John Surtees led the procession of British-owned GTO Ferraris, but Jim Clark spun John Ogier's lightweight Zagato Aston in front of him and put them both out of the reckoning. This left Innes Ireland with the lead which he never lost. Graham Hill and Mike Parkes followed him home. After a polished drive, John Coombs's E-type, driven by Roy Salvadori, hooked fourth position.

The 2-litre class provided most of the entertainment—and most of the casualties. After Trevor Taylor's Lotus Elite became

Results of Races Qualifying for the Grand Touring Car and Prototype Championships

EVENT	FIRST	SECOND	THIRD	FOURTH	FIFTH	SIXTH	FASTEST LAP
DAYTONA CONTINENTAL U.S.A., 11th February 82 laps, 311 miles (G.T. 2-3)	Dan Gurney (Lotus-Climax 19) 3 h. 0 m. 4.0 s. 103.66 m.p.h.	Phil Hill/ R. Rodriguez (Ferrari 246SP) 82 laps	Jim Hall (Chaparral) 82 laps	Stirling Moss (Ferrari GT) 80 laps	G. Constantine (Ferrari TR) 79 laps	D. Rathmann (Chaparral) 79 laps	Rathmann 2 m. 7.0 s. 108.00 m.p.h.
SEBRING THREE HOURS U.S.A., 23rd March 46 laps, 239 miles (G.T. 1)	Bruce McLaren (Fiat-Abarth) 3 h. 3 m. 1.0 s. 78.42 m.p.h.	Walt Hansgen (Fiat-Abarth) 3 h. 3 m. 11.4 s.	Stirling Moss (A.-H. Sprite) 45 laps	Alfonso Thiele (Fiat-Abarth) 45 laps	Mauro Bianchi (Fiat-Abarth) 45 laps	P. Rodriguez (A.-H. Sprite) 45 laps	McLaren 3 m. 37.4 s. 82.70 m.p.h.
SEBRING TWELVE HOURS U.S.A., 24th March 206 laps, 1,071 miles (G.T. 2-3, P.)	Jo Bonnier/ Lucien Bianchi (Ferrari TR1-61) 12 h. 1 m. 17.0 s. 89.14 m.p.h.	Phil Hill/ O. Gendebien (Ferrari GTO) 196 laps	Bruce Jennings/ Frank Rand/ Bill Wuesthoff (Porsche RS60) 195 laps	S. Hamill/ F. Serena (Ferrari GT) 190 laps	Bruce McLaren/ Roger Penske (Cooper- Maserati) 190 laps	Hap Sharp/ Ronnie Hissom/ Jim Hall (Chaparral) 189 laps	P. Rodriguez (Ferrari 246SP) 3 m. 12.4 s. 97.20 m.p.h.
LAKE GARDA 300 KILOMETRES Italy, 1st May 19 laps, 190 miles (G.T. 1)	L. Scarfiotti (Fiat-Abarth) 2 h. 35 m. 45.7 s. 74.46 m.p.h.	Innes Ireland (Fiat-Abarth) 2 h. 36 m. 5.4 s.	Jean Guichet (Fiat-Abarth) 2 h. 38 m. 15.4 s.	Oddone Sigala (Fiat-Abarth) 2 h. 40 m. 37.4 s.	A. Becchetti (Fiat-Abarth) 18 laps	Matich Lado (Fiat-Abarth) 18 laps	Ireland 7 m. 59.1 s. 76.60 m.p.h.
TARGA FLORIO Italy, 6th May 10 laps, 447 miles (G.T. 2-3, P.)	Willy Mairesse/ R. Rodriguez/ O. Gendebien (Ferrari 246SP) 7 h. 2 m. 56.3 s. 63.47 m.p.h.	G. Baghetti/ L. Bandini (Ferrari 196SP) 7 h. 14 m. 24.0 s.	Jo Bonnier/ N. Vaccarella (Porsche "8") 7 h. 17 m. 20.0 s.	G. Scarlatti/ P. Ferraro (Ferrari GTO) 7 h. 22 m. 8.1 s.	R. de Lageneste/ J. Rolland (Ferrari GT) 7 h. 44 m. 33.0 s.	H. Herrmann/ H. Linge (Porsche Abarth) 7 h. 45 m. 26.0 s.	Mairesse 40 m. 0.3 s. 67.09 m.p.h.
BERLIN GRAND PRIX Germany, 13th May 40 laps, 208 miles (G.T. 1)	Robert Jenny (Fiat-Abarth) 1 h. 52 m. 23.8 s. 110.11 m.p.h.	Herbert Demetz (Fiat-Abarth) 1 h. 52 m. 24.1 s.	G. L. van Ophem (Fiat-Abarth) 37 laps	H. G. Plaut (Fiat-Abarth) 36 laps	Keith Holland (G.S.M. Delta) 36 laps	Teodoro Zeccoli (Fiat-Abarth) 35 laps	Jenny 2 m. 40.1 s. 115.94 m.p.h.
NÜRBURGRING 1,000 KILOMETRES Germany, 27th May 44 laps, 624 miles (G.T. 2-3, P.)	Phil Hill/ O. Gendebien (Ferrari 246SP) 7 h. 33 m. 27.7 s. 82.41 m.p.h.	Willy Mairesse/ Mike Parkes (Ferrari 330LM) 7 h. 35 m. 49.2 s.	Graham Hill/ H. Herrmann (Porsche "8") 7 h. 42 m. 24.6 s.	Bruce McLaren/ Tony Maggs (Aston Martin) 42 laps	Peter Nöcker/ Wolfgang Seidel (Ferrari GT) 41 laps	Edgar Barth/ Herbert Linge (Porsche Abarth) 41 laps	P. Hill 9 m. 31.9 s. 89.22 m.p.h.
LE MANS TWENTY-FOUR HOURS France, 23rd-24th June 331 laps, 2,773 miles (G.T. 2-3, P.)	Phil Hill/ O. Gendebien (Ferrari 330 TR/LM) 115.24 m.p.h.	Pierre Noblet/ Jean Guichet (Ferrari GTO) 326 laps	Leon Dernier/ Jean Salvadori (Ferrari GTO) 326 laps	B. Cunningham/ Roy Salvadori (Jaguar E) 310 laps	Peter Sargent/ Peter Lumsden (Jaguar E) 310 laps	Bob Grossman/ F. Roberts (Ferrari GT) 298 laps	Hill 3 m. 57.3 s. 126.90 m.p.h.
AUVERGNE TROPHY France, 15th July 38 laps, 190 miles (G.T. 2-3)	Carlo Abate (Ferrari GTO) 2 h. 35 m. 25.0 s. 73.70 m.p.h.	Alan Rees (Lotus-Ford 23) 2 h. 37 m. 3.1 s.	André Simon (Ferrari GT) 2 h. 37 m. 55.9 s.	Jean Guichet (Ferrari GTO) 2 h. 38 m. 6.4 s.	Henri Oreiller (Ferrari GT) 2 h. 39 m. 11.8 s.	Pierre Noblet (Ferrari GT) 37 laps	N. Vaccarella (Ferrari TR1-61) 3 m. 57.1 s. 75.94 m.p.h.
COUPE ENNA Italy, 15th August 65 laps, 194 miles (G.T. 1)	"Pam" (Fiat-Abarth) 1 h. 54 m. 59.5 s. 101.31 m.p.h.	Claude Dubois (Fiat-Abarth) 64 laps	G. Lavaggi (Fiat-Abarth) 64 laps	B. Oscar (Fiat-Abarth) 64 laps	G. Pessina (Fiat-Abarth) 58 laps	No finisher	"Andolina" (Fiat-Abarth) 1 m. 38.2 s. 109.51 m.p.h.
TOURIST TROPHY Great Britain, 18th August 100 laps, 240 miles (G.T. 2-3)	Innes Ireland (Ferrari GTO) 2 h. 33 m. 6.8 s. 94.05 m.p.h.	Graham Hill (Ferrari GTO) 2 h. 33 m. 10.2 s.	Mike Parkes (Ferrari GTO) 2 h. 34 m. 1.0 s.	Roy Salvadori (Jaguar E) 99 laps	David Piper (Ferrari GTO) 98 laps	Dick Protheroe (Jaguar E) 93 laps	John Surtees (Ferrari GTO) 1 m. 28.6 s. 97.52 m.p.h.
NÜRBURGRING 500 KILOMETRES Germany, 2nd September 22 laps, 312 miles (G.T. 1)	Eberharde Mahle (Fiat-Abarth) 4 h. 7 m. 46.4 s. 75.50 m.p.h.	T. Spychiger (Fiat-Abarth) 4 h. 16 m. 51.6 s.	"Gustav"/ J. Wagner (Fiat-Abarth) 4 h. 19 m. 41.4 s.	Keith Holland/ John Walker (G.S.M. Delta) 21 laps	P. Therstappen (Fiat-Abarth) 21 laps	"Pam" (Fiat-Abarth) 21 laps	Mahle 10 m. 39.0 s. 79.85 m.p.h.
BRIDGEHAMPTON DOUBLE "400" U.S.A., 15th-16th September 86 laps, 245 miles (G.T. 1-2)	Bob Holbert (Porsche Abarth) 3 h. 1 m. 16.6 s. 79.76 m.p.h.	Bruce Jennings (Porsche Carrera) 85 laps	Bob Grossman (Fiat-Abarth) 85 laps	Walt Hansgen (Fiat-Abarth) 85 laps	Paul Richards (Alfa Romeo Z.) 84 laps	Charlie Kolb (Alfa Romeo Z.) 83 laps	—
87 laps, 247 miles (G.T. 3)	P. Rodriguez (Ferrari 330 TR/LM) 2 h. 47 m. 48.0 s. 88.68 m.p.h.	Bob Grossman (Ferrari GTO) 85 laps	Charlie Hayes/ Ed Hugus (Ferrari GTO) 84 laps	M. Ripley/ C. Kurtz (Porsche RS60) 84 laps	Dave Schiff/ Bill Wonder (Porsche RS60) 83 laps	Walt Hansgen (Jaguar E) 82 laps	Rodriguez 93.61 m.p.h.
MONTHÉRY 1,000 KILOMETRES France, 21st October 129 laps, 624 miles (G.T. 2-3)	R. Rodriguez/ P. Rodriguez (Ferrari GTO) 6 h. 21 m. 58.7 s. 98.02 m.p.h.	John Surtees/ Mike Parkes (Ferrari GTO) 128 laps	Colin Davis/ L. Scarfiotti (Ferrari GT Sp.) 127 laps	Jean Guichet/ Pierre Noblet (Ferrari GTO) 125 laps	Willy Mairesse/ Lucien Bianchi (Ferrari GTO) 122 laps	André Simon/ Georges Berger (Ferrari GT) 121 laps	Mairesse 2 m. 52.3 s. 101.07 m.p.h.

ill, the similar Team Elite car of Clive Hunt won the class from Chris Lawrence's Morgan, the works-entered LawrenceTune car having easily outdistanced a hot Porsche Carrera, T.V.R.s, Sunbeam Alpines and all of the other Elites.

On 2nd September the Nürburgring 500 kilometres for 1-litre G.T. cars provided yet another chance for the Fiat-Abarth 1000s to demonstrate their superiority. They did prove rather unreliable, however, but German Eberharde Mahle managed to win, beating the 700 version of Swiss Tommy Spychiger. A G.S.M. Delta, driven by Keith Holland/John G. Walker, was fourth, a lap behind, and coupled with

this marque's achievement at Avus earlier G.S.M. were second in the 1-litre class of the G.T. Championship—well done!

Because of lack of publicity and the Italian Grand Prix that weekend, no Europeans travelled to the United States for the Bridgehampton Double 400 on 15th-16th September. The first race over 86 laps of the 2.85-mile course (it should have been 87 but "the guy with the checkered flag" thought otherwise) was for Class 1 and 2 G.T. cars and American Porsche expert Bob Holbert won it in his Carrera Abarth from the normal Carrera of Bruce Jennings. Bob Grossman just beat Walt Hansgen for third place and the 1-litre division.

The second event (87 laps this time) allowed in sports cars to run with Class 3 G.T. cars and was a walk-over for Pedro Rodriguez in the Le Mans-winning 4-litre Ferrari entered by the N.A.R.T. The rest of the big sports cars were annihilated by trying to keep up with the Ferrari—which was not even fully extended. So Bob Grossman wound up second in his GTO Ferrari, ahead of the GTO of Charlie Hayes/Ed Hugus, a couple of Porsche sports cars and Walt Hansgen's E-type Jaguar.

Last round of the G.T. Championship was at Monthéry on 21st October, the scene for the annual 1,000 kilometres race.

Another GTO benefit, the semi-works N.A.R.T.-entered Ferrari of the Rodriguez brothers seemed to have a little more urge than its pursuers and, sure enough, it won. Second, was the British-entered GTO of John Surtees/Mike Parkes and third the "breadvan" driven by Colin Davis/Lodovico Scarfiotti. A prototype at Le Mans, a sports car at a Brands Hatch meeting and now a G.T. car—this Ferrari was a versatile car! As expected, the Equipe Nationale Belge GTO of Willy Mairesse/Lucien Bianchi was well in the hunt, but it was classified fifth behind the French-entered GTO of Jean Guichet/Pierre Noblet, having suffered overheating bothers. Tragically, only two weeks later that fine sports car driver Ricardo Rodriguez was killed in a Formula 1 car in Mexico.

Sensational was the performance of the Abarth-Simcas which had by this time been homologated as G.T. cars. While these 1,288 c.c. cars stayed in good health they caught and passed Lotus Elites and Porsche Carreras. As it was the 2-litre class eventually went to the Porsche Carrera Abarth of Germans Gerhard Koch/Herbert Linge, though nothing could have prevented Porsche from winning their class of the G.T. Championship.

Prototypes of up to 1-litre were admitted to this race, but as Monthéry is essentially a circuit on which power counts they were outclassed, the best being the Lotus-France-

ship were announced they were, as expected, conclusive proof of the complete domination by Ferrari, Porsche and Fiat-Abarth. The only class which had any life in it was the 2-litre division, for the Alfa Romeos put up an encouraging challenge to Porsche, while Lotus won the class at the T.T. The results are:

Class 1 (up to 1,000 c.c.):

- | | |
|--------------------------|-----|
| 1. Fiat-Abarth | 45* |
| 2. G.S.M. | 5 |
| 3. Austin-Healey | 4 |

Class 2 (1,001-2,000 c.c.):

- | | |
|-------------------------|-----|
| 1. Porsche | 45* |
| 2. Alfa Romeo | 27* |
| 3. Lotus | 20 |
| 4. Morgan | 7 |
| 5. Abarth-Simca | 4 |
| 6. Sunbeam | 3 |
| 7. T.V.R. | 2 |
| 8. M.G. | 1 |

Class 3 (over 2,000 c.c.):

- | | |
|-------------------------|-----|
| 1. Ferrari | 45* |
| 2. Jaguar | 16 |
| 3. Chevrolet | 9 |
| 4. Lancia | 4 |
| 5. Aston Martin | 1 |

* Denotes best five performances.

APART from a few supporting races to the big event of the day, sports and G.T. cars were not seen much in non-Championship events of any importance in Europe. The sole European event catering for sports cars only was staged by the B.R.S.C.C. at Brands Hatch on 6th August. Mike Parkes, driving a works 246SP Ferrari showed just how fast these red Maranello-built cars were by walking away from the U.D.T.-Laystall-entered Lotus 19 of Innes Ireland which had been "cleaning-up" in a few short sports car sprints supporting the main race at international British meetings. The Venezia Ferraris of Jo Bonnier (TR1-61) and Carlo Abate (250GT "breadvan") were third and fourth and the American driver Roger Penske fifth in his 2½-litre Cooper Monaco.

The Spa Grand Prix on 20th May was for G.T. cars and this went to Swiss driver Edgar Berney from Frenchman Pierre Noblet and Belgian Georges Harris, all driving 250GT Berlinettas. John Whitmore in Chris Barber's Elite won the race for 1,300 c.c. cars.

Across the Atlantic, however, sports car racing is still as popular as ever and shows no sign of deterioration, though single-seater racing cars are at last catching on.

The two international Canadian meetings at Mosport provided wins for Masten Gregory in the U.D.T.-Laystall Lotus 19. In the Players "200" on 10th June he won a two-heat affair after Dan Gurney had retired his Lotus 19. Innes Ireland drove the Targa Florio-winning 246SP Ferrari loaned to U.D.T.-Laystall, but it was not on its best behaviour and gave poor Innes a tough time. Roger Penske's Cooper Monaco emerged second in front of Bob Holbert (Porsche RS61) and Canadian Francis Bradley (Lotus 19).

The Canadian Grand Prix on 23rd September was the first of a "season" of international sports car races in the American continent and Gregory won by a lap from Pedro Rodriguez's Le Mans-winning Ferrari, Francis Bradley and Jack Brabham, whose first outing in his 1½-litre Holbay-engine Lotus 23 resulted in winning the 2-litre class. Retirements included Innes Ireland's Lotus 19 (an American Rosebud Team car raced in conjunction with the U.D.T.-Laystall car), Dan Gurney's Lotus 19, Jim Hall's Chaparral and Roger Penske's Cooper Monaco.

The following weekend, Phil Hill was due to drive the 4-litre Ferrari in the North-

west Grand Prix at the Pacific Raceways, but a leaking exhaust manifold caused the Ferrari to remain in the paddock (this would have been the ex-World Champion's last drive in a Ferrari). Dan Gurney won the two-heat affair in his Lotus 19 from Mosport winner Masten Gregory and the Lister-Chevrolet driver Lew Florence. The eight-cylinder Porsche of Jo Bonnier, which had been sixth the week before, was fourth.

In the Riverside Grand Prix on 14th October, Dan Gurney's Lotus 19 retired once more. This meant victory for a controversial car: Roger Penske's Zerex-Duralite Special, a converted 2.7-litre Intercontinental Formula Cooper-Climax still having a central driving position and thus not meeting the F.I.A. Appendix C regulations. Jim Hall was second in his all-American Chaparral—a remarkable achievement—followed by Masten Gregory and Bruce McLaren, who drove the latest Cooper Monaco, the Type 61.

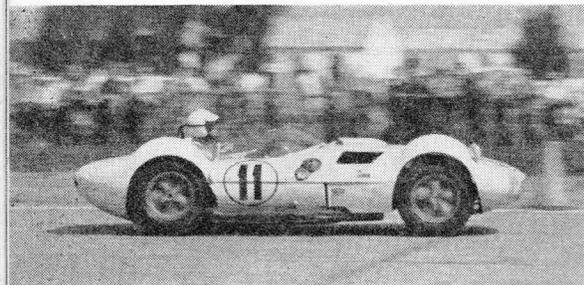
Penske won again at Laguna Seca the following weekend without receiving the chequered flag! As the Pacific Grand Prix was run in two heats, he was declared victor after being second in both of them! Winner of the first heat was Dan Gurney, but his Lotus was already tiring as he finished, and Lloyd Ruby's Lotus 19 stormed on to victory in the second, having spun in the first. Aggregate results showed Ruby second and McLaren third. The European visitors had a thin time, poor Graham Hill having no joy with his borrowed Cooper Monaco, as at Riverside.

Roger Penske's special Cooper won the Puerto Rican Grand Prix on 11th November. He beat young Tim Mayer, who drove Penske's old Cooper Monaco, and Dan Gurney, who conducted the works eight-cylinder Porsche. The two Scuderia SSS Repubblica di Venezia cars non-started as Count Volpi decided to abandon motor racing on hearing of the death of Ricardo Rodriguez.

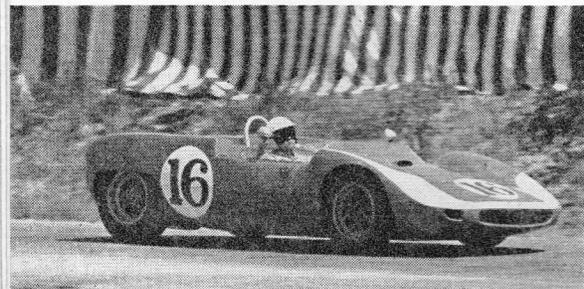
The Nassau Speed Week concluded the sports car year. The festivities commenced with the Tourist Trophy for G.T. cars and this was won by the ubiquitous Roger Penske in the car driven to victory at Monthéry by the Rodriguez brothers. He conquered the GTOs of Lorenzo Bandini, Innes Ireland and Bob Grossman. Impressive was Bill Krause's 4.2-litre A.C. Cobra while it lasted.

Hap Sharp's 2.7-litre Cooper-Climax Monaco won the Governor's Trophy race from Bob Holbert's eight-cylinder Porsche, but the main race, the 252-mile Nassau Trophy, went to Innes Ireland in Team Rosebud's 2½-litre Lotus 19. He finished two laps ahead of Holbert, Sharp and Masten Gregory, who had been entrusted with the Le Mans-winning Ferrari, but even Gregory found it a handful in the wet. Lorenzo Bandini was eighth in the 2,645 c.c. V8 Ferrari—another handful—behind Darel Dieringer's "stock" 7-litre Ford Galaxie. Retirements included Phil Hill in Dan Gurney's Lotus 19, Gurney himself in his new Lotus 23, Roger Penske in the ex-McLaren Cooper Monaco, Jim Hall's Chaparral and Lloyd Ruby's Lotus 19.

For 1963, the F.I.A. has officially adopted the Prototype category and has arranged two championships for such cars (now known as Grand Touring Prototypes)—one for 3-litre machines and another for unlimited capacity cars (even the 4-litre limit has vanished). Several new rules have been devised in an attempt to kill the thinly disguised sports-racers, but it is likely that the "spirit of the regulations" phrase will be heard again this year.



AMERICA'S BEST sports car was the Chaparral, built by Jim Hall and powered by a Chevrolet engine (above). A NEW SCARAB also appeared (although Lance Reventlow sold his workshops) powered by a Buick engine (below).



entered Lotus 23 of José Rosinski/Bernard Consten which finished 11th. This device, the ex-U.D.T.-Laystall car that should have competed at Le Mans, was equipped with a 997 c.c. version of the twin-cam Lotus-Ford engine. N.B.—This car was now accepted as a Prototype!

Paul Armagnac died from injuries received when he crashed his René Bonnet in practice. Armagnac was a very successful driver of small capacity French sports cars and had a long record of Index of Performance successes at Le Mans, Sebring and the T.T. Only two weeks earlier Frenchman Henri Oreiller was killed when he crashed his Ferrari GTO at Monthéry.

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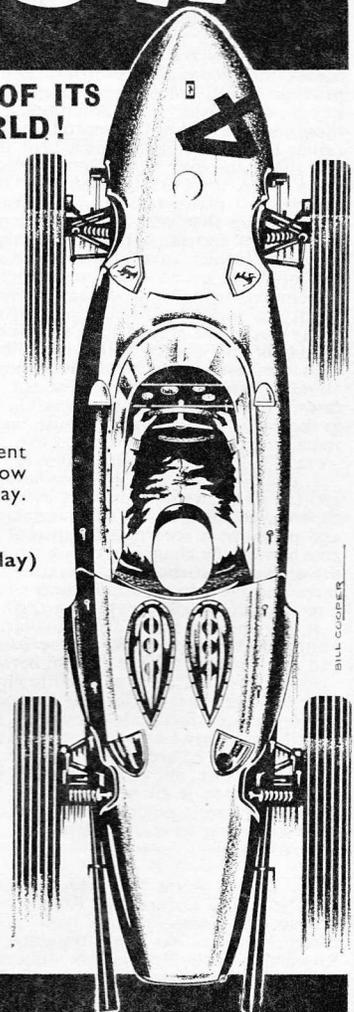
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CORRESPONDENCE

The New Hillman "Baby"

THERE have been a number of press reports recently claiming to reveal details of the new small Hillman car which is being developed by the Rootes Group for production in Scotland.

To clear up any misunderstanding on the part of your readers I would like to make it clear that no official statement or details have been issued by this company concerning the specifications of the car.

At present this model is on our secret list and it will remain there until its public announcement.

ROOTES GROUP, LONDON, W.1.

BRIAN ROOTES.

Bernd Rosemeyer—The Greatest Driver Ever?

IT is a pity that Mr. D. Baker should descend to a cheap gibe about your readers' presumed lack of knowledge about pre-war racing, for I am not convinced that he is himself all that well-informed.

Take for instance his comment that Rosemeyer "fought Mercedes single-handed for the whole of 1937, and beat them as often as not."

What are the facts?

Of the five *grandes epreuves* run that year, Mercedes won four (the German, Italian, Monaco and Swiss G.P.s), and Auto Union won one (the Belgian G.P.), but it was Hasse who won that victory for Zwickau, whilst Rosemeyer was on his way back from winning a minor race in America. Furthermore it was Stuck, not Rosemeyer, who defeated the Mercedes "aces" at Freiburg that year, but, had Rosemeyer won, he would again have been German Champion. It is true that Rosemeyer won four minor races, but, even so, that leaves the score at 7-4 in Mercedes's favour.

On reflection, that 105 m.p.h. lap record (unspecified as a test of knowledge?) is not really so outstanding, if, as I assume, Mr. Baker means the record lap at 105.42 m.p.h. in the 1936 Swiss G.P. In practice in 1937, Rosemeyer went faster, but Caracciola, at 107.14 m.p.h., was faster still. Admittedly, it rained on race-day, so that these speeds could not be reproduced, but it was probably the weather, rather than superiority, which kept the record in Rosemeyer's name, and the fastest-ever lap at Berne stands to Caracciola.

As far as the 1937 German G.P. is concerned, surely no unbiased student of motor-racing would rank Rosemeyer's drive at the Nürburgring that year above those of Nuvolari in 1935 and Fangio in 1957 on the same track. Nuvolari and Fangio both won their races, the former, in a far slower car, thrashing the might of Mercedes and of Auto Union (Rosemeyer included). Putting it quite bluntly, Rosemeyer, with the fastest car in the race, threw away his chances of victory by smashing a hub-cap, wearing out his tyres and demolishing a hay-stack, but atoned for this unnecessary "hairiness" by a superb display of guts and by taking incredible risks to finish third.

In the seasons 1935-1937 Rosemeyer was probably the quickest of all G.P. drivers, but that does not make him the greatest, and he certainly wasn't the most successful. Rudi Caracciola, as outstanding in the wet as Rosemeyer in a mist, won eight *grandes epreuves* in those years to Rosemeyer's three and even if minor races are included the score is still 12-10 in Rudi's favour.

It could well be said of Rosemeyer that he *could* have become the greatest of them all. However, by refusing to take the advice of more experienced men, such as Caracciola, Sebastian and Dr. Feuereissen, and postpone a record attempt until the wind died down, he did not give himself the chance to demonstrate the qualities which the greatest driver ever must show, i.e. versatility in any type of car in all sorts of races and the guts, determination and ability to fight back to the top after serious injuries in a racing crash.

In my opinion only Tazio Nuvolari, Rudi Caracciola, Juan Manuel Fangio and Stirling Moss can be considered seriously for that title—and there is very little to choose between them.

Enzo Ferrari, I believe, recently equated Nuvolari and Moss at the top, and Neubauer thinks that Caracciola was the greatest ever.

Having been fortunate enough to see them all in action, I would myself think that Caracciola was the greatest G.P. driver ever, but as far as the title of greatest driver ever is concerned, I would go along with the Italian aficionado, quoted by George Monkhouse, who so neatly summed it all up by saying, "Rosemeyer says he is the best driver, Caracciola obviously *thinks* that he is, but by this time Nuvolari must *know* that he is. . . .!"

NORTHAMPTON.

JOHN GOTT.

MR. BAKER claims that Bernd Rosemeyer was "the greatest ever". Nuvolari, Caracciola, Rosemeyer, Ascari, Jean-Pierre Wimille, Fangio, and Varzi—all have been called "the greatest ever". Of these surely Nuvolari has the strongest claim to the title. To compare Rosemeyer with Nuvolari is difficult since Rosemeyer was always equipped with superior machinery. However, to mention a few: the 1936 Hungarian G.P. when Nuvolari defeated and generally outdrove Rosemeyer, despite giving away about 100 b.h.p. Rosemeyer and the Auto Union team also tasted defeat at Nuvolari's hands at Leghorn and Barcelona in 1936.

Rosemeyer's 1937 German G.P. might outshadow Fangio's 1957 race (although Fangio at least stayed on the road!), but what about the 1935 German G.P.? Nuvolari, like Moss in 1961, was in a completely outclassed car; unlike Moss, he was unlucky enough to be delayed in a pit stop, when the fuelling hose broke and lost 90 seconds to the leaders (including Rosemeyer). His fantastic drive to victory has never been equalled—oh, yes: Rosemeyer fourth.

Another of his "epics" was the 1947 Mille Miglia, when at the age of 55, and a sick man, he led the 1,100 mile race in pouring rain in

his open 1,100 c.c. Cisitalia until within 200 miles of victory water flooded the ignition, giving the lead to a 2.9-litre Alfa Romeo!

One can go on and on about Nuvolari and his superhuman feats. However, perhaps I have managed to convince Mr. Baker that Rosemeyer wasn't the greatest.

Mr. Baker also implies that Auto Unions were inferior to the Mercedes-Benz in 1937 in performance quoting some probably incorrect b.h.p. figures. However, in actual racing the Auto Unions proved themselves equally as fast.

Perhaps Mr. Baker forgets the 1937 Belgian G.P. when Hasse in the Auto Union defeated the Mercedes of Lang and von Brauchitsch in a straight fight, despite the great Lang reaching 195 m.p.h. down the Masta straight in his attempt to catch the two (Hasse and Stuck) Auto Unions, and nobody will claim that Hasse was Lang's superior. So much for the superior power of the Mercedes-Benz.

Rosemeyer was a very great driver, but never the greatest. The most underestimated driver of the pre-war years . . . von Brauchitsch. HORNSEY, N.8.

M. J. BISCOMBE.

HOW can Mr. Baker say that Bernd Rosemeyer was the greatest racing driver ever? Such a sweeping statement is surely impossible. The difference between cars of the immediate pre-war period and those of more recent times in which Moss, Fangio and others have performed so brilliantly is so vast as to render a comparison impossible. Because of the different approach to design, the cars which are made to go round a circuit in a different way demand completely different techniques of driving.

The most one can say is that Rosemeyer was the greatest driver during the period in which all racing cars were comparable to the car he drove, presumably 1935-1939. I would like to suggest two drivers who were better than Rosemeyer: Caracciola, who ever after his terrible crash at Monaco in 1933 raced under a huge physical handicap, and Tazio Nuvolari, who during the years when Rosemeyer was at the top, raced under the impossible handicap of not having an Auto Union or a Mercedes-Benz to drive, were both, given an equally good car, equal to anything that Rosemeyer could produce.

I would like to take this opportunity to thank AUTOSPORT for the excellent article which aroused this controversy, and to say that I am looking to another colour cover like that of Baghetti at Rhiems, nearly two years ago.

LYTHAM, LANCs.

ANDREW FERGUSON.

WITH regard to your story re Bernd Rosemeyer in 21st December AUTOSPORT, I fear that it suffers some inaccuracy regarding the cause of his fatal crash during a world speed record attempt.

Alfred Neubauer states that after the crash, Auto Union's racing manager, Wilhelm Sebastian, obtained permission to see secret weather reports from a nearby military airfield, and it was found that at the precise split second that Rosemeyer passed the only gap in the trees bordering the autobahn a gust of wind of almost hurricane force tore his car off the road.

At the time another course of investigation was pursued because an English newspaper had a photograph which showed brake marks on the road indicating the pistons had seized, locking the back wheels. One weakness of this theory was that the rear tyres were intact.

Another photograph showed apparently great dents in the sides of the record machine. Auto Union were decried for allowing an attempt to be made in a damaged car. Auto Union later proved that these were reflections.

When Caracciola beat Rosemeyer by an early gear change at Nürburgring, as well as giving him a swizzle stick he said, "Well done, my dear fellow, but in future don't just drive round the circuit; use your head." BRIDLINGTON, YORKS.

M. NICHOLSON.

Don't Cut it in Half

WHAT a pity it will be if clubmen are denied the use of the full 2½ miles of Cadwell Park. This is the nearest we have to a true road circuit, and nowhere else can one enjoy sixteen corners per lap. Other road circuits average six corners per lap, and on the airfield circuits many corners are too fast to require any skill from the men with slower cars, e.g. Maggots.

If Cadwell Park is cut in half, as reported in AUTOSPORT, it will lose its individuality and also its popularity with the drivers.

BROMSGROVE, WORCS.

DAVE DRIVER.

Snow and Icebound Roads

FOR once, I disagree with your editorial. Surely all enthusiasts welcome the winter, so that they can pit their driving skill against the elements. Snow and icebound roads make every driver equal, irrespective of car and b.h.p.

When I hear icy weather forecasts, I can't wait to get out and lower my tyre pressures and drive on traffic-free roads. It's the only time in the year when I can make long journeys without once being overtaken, to overtake Jaguars and such is sheer bliss.

What other time in the year can I get wheelspin at 50 m.p.h. from 583 c.c.?

PECKHAM, S.E.15.

MICHAEL HEALY.

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

Club News

By MICHAEL DURIN

BRIAN LEWIS TROPHY TRIAL

Only Three Clean Ascents

BY PAUL WATSON

VINTNERS PARK was in use again last Sunday for the Maidstone and Mid-Kent Motor Club's non-championship Brian Lewis Trophy Trial. Local building contractor, land owner and competitor Percy Barden made a wonderful job of clearing the course with one of his bulldozers, carving out of the hillside 12 interesting sections. Most of the leading names were present, obviously taking advantage of the chance to learn the hills before competing for the championship in March.

The loose snow soon turned to polished ice under constant use making the going very hard, indeed; in fact, only three clean ascents were recorded during the whole day's sport. This in no way detracted from the day's excitement as the result was in doubt right up to the last of the 24 ascents. Final victory went to Ivor Portlock by three points from Geoff Newman; the closeness of the competition can be appreciated when it is realised that a mere 11 points covered the first seven places.

The course was very similar to that used for the Kentish Border Trial last November, although the weather conditions had prevented some of the "regulars" being cleared in time, mainly on the right side of the valley, so notorious for an abrupt ditch at the base.

Hill 1 was a straight and rather uninteresting climb out of the central valley, power and plenty of hard bouncing being the ingredients for success; five drivers got as far as marker 7 in the morning, Ken Barrow (Cannon) having one of the day's only three clean climbs in the afternoon. The second section was much the same as the first, being situated very close by; it did, however, have a slight right-hander before the final thrash. Once again it was the morning ascents that caused most trouble with only Bernard Dees (Cannon) and Ivor Portlock (Cannon) struggling up as far as 5. Later on in the day Portlock pushed on up as far as 2, to be joined by Barrow, Rex Chappell (Cannon), Lee Chappell (Cannon), Billy Blundell (Cannon) and Colin Taylor (Cannonball). Hill 3 was one of the longest and most interesting of the day, although not many competitors got far enough up to enjoy its full length. Starting in the valley it wound its way up changing direction left and right to the summit. Geoff Newman (Cannon) got as far as 5 in the morning and 3 in the afternoon, but Blundell and Percy Barden (P.A.B.) both managed 2 on their second attempt.

For the next hill sheer power was again the order of the day with plenty of loose earth and stones all mixed up in the snow towards the top. Gordon Holdrup managed a very creditable 2, and was joined later on by Rex Chappell, the remainder of the entry were lucky if they got a 3 in the afternoon. The fifth hill was highly spectacular, especially after lunch when the course became very slippery indeed. Two stout trees were placed conveniently to form a chicane; as each car negotiated the first tree the tail swung out wide on the ice necessitating a quick correction to straighten the car up for the approach to tree number 2. Seven competitors reached 6 in the morning, while in the afternoon the going improved enough to allow a selected few as far as marker 5.

Hill 6 was similar to 1 although rather steeper. Everyone foundered in the morning but surprisingly the surface relented enough in the afternoon to allow quite a few up as far as 2.

With so many of the hills requiring a good deal of the loud pedal, it was interesting to note the difference in the state of tune of the various cars. Colin Taylor's Cannonball was obviously way down on power, having pre-

sumably used most of it up in winning the Kentish Trial late last year. Rally expert Steve Clipston's engine sounded as though it was about to run its big-ends any time, although he assures me that this is quite normal, even when Geoff Newman had the engine! Chandler driver Dennis Baldwin's engine sounded horrible and was missing all over the place. He wisely called it a day before the end.

Hill 7 started with a plunge down into a deep secondary valley before turning on the power for a straight climb out the other side. Four drivers reached marker 1, Percy Barden's son David (P.A.B.) and "Dad" in the morning, and Geoff Newman and Rex Chappell in the afternoon. The first mentioned of these four is fast making himself a name in Trials, and together with that other young newcomer Lee Chappell is quietly gathering experience and know-how that should in a season or two put them right up with the recognised masters such as Messrs. Rex Chappell, Percy Barden, Peter Highwood and Bernard Dees. David drives one of his father's earlier home-built P.A.B.s, and Lee a Mike Cannon constructed car.

The 8th hill was the last to be held on the left-hand side of the valley. The hollow used on hill 7 was again negotiated but this time it was narrower and more abrupt. There was then a straight climb out with a slight right-hander at the summit. Five was the highest anyone reached, which was about the average on any hill during the day.

Returning down the other side of the valley Hill 9 was the first of the final four hills to have to negotiate the deep ditch. As each car crashed through it sent the driver and passenger bouncing into the air in splendid fashion: having gained their seats again careful throttle control was needed to take them up the thickly wooded hillside to the top. In the morning only Dees, Newman and Portlock managed it as far as 5, but in the afternoon the day's second clear round fell to last week's Warco Cup winner Don Rawlings, while four drivers managed to get as far as 1.

Hill 10 climbed fairly steeply up between two parallel banks and saw only Dees, Barrow, Percy Barden, Rawlings, Portlock and Newman as far as marker 3. It was, however, the 11th hill that produced the fun. Instead of climbing straight up it cross-cut the hill forming a nasty camber that sent the cars sliding off to right down the hill into the soft snow where one by one they got stuck. Even a hill of this magnitude failed to stop the entire entry, David Barden storming up to produce the third and last clear run of the day. Portlock got as far as 1 in the morning, and Rex Chappell slithered up to marker 2. Meanwhile it was noticed that three drivers had retired, Fred Dean (Hilfred), Dennis Baldwin (Chandler) and Billy Warr (Warr IV), the last named with a disconnected flywheel. The final hill of the day was a straight climb but was somewhat longer than the others and contained several deceptive ridges and hummocks. Before lunch David Barden got as far as 1, Dees, Newman, Holdrup and Rawlings as far as 2, and Peter Highwood (Canhi), Barrow, Chandler and Percy Barden to the third. In the afternoon Barrow, Newman, Chandler, Rex Chappell, Percy Barden, Tony Robbins (Cannon), Rawlings and Portlock were the best, but only got to marker 4. A few hills before Percy Barden had the rotten luck to have a gear slip out at just the wrong moment costing him a severe 10 and probably at least two places.

The trial completed, everyone made their way back to the Moat Cricket Pavilion, Maidstone, where tea was served, results announced and prizes distributed. Altogether an excellent trial and well worth inclusion in next year's R.A.C. Trials Championship. Another pleasing aspect of this trial, and for once purely personal, was the Press service which was really excellent.

Results

1, (Brian Lewis Trophy) I. Portlock (Cannon), 101; 2, G. Newman (Cannon), 104; 3, B. H. Dees (Cannon), 106; 4, R. Chappell (Cannon), 107; 5, P. A. Barden (P.A.B.), 109; 6, K. Barrow (Cannon), 111; 7, G. L. Holdrup (Cannon), 112; 8, D. J. Rawlings (Cannon), 118; 9, D. L. Barden (P.A.B.), 121; 10, B. Blundell (Cannon), 125; 11, P. F. Highwood (Canhi), 128; 12, L. Chappell (Cannon), 131. Team Award: G. Newman (Cannon), E. Chandler (Chandler) and I. Portlock (Cannon), 343.

From the Cockpit—continued

all the leads and waved me off again just as Graham Hill went by into second place in the Ferguson. I pulled by him on that lap, but the engine was still not behaving, so I let him go and called back to the pits.

This time the boys had four new plugs ready and had the set changed in record time, but they also discovered that the magneto was well and truly roasted, partly from the heat of the day and partly from heat radiated from the exhaust. We also noticed that one of the fuel tanks was dripping fuel at a fairly steady rate. A small stress crack had appeared in the outside skin.

There was no point in carrying on at this stage. The magneto would only get worse and the leaking petrol tank would not improve matters.

This was terrible! These sort of things happen to other people, but I never thought it would happen to us—we seemed to be so well organized!

Lap after lap of careful testing at Goodwood and not a hint of this bother. But of course the temperature at Goodwood in September was a good deal lower than it was in the semi-tropical heat at Pukekohe.

When I won the Aussie G.P. in Perth last November the engine started playing up a bit towards the end of the race, and we now realize that it was this same magneto trouble, but at the time we had a different answer for it.

All through the practice sessions on the Friday the car ran perfectly. I even tried 15 laps non-stop to check whether anything was getting hot. The engine temperature was normal, but our problem was that not enough air was circulating around the magneto.

However, I wasn't the only "overseas" driver to watch Surtees take the chequer. Tony Maggs bent a few valves when his Lola jumped out of first gear at the start and he soon retired. Jack was his next companion when the head-gasket blew on his 2.7 Brabham-Climax. And poor Graham—he was having his first race as world champion and had to fight the Ferguson with failing clutch, brakes and gearbox through 74 of the 75 laps before breaking down on the last lap and losing a certain second place.

Coming Attractions

- 19th January. Lady Wigram Trophy Race, Christchurch, New Zealand (F.L.).
- 19th-20th January. Ashford Kent M.C. Jones Rally. Starts The Swan Hotel, Charing, Kent (M.R. 184/949498), at 7.30 p.m.
- Harrow C.C. Moss Trophy Rally. Starts Rowstock Corner Garage, Harwell (M.R. 158/479892), at 9.30 p.m.
- Romford E.C.C. Clockwatchers' Rally. Starts Stansted Airfield, Essex (M.R. 161/528228), at 10 p.m.
- Herts County A. and Ae. C., Chess Valley C.C. and South Bedfordshire C.C. Three of Hearts Rally. Starts Blinking Owl Filling Station, Haddenham Row, near Aylesbury, Bucks, at 10.30 p.m.
- 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).
- 20th January. Riverside, U.S.A. (T.)
- 25th January-2nd February. Racing Car Show, Olympia.
- 26th January. Teretonga International Trophy, Invercargill, New Zealand (F.L.).
- 26th-27th January. Sutton and Cheam M.C. Tempest Rally. Starts South London.
- 27th January. Seven Fifty M.C. (Tunbridge Wells Centre) "Ten Bob Trial." Starts Isenhurst Manor, Cross-in-Hand, near Heathfield, Sussex, at 10.30 a.m.
- 10th February. Australian Grand Prix, Warwick Farm (F.L.).
- 17th February. Lakeside, Australia (F.L.).

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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Telephone: PADDington 7671-2

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M.G. SPARES—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies. Prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, 3 Kingston Road, Wimbledon, S.W.19. LIBerty 3083.

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THE finest M.G. TF available is now regrettably for sale. Registered in 1954, this magnificent car, which has the following extras: radio, wire wheels, heater, tonneau, windscreen washers and luggage rack, may be viewed and demonstrated at my address. The price will be around £420 for this beautiful car in black.—Cobham (Surrey) 2550.

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1951 TD, excellent condition throughout. £215.—PINner 0736.

(Continued overleaf)

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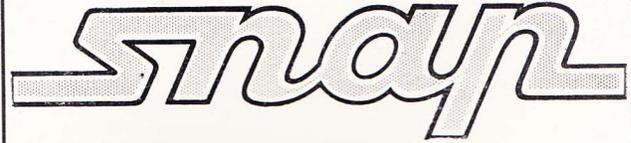
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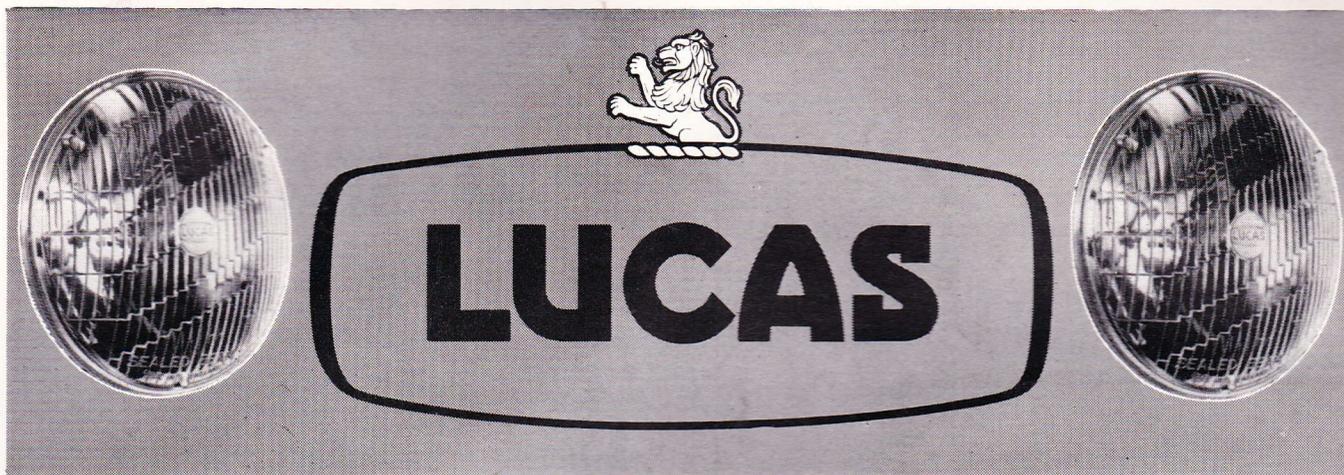
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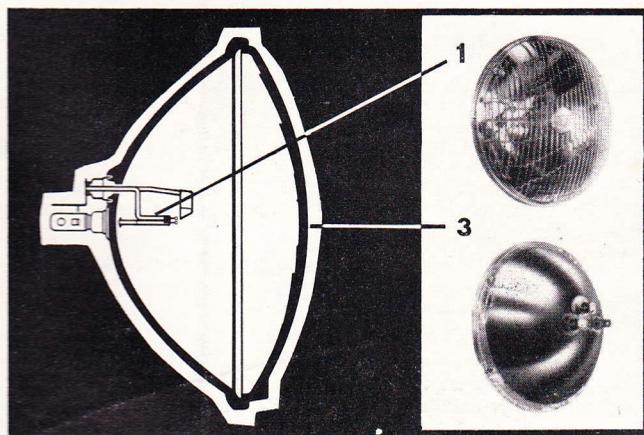


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