

THE MONTE CARLO RALLY

AUTOSPORT

FEBRUARY 1, 1963

# AUTOSPORT

2/-

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Vol. 26 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

THE MONTE CARLO RALLY—FULL REPORT AND PICTURES

THE RACING CAR SHOW : THE NEW FORMULA JUNIOR COOPER

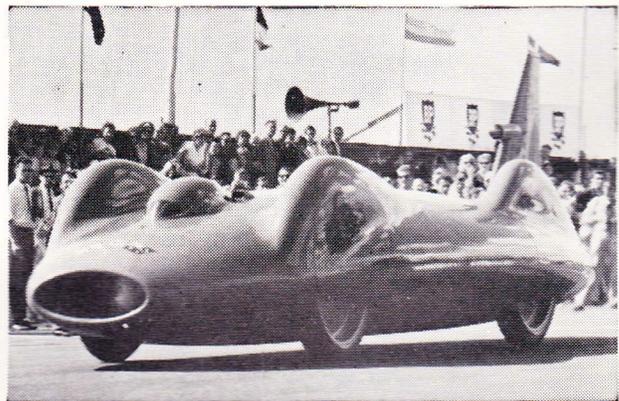
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**to see a display of the latest BRITAX SAFETY BELTS**  
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This season all the works Mini-Coopers used in Saloon car racing have been fitted out with Britax Safety Belts. John Whitmore, one of the team drivers, is seen in action in the Brands Hatch six hour race.



*(Reproduced by kind permission of B.P.)*

Donald Campbell's new land speed record breaker 'Bluebird II' especially fitted out with a Britax Safety Belt. In the course of his previous attempt on the Land Speed record, Donald Campbell's earlier 'Bluebird' crashed at about 360 m.p.h. and his life was undoubtedly saved by a safety harness.



*(Reproduced by kind permission of P. Benjafield)*

In the 1962 Monte-Carlo Rally the majority of British entrants, both works and private drivers used Safety Belts made by Britax. Here the 'Rallying Parsons', Rupert Jones and Phil Morgan set off from the East Grinstead control.



*(Reproduced by kind permission of AUTOSPORT)*

Drivers in the big G.T. cars used Safety Belts for security and comfort, both for racing and rallying. Here Pat Moss and Ann Wisdom (now Mrs. Peter Riley) are seen in their Austin-Healey 3000 in the Liege-Sofia-Liege.

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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 26 No. 5

February 1, 1963

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## CONTENTS

	Page
Pit and Paddock . . . . .	143
Sports News . . . . .	145
Lady Wigram Trophy Race . . . . .	147
The Fourth Annual Racing Car Show . . . . .	150
The Monte Carlo Rally . . . . .	154
The Cooper Formula Junior Car for 1963. . . . .	160
Seasonal Survey No. 4 Part II—Formula Junior Racing . . . . .	162
Club News . . . . .	169
From the Cockpit . . . . .	170
Correspondence . . . . .	171
Leicestershire C.C. John Bull Trophy Trial . . . . .	172

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## EDITORIAL

### FRONT-DRIVE VICTORY

THE success of Eric Carlsson/Gunnar Palm in winning for Saab, for the second successive year, the Monte Carlo Rally emphasises the immense advantages of front-drive over the ice and snow which competitors had to face. Furthermore, the next six cars also had "traction avant". Again, the skill of Scandinavian and Finnish drivers in winter conditions is becoming more and more evident each year, although the British contingent did surprisingly well. Despite the success of the 1963 event, one feels that the "Monte" has come to the cross-roads. The private entrants, without whose support the rally could not be held, are openly grumbling that it is completely dominated by factory and factory-sponsored entries. The sight of expensive service facilities for the "works" people all along the route dismayed them even more than in former years. With almost unlimited spares and service at their disposal, the factory teams undoubtedly have a tremendous advantage over even the wealthiest of private owners. The fact that the "Monte" offers immense publicity for the successful marques is bound to attract manufacturers, and one shudders to think what the Ford Falcon operation must have cost. Should the private entrants be scared away, there is little doubt that the rally is doomed. However, it is difficult to see how things could be made fairer for the non-factory people, unless the strictest possible means were introduced to minimize large-scale, organized assistance. There is little doubt that the presence of factory teams adds considerable interest to any rally, and it might be feasible to separate the full professional section from the private entrants by introducing two entirely different categories—leaving it optional whether or not the private owners prefer to compete against factory opposition, or be content to take part in a separate competition. The feeling is that the organizers will have to do some head-scratching within the next month or so, to see whether or not it is possible to make some changes which would lessen the disappointment felt by the majority of non-factory crews, that the "Monte" is not for them! Yet would-be competitors can scarcely be too surprised by the present situation, which is scarcely peculiar to the Monte Carlo event among international rallies. Such circumstances are growing, inevitably, more and more prevalent in "big-time" motor sport—inevitably when the tremendous growth of commercial interest is taken into account. In circuit racing, for example, it has been a long time since any private entrant, without works facilities or assistance, could be considered to have any real chance of luck in, say, a World Championship Grand Prix. At a "lower level", so to speak, Formula Junior, in its international scope, cannot and does not provide any hope for success from the finest driver unless his car is works-maintained.

### OUR COVER PICTURE

*MONTE CARLO RALLY WINNER for the second year running, Eric Carlsson flings his Saab down the Col de Turini towards Moulinet in the course of his brilliant run. The tall Swede's mastery on the route, covered with ice and snow in particularly atrocious conditions, was matched by his tremendous performance on the circuit test at Monaco.*

Photo: George Phillips

# BMC

\* First 3 British cars home  
were BMC



# SUCCESSSES IN THE MONTE CARLO RALLY

"The worst conditions ever known in the competition"—Tom Wisdom

## MINI COOPERS

**3<sup>RD</sup> and 6<sup>TH</sup> OVERALL**  
RAUNO AALTONEN TONY AMBROSE  
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Category 1 Class 3 (850—1000 c.c. TOURING CARS)

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**2<sup>ND</sup> MINI COOPER**  
PADDY HOPKIRK & JACK SCOTT

**3<sup>RD</sup> MINI COOPER**  
GEOFFREY MABBS & MIKE WOODS

Category 2 Class 1 (UP TO 1000 c.c. G.T. CARS)

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**1<sup>ST</sup> MG MIDGET**  
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**1<sup>ST</sup> AUSTIN-HEALEY '3000'**  
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### NEW AMERICAN G.P. CAR NEARING COMPLETION

THE young American enthusiast Hugh Powell, who last year bought Emeryson Cars, Ltd., has formed a new company, Scirocco-Powell (Racing Cars), Ltd., and is preparing two Formula 1 cars for the 1963 season. The cars are completely new and will be powered by V8 B.R.M. engines.

It is intended that the team shall represent America in *Grandes Epreuves* this year. The cars will be known as Hustlers and will be driven by American pilots. At the moment only one driver, Tony Settember, has been signed, but another American will be joining the team in the near future.

The first car will be completed within the next few weeks and further details will be given as soon as the car is ready to be shown to the Press.

OWING to a merger within his father's firm, the Gilby Engineering Co., Keith Greene will not be seen in Formula 1 racing this coming season. He has, however, planned a full season's racing with possible participation in continental events, and will drive a 1,600 c.c. Ford-engined Lotus 23.

### RETURN OF CENTRO-SUD

THEIR well-known red cars having been absent from European circuits for a year, Scuderia Centro-Sud are returning to Formula 1 racing this season. Signor Guglielmo Dei says that his racing drivers' school is to remain in Italy, despite rumours to the effect that he was coming to Britain and taking out a British licence.

Two V8 B.R.M. engines have been ordered, but it is not yet certain about which make of chassis they are to power. It is possible that an Italian one will be used; however, it seems more likely that British ones will be utilized. At least one British driver should be seen in the team, too.

AMERICAN sources reveal that the well-known American racing driver Denise McCluggage may join the B.M.C. rally team.

### AUSTRALIAN GRAND PRIX

WARWICK FARM is the venue of the 1963 Australian Grand Prix to be held on 10th February. A first class entry has been secured, comprising all the stars currently participating in the "down-under" *Formule Libre* series of events. Graham Hill is to rejoin the "circus" and will be seen once more in the Ferguson. John Surtees and Tony Maggs are to drive Bowmaker's 2.7-litre Lola-Climaxes and no fewer than three big Brabhams have been entered for Jack himself, Dave McKay and Bib Stillwell, though we hear that Jack's new car that he is to drive will not arrive in Melbourne until 7th February at the earliest. And before the new Brabham can be unloaded, Donald Campbell's Bluebird has to be taken off! McKay is driving Brabham's Levin-winning car.

Arnold Glass has entered his Buick-engined B.R.M., but owing to an arm injury he might not be able to drive. There is a slight chance, however, that Innes Ireland may drive the car. Bruce McLaren, Lex Davison, Bill Patterson, Frank Gardner, Jimmy Palmer, Chris Amon and John Youl are to be seen in Cooper-Climax cars, while New Zealander Tony Shelly is to drive his 2½-litre Lotus-Climax 18.

There is a full supporting programme in which Frank Gardner drives a Brabham in the Formula Junior race and a Lotus 23 in the sports car event. Geoff Richardson, of R.R.A. fame, is to drive his Ferrari Berlinetta in the G.T. car race.

## PIT and PADDOCK

### GRAHAM HILL FOR B.M.C.

WORLD Champion Graham Hill is to be seen behind the wheel of an M.G. Midget in certain events qualifying for the 1-litre class of the G.T. Manufacturers' Championship this year, starting with the Sebring Three Hours on 22nd March. Christabel Carlisle is to drive an Austin-Healey Sprite and will also be at Sebring.

THE Maserati V12 Formula 1 engine is nearly ready for the brake. The engine will be mounted transversely in the car and the clutch and gearbox mechanism is incorporated in the design *à la* Mini.

PHIL HILL and Giancarlo Baghetti look like having a successful season with the new A.T.S. Formula 1 car. The A.T.S. V8 engine has given 160 b.h.p. at 8,000 r.p.m. already. Higher revs were unobtainable owing to the fact that the dynamometer used, that of Stanguellini, cannot go over 8,000. A new dynamometer is therefore being built.

### NORTHERN RACING SCHOOL

A NEW racing school is about to be opened in the North of England. Power behind the project is Rodney Bloor's well-known Manchester speed equipment concern, Sports Motors, and three or four cars, probably Formula Junior, are likely to be used. Oulton Park is to be used for training and the school "term" is anticipated to commence early in March.

ORIGINALLY scheduled for last Boxing Day but beaten by the weather, the Southport Speed Trials are now to take place on 3rd March—provided, of course, the recent weather conditions improve by that time!

### TIM PARNELL'S PLANS

TIM PARNELL, who suffered a sudden loss of weight that forced him to cancel most of last year's programme, is returning to Formula 1 events this year with B.R.M. power. Tim is now well over 16 stone in weight again!

Parnell has purchased a 1962 V8 B.R.M. unit, which he said is "virtually new" and a six-speed Colotti gearbox. He hopes to fit this into a Lotus 24 chassis and body or alternatively into a Cooper.

He intends to convert the engine to fuel injection, and preparation will be carried out by Alan Smith, of Derby, who prepared the famous "Tatty Turner" driven by Pat Fergusson. Tim intends to have a full season's racing this year, at home and abroad.

DAN GURNEY won the "stock" car race at Riverside in a new Ford "fast-back". He beat A. J. Foyt (Pontiac) and Troy Ruttman (Pontiac)—two well-known Indianapolis contenders. Gurney will probably enter the famous Daytona 500 on 24th February along with Innes Ireland—should be fun!

THE Abarth sports car should be seen with a 1.6-litre engine this year, as opposed to the 1,459 c.c. unit used in the prototype. It is likely that a slightly larger unit will be used in championship hill-climbs.

BOWMAKER has officially announced that it will be withdrawing from motor racing after the completion of the Bowmaker Racing Team's commitments in March, 1963.

ANN RILEY (née Wisdom) will accompany Pat Moss in a Ford for the Safari Rally.

IN Rhodesia the Gary Hocking Memorial Fund was recently formed. For the present the Fund shall be to assist racing drivers, riders and officials who are otherwise unable to meet the expenses arising from injuries received in the course of racing or racing practice and such other purposes that may be decided by the Trustees and Committee. Donations should be sent to The Gary Hocking Memorial Fund, c/o Wilmot and Bennett, P.O. Box 1723, Bulawayo, Southern Rhodesia.

### MASTEN GREGORY FOR CHEVROLET

MASTEN GREGORY has signed with Chevrolet to drive in G.T. races in 1963. Mickey Thompson is building 100 light-weight (2,000 lb.) Sting-Rays for Chevrolet and Arkus Duntov and a full team of General Motors technicians have spent a month at Sebring testing the cars, which are producing 410 b.h.p. We hear that all existing lap records have been shattered during testing. The Corvettes are scheduled to run at Daytona, Sebring and Le Mans.

BECAUSE of the poor surface of some sections of the banking, this part of the Monthéry circuit will not be used this season. A connecting road may be built.

RUMOURS are circulating about the possible retirement of Sweden's only Grand Prix driver, Jo Bonnier. It is said that his art gallery commitments are taking up all his time.

HONDA may enter the Le Mans 24 Hours race in 1964 with small capacity sports cars.

AS well as competing in the "stock" car Daytona 500 on 24th February in a Ford, as reported recently, Innes Ireland is to drive a Ferrari Berlinetta for the Texan Rosebud team in the Daytona Continental on 17th February.

IT is heard that 500 c.c. World Motor Cycle Champion Mike Hailwood is to have a trial in the A.T.S. Formula 1 car soon.

WE understand that Rovers may consider entering a turbine car for Le Mans and that NSU may enter an open car powered by a Wankel rotary engine.

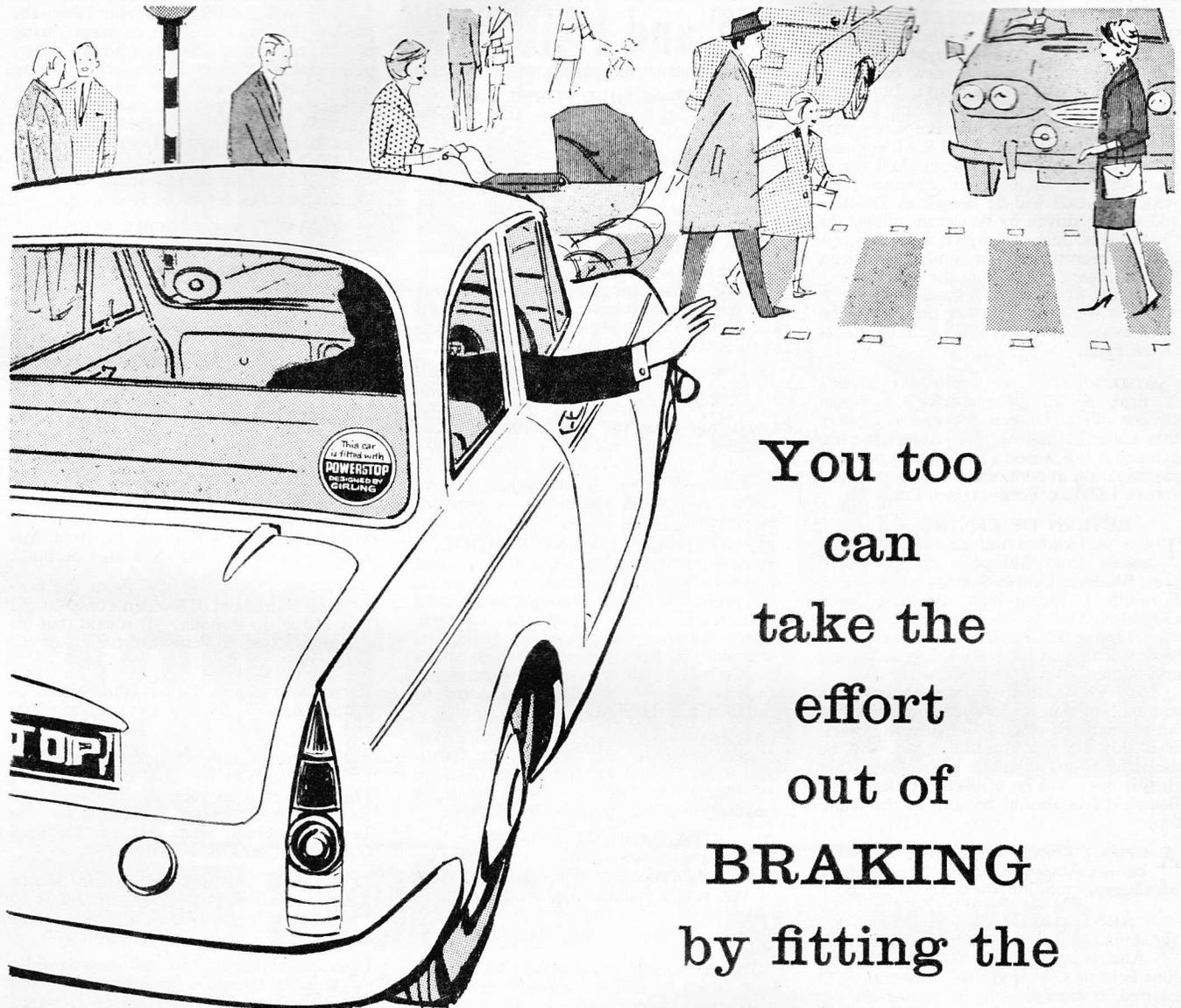
ANYBODY intending to compete in the Portuguese Rally, which takes place 12th-16th March, should post their entries by 7th February. Regulations are available from the Competitions Department of the R.A.C.

AT the Dorchester Hotel on Monday evening, the British Racing Drivers' Club gave a party in honour of Graham Hill. In the absence of Lord Howe, who was in Monte Carlo, Mike Couper presented the Gold Star award to Graham, who made a short speech.

BRUCE McLAREN won last weekend's Teretonga race at Invercargill, New Zealand, from Tony Maggs (Lola) and Innes Ireland (Ferguson). He also set up a new lap record.

This was Bruce's third win at Teretonga, including a victory last year. From the start, he was involved in a fierce battle for the lead with Jack Brabham (Brabham), with the Australian leading. Jack was let down by a tyre on the 17th lap, however, while Bruce went on first to equal his old record and then to establish a new one. Jack finally took fourth place, a lap behind.

LES LESTON has bought the Lola G.T. at the Racing Car Show.



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FOR PRIVATE CARS FITTED WITH  
HYDRAULIC BRAKING SYSTEMS

## NEW HOLBAY JUNIOR ENGINE

THE figure of 100 b.h.p. per litre has long been the target for engine designers and tuners alike, but to achieve this power from a push-rod engine with an iron cylinder head would have been thought impossible only a few years ago.

In 1960 the first of the Holbay-Ford 105E engines in racing tune gave 78 b.h.p., and before these 997 c.c. units lost favour to 1,100 c.c. versions just over 90 b.h.p. had been attained. Crankshaft speed climbed in the process, for whereas the first units gave maximum power at 6,900 r.p.m., later ones peaked at 7,600 r.p.m.

With the change to 1,100 c.c. it was not difficult to produce 100 b.h.p. at 7,200 r.p.m. and, of course, most of last year's fastest F.J. cars had this sort of power. During the winter of 1961/62 further modifications had resulted in 106 b.h.p., but because of poor torque around 6,000 r.p.m. and a falling off of power at over 8,000 r.p.m., the circuit performance was little better than before. A cylinder head modification gave an increase of 2 b.h.p. in the middle of the season, but it was found that progress was being frustrated by the camshaft which bent under load.

After two unsuccessful attempts to cure this, John Read's Holbay Racing Engines

firm, of Hollesley, Woodbridge, Suffolk, experimented with a five-bearing camshaft and many months were spent in trying to find a satisfactory method of welding bearing housings into the existing cylinder block. With this problem overcome, alternative positions had to be found for the oil pump and distributor, as a bearing journal took the place of the driving gear. All three oil pumps and the distributor were housed in a new casting on the front of the engine.

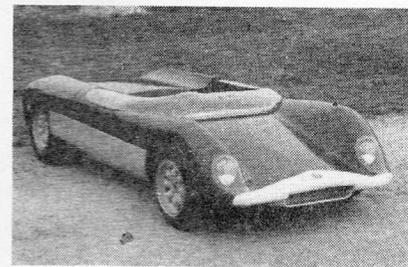
Initially the camshaft was ground to the same specification as the three bearing shafts and the improvement in performance was most useful. Whilst there was no appreciable rise in maximum power output at this stage, the gains at 6,000 r.p.m. and 7,800 r.p.m. gave incentive to design a camshaft which would take full advantage of the extra bearing support.

The original engine, after much circuit testing, was fitted to Frank Gardner's Brabham for the 14th July Silverstone meeting. After setting up a new class lap record of 103.31 m.p.h., plug failure put him out. Crankcase pressure problems due to extra power and higher r.p.m. took some time to overcome, but when the season was over it was found that the new camshaft alone raised the power output to 108 b.h.p. at 7,800 r.p.m. and more suitably rated valve springs increased this to just over the magic "ton per litre".

Power is increased proportionately from 6,000 r.p.m., and although decidedly flat at anything below 4,800 r.p.m., it comes in fiercely at 5,600 r.p.m., and there is little falling off from maximum power up to 9,000 r.p.m. One such engine fitted with a new ignition system is, Holbay claim, giving 114 b.h.p., and this ignition, which is also a Holbay development, could become a standard fitting if r.p.m. goes much beyond the present safe limit of 8,800.

This latest, and possibly the final development of the Holbay-Ford in push-rod form, made a very successful debut at Brands Hatch on Boxing Day when in Denis Hulme's Repco-Brabham it won the race, also setting up a new outright circuit record.

## SPORTS NEWS



MERLYN MARK 4A.

## MERLYN FOR 1963

COLCHESTER RACING DEVELOPMENTS, LTD., Little Bentley, Colchester, Essex, announces that its range of Merlyn racing and sports cars for 1963 comprises the Mark 5 Formula Junior car, the Mark 4A sports-racing car and the Mark 4T kit sports car.

The Mark 5 has been designed with the forthcoming Formula 2 in mind and uses an entirely new chassis fitted with a much slimmer body than the Mark 3 Formula Junior car, which it replaces. The engine has been lowered and more leg room has been found for the driver, while attention has been given to all points of detail. The front suspension units are now inboard and the track has been increased to 4 ft. 4 ins. Girling disc brakes are used outboard all round, being given a sufficient amount of cooling air through the Merlyn magnesium wheels. A Hewland five-speed gearbox is fitted and the body is in self-coloured glassfibre.

The sports-racing car is based on the Mark 4 first raced last season. The new Mark 4A has a lowered engine and gearbox and improved rear suspension. It complies with Appendix C requirements and can accept a variety of engines from 1-1½-litres, but the 1100 Cosworth-Ford unit is fitted as standard equipment, as used in the Formula Junior car. The fuel tank is carried in the nearside of the bodywork and provision is made for long range tanks to be fitted. Full lighting equipment is standard and the glassfibre body completely hinges for accessibility.

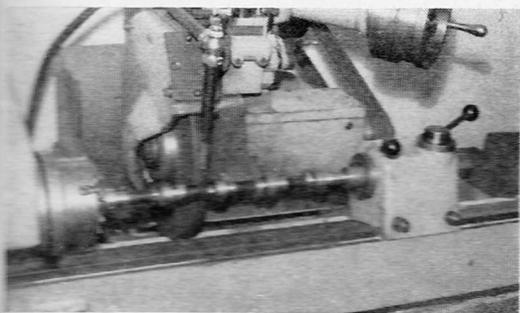
The Mark 4T is similar in appearance to the sports-racing Merlyn, but is fitted with a standard 1,340 c.c. Ford engine, a four-speed gearbox and steel wheels. It is intended either for club racing or road use and its price in component form is £699.

## THREE-WHEELING TO MONTE CARLO

OBSERVING the same regulations and traversing the same route as the Glasgow contingent of the Monte Carlo Rally competitors, a Reliant Regal 3/25 three-wheeler car completed the course. By special arrangement with the organizers the Regal was supplied with rally plates and started behind the last competitor at Glasgow, although, of course, its progress to Monte Carlo was not official.

Up to the check point at Rheims no penalties had been incurred and the car experienced no mechanical difficulties whatsoever. It was driven by former 125 c.c. and 250 c.c. World Motor Cycle Champion Cecil Sandford and David Cooper was co-driver.

OVERDRIVE on third and top gears is available as an optional extra on the M.G.B.



FIVE-BEARING camshaft ready for final grinding operation.

## JAGUAR ACCESSORIES FROM FIELDS

FIELDS OF CRAWLEY, who specialize in Jaguar cars, are now offering several useful accessories to make for even better comfort and a smarter appearance for the E-type.

Most important of these are reclining bucket seats. One of the major criticisms of the E-type has always been the seats and the seating position. We had the opportunity to travel several hundred miles in a car fitted with these seats and found that this amelioration alone transformed the car. The thigh support afforded by the extra long cushion upholstered in Dunlopillo was extremely good, whilst the deep-wrap-around squab supported the waist and shoulders well. After long journeys one never suffered a pain in the small of the back as the lateral support was greatly improved.

The driving position, too, is much improved and a straight-arm position is possible for a person of 5 ft. 11 ins. with the seat fully back. An interesting point for the trusting husband, etc.: with the seat forward the driving position is ideal for 5 ft. 2 ins. of chauffeur.

Other improvements are a great increase in headroom and much more interior space. The seats are fully adjustable, whilst the reclining mechanism, simple in operation, gives optimum degree of rake.

A very useful extra for those with young

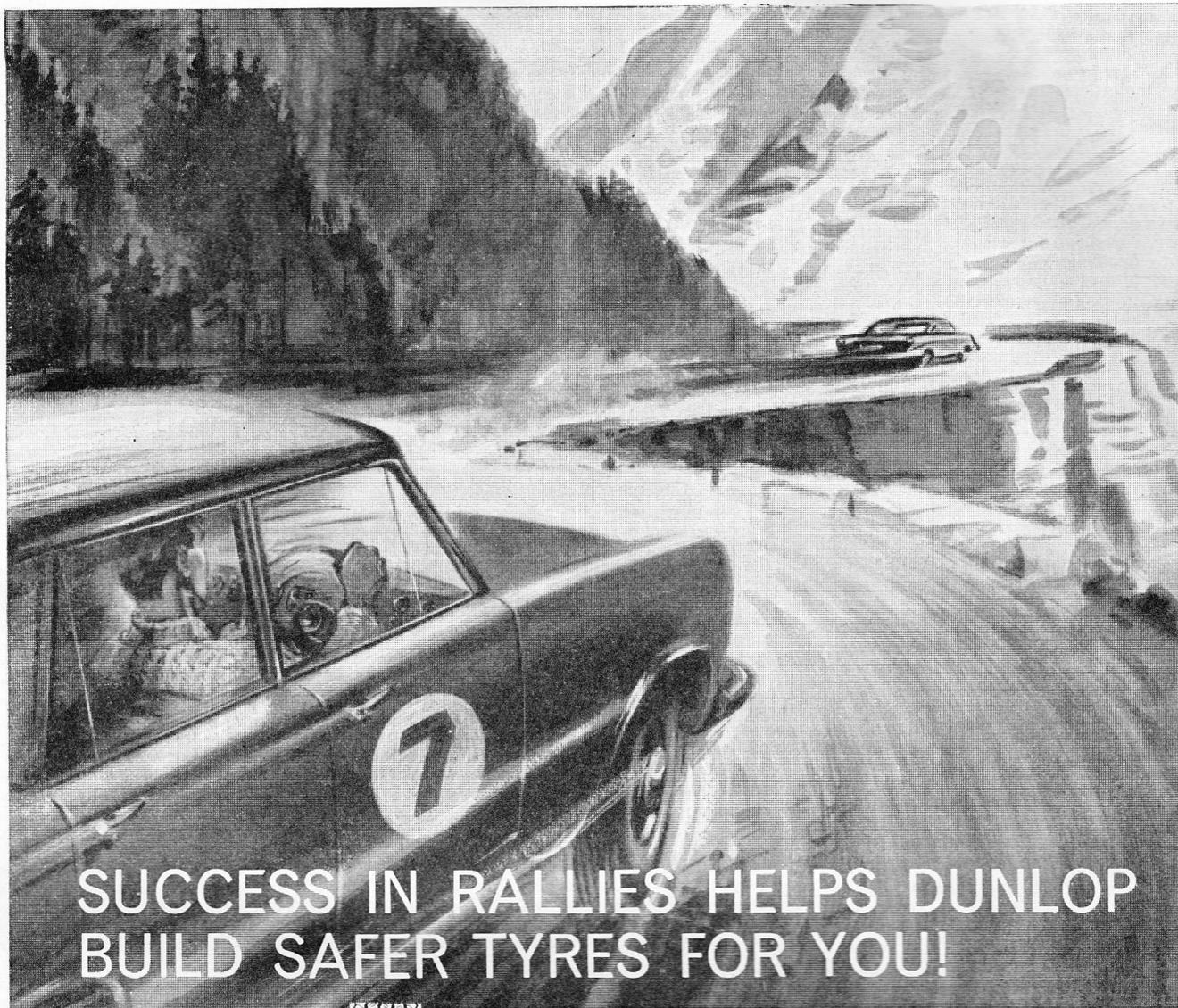
children is the special seat for those between the ages of 1-8. This is fitted between the two seats and has a seat belt (available as an extra) which holds the child firmly in place. Another modification comfort-wise for the E-type is the arm-rest compartment which is fitted centrally between the two front seats and has a soft padded top to give extra comfort and also serves as a handy compartment.

Prices of these items are: seats £30 each; kiddy seat, £9; arm-rest compartment, £9. For further information contact Fields of Crawley, Crawley, Sussex. Tel.: Crawley 25533. PATRICK McNALLY.

ERIC JACKSON and Ken Chambers completed a journey from London to Cape Town on 19th January, having covered 11,621 miles in 13 days 8 hrs. 48 mins. Their average from Nairobi to Cape Town was 68.71 m.p.h. The car, which travelled over non-existent roads and was ambushed by African tribesmen, was a Ford Cortina Super.

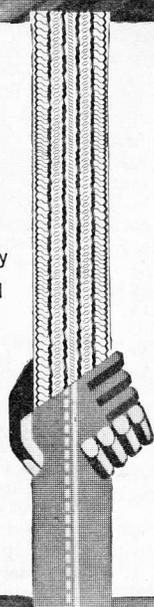
THE price of the "Ford Consul Cortina Sports Special developed by Lotus" (the Lotus-Cortina to you!) has been fixed at £1,100 3s. 1d., which includes £190 3s. 1d. purchase tax.

WE regret to announce the death of George Browning, who was Bob Gerard's chief racing engine mechanic for the last 18 years. He was 64 years old.



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Dunlop tyre quality leads the world in the great international rallies as in Grand Prix racing. Year by year Dunlop use this fierce laboratory of road and track to develop ever better, *ever safer* tyres for the everyday motorist. The new Dunlop 'Gold Seal C.41' is the latest example of Dunlop leadership. With its outstanding wet-weather road-holding and new steering control, the 'C.41' is the finest standard tyre yet produced. *More than ever, today, in fitting Dunlop you fit the best.*



## MONTE CARLO RALLY

**1st** E. CARLSSON/G. PALM  
SAAB

ALSO

**3rd** R. AALTONEN/A. AMBROSE  
MORRIS MINI-COOPER

(Subject to official confirmation)



# DUNLOP

FOR TOP SAFETY  
- TOP MILEAGE

# LADY WIGRAM TROPHY RACE

By PETER GREENSLADE

AFTER abandoning with a split fuel tank in the New Zealand Grand Prix and running out of road in the Vic Hudson Memorial International race on the previous two Saturdays, New Zealand's leading driver, Bruce McLaren, made amends by winning the ninth International Lady Wigram Trophy race with his 2.7-litre Cooper-Climax at Christchurch on 19th January.

Strange to relate, it was McLaren's first international long-distance race win in his own country, and he made it a particularly good one by setting a new race record of 1 hr. 36 mins. 4.7 secs. Last year Stirling Moss (2.5-litre Lotus-Climax) set a new figure of 1 hr. 36 mins. 38.7 secs. McLaren's speed for the 150 miles was about 94 miles an hour.

Second man home, 30.3 secs. behind the victor, was none other than Jack Brabham (2.7-litre Brabham-Climax), who won the race in 1960 and 1961, but left his name upon the record book this year also by setting a new lap record of 1 min. 18.3 secs. for the 2.116-mile aerodrome circuit. That was 1.8 secs. inside the record set jointly last year by Moss and John Surtees (2.7-litre Cooper-Climax).

It was left to Tony Maggs to keep the Bowmaker colours flying, and he came home a respectable third, having completed 70 of the 71 tours with the 2.7-litre Lola-Climax. But the South African was lucky, for not three car lengths behind him came Angus Hyslop, with the 2.5-litre Cooper-Climax.

These four were really the only ones in the contest in the latter stages, although Auckland John Histed drove a consistent race with his under-powered 1,500 c.c. front-engined Lola on a power-driving circuit to complete 64 laps and take fifth spot. Sixth man home was the Wellington driver Ian Green, with a sick-sounding 1,960 c.c. Cooper-Climax, who completed 62 tours.

Surtees, this year, led the race for the first lap in his 2.7-litre Bowmaker Lola-Climax, then tailed McLaren, often not more than three or four car lengths away, for 26 tours only to make a pit stop that cost him all chance, for he did not resume until the leaders had completed 42 laps. He finally abandoned a few laps later.

Innes Ireland was out of luck, too. In the Friday training session he had put in only a lap when one of the rear wheel hub carriers on the Ferguson-Climax broke. He spent the day as a spectator while replacements were flown to Christchurch from the North Island. On race day he was able to put in a few practice tours but, as he had failed to qualify, he started from the back of the grid. The car was definitely not right. All the same, Innes found himself in fifth place although a lap behind the leaders after about 38 tours. Then he made a pit stop to try to remedy over-heating problems. When he resumed it was obvious that the treatment had been fairly ineffective and he abandoned on lap 47.

Among the favoured New Zealanders,

Jim Palmer's race was shortest of all. He elected to drive his own 1,500 c.c. Lotus-Ford rather than the 2.7-litre Reg Parnell Cooper-Climax, as the latter had a suspect crown wheel and pinion. In any event, young Jim was shunted by Lionel Bulcraig's 3-litre Aston Martin on the approach to the hairpin on the first tour, and both were out of the race as the shunt had closed up the Aston's air intake, and displaced the engine in the Lotus.

Tony Shelly (2.5-litre Lotus-Climax) and Chris Amon (2.5-litre Cooper-Climax) both went out with gearbox troubles having been fairly prominent early in the race.

Most of the drivers arrived in the city three days prior to the race for the round of parties and other functions that always form the prelude to Wigram. But on Friday morning everyone was out bright and early for the first training session. There was a fairly strong wind that the drivers had to meet head-on in the long back straight, and that led to some head-scratching when the question of gearing was discussed. As things turned out this wind was worse, if anything, on race day.

At all events, everyone got down to business, that is with the exception of Ireland, who must have had the briefest encounter in a training session of anyone who has raced there. He completed about a lap when the rear wheel hub carrier went. That put paid to Innes's training and he joined the spectators.

Brabham, McLaren and Surtees all put in some respectable times. Maggs with the Bowmaker car took things fairly quietly. Meantime there was some deep thinking going on in Jim Palmer's pit, for young Jim, who had been booked to drive the Parnell 2.7 Cooper-Climax, for which a new crown wheel and pinion was being awaited from England, was circulating in his own 1,476 c.c. Cosworth-Ford-Lotus in fractions over 1 min. 22 secs.—mighty close to the Moss-Surtees 1961 lap record.

Second man home in the Grand Prix, Hyslop did not reach Christchurch until late in the morning, so he was not on hand to train.

The real business of qualifying did not begin until the afternoon, and everyone who was anyone elected to use the Dunlop D12s. When the official times were posted it was found that Brabham and Surtees had been quickest with 1 min. 16.6 secs. apiece—fractionally less than 100 miles an hour. Next in line was McLaren with 1 min. 16.8 sec. Then came Maggs with 1 min. 19.4 secs.

Hyslop had been privately timed at 1 min. 18.5 secs., but was officially posted at 1 min. 20 secs. Next in line were Amon (1 min. 21.6 secs.), Palmer (1 min. 22 secs.), David Young (1,495 c.c. Cooper-Ford, 1 min. 23.8 secs.), and a worried Shelly (1 min. 24.4 secs.).

A very generous 1 min. 30 secs. maximum had been set by the organizers, and the only one to be eliminated was the young Dunedin Lola-Climax sports driver Barry Cottle, who had returned 1 min. 30.8 secs. He was rather unlucky, as in the first event the following morning he put in the fastest lap at 1 min. 28.5 secs.

The day ended with everyone still with very open minds on the tyre question. What was it to be, D9s or D12s? In the course of the day the Dunlop pit reported that its staff had changed tyres on about 200 wheels!

The wind had not dropped on race morning and the sky was cloudy, but it held no promise of rain. The early events went off well, and about mid-morning a

bearded Stirling Moss arrived and was driven around the circuit standing on the tailboard of an estate car. Subsequently he described the circuit over the public address system as the trophy race field prepared for battle.

Right on time, the field lined up as follows:

J. Brabham (2.7 Brabham-C)	J. Surtees (2.7 Lola-C)	B. McLaren (2.7 Cooper-C)	T. Maggs (2.7 Lola-C)
A. Hyslop (2.5 Cooper-C)	C. Amon (2.5 Cooper-C)	J. Palmer (1.5 Lotus-Ford)	
D. Young (1.5 Cooper-Ford)	T. Shelly (2.5 Lotus C)	L. Bulcraig (3.0 Aston M.)	R. Flowers (1.1 Gemini)
W. Thomasen (1.9 Cooper-C)	J. Histed (1.5 Lola-Ford)	F. Turfie (1.5 Lotus-Ford)	
I. Green (1.9 Cooper-C)	K. Sager (1.5 Lotus-Ford)	R. Lewis (1.5 Cooper-Ford)	I. Ireland (2.5 Ferguson-C)

When starter Walter Lang dropped the flag Surtees rocketed to the front to lead Brabham and McLaren into Hangar Bend, and once again Ireland demonstrated the effectiveness of the Ferguson off the mark by bringing the four-wheel-drive car through into about eighth place in the first 300 yards.

At the end of the first tour Surtees came round with McLaren and Brabham snapping at his heels and there was at least 100 yards back to Maggs who had Amon, Ireland, Hyslop and Shelly right with him. Histed was already quite a distance back leading the remainder, and already Palmer and Bulcraig were out. The latter had run up the tail of the Lotus-Ford on the approach to the hairpin, the Aston Martin's brakes apparently being virtually non-existent.

McLaren took Surtees on the back straight and completed his second tour in 1 min. 20.5 secs. with the Bowmaker No. 1 driver right on his tail. Brabham had dropped back slightly and had probably already decided to let the two in front sort things out among themselves and await events. Maggs was still fourth with Amon next. Then came Ireland, Hyslop and Shelly, and the gap back to Histed was more than ever.

At the end of his third tour McLaren had drawn out a 100-yard lead on Surtees, who was running level with Brabham, and Maggs was 300 yards back with a small margin over Ireland, Hyslop and Amon who were neck-and-neck. All was not well with the Shelly Lotus, which had lost considerable ground but was still in front of Young in the blue Cooper who had taken Histed.

With five tours completed, Surtees closed in on McLaren and Brabham was right there too. Then came Maggs, Hyslop, Amon, Shelly and Ireland. It was obvious that Amon was having gear selection troubles and also that all was not well with the Ferguson.

On the 7th tour McLaren, Surtees and Brabham lapped two of the tail-enders and McLaren was putting in consistent 1 min. 20 secs. laps. At the hairpin Surtees was so close to McLaren that the latter could not see him in his rear vision mirrors and this disconcerted him a little for a while until he realized just what was happening.

Thomasen now visited his pit and lost quite a lot of ground, and McLaren celebrated his 10th tour by setting a new lap record of 1 min. 19.2 secs. Surtees and Brabham were still holding station, with Maggs still about 300 yards back. Then came Hyslop and Amon. Shelly was in the pits and Ireland was losing ground.

(Continued overleaf)

# CASTROL WINS IN 1963 RALLYE MONTE-CARLO

**FIRST BRITISH CAR (and 3rd overall)**

**MORRIS MINI-COOPER** (R. Aaltonen/T. Ambrose)

1st Class 3 : Cat 1

**FIRST ALL-BRITISH CAR AND CREW**

**MORRIS MINI-COOPER** (P. Hopkirk/J. Scott)

2nd Class 3 : Cat 1

**AUSTIN MINI-COOPER** (G. Mabbs/M. Wood)

3rd Class 3 : Cat 1

## CATEGORY 2

Class 1 **1**<sup>st</sup> **MORRIS MINI-COOPER**  
L. Morrison/B. Culcheth

Class 5 **1**<sup>st</sup> **AUSTIN-HEALEY 3000**  
C. Carlisle/T. Makinen

Class 3 **1**<sup>st</sup> **FORD ALLARDETTE**  
S. Allard/T. Fisk

**2**<sup>nd</sup> **FORD ALLARDETTE**  
A. Allard/R. Mackie

(Subject to official confirmation)



*For carefree winter motoring - you need Castrolite for a start*

*Lady Wigram—continued*

McLaren lapped Ireland on his 14th tour and Shelly resumed very much out of the contest. The other major positions had not changed and now Brabham began to hurry things along a little. On his 18th tour he circulated in 1 min. 18.4 secs. thus removing McLaren's name from the record book.

With 20 tours completed McLaren, Surtees, Brabham and Maggs had lapped the remainder of the field. Next in line were Hyslop, Amon, Ireland and Young, and the leading four had lapped the balance twice.

Surtees drew into his pit on his 28th

tour and although it was a great disappointment, it certainly relieved some of the tension. Those first 28 tours will live in a lot of memories for a very long time. Apparently the Lola transmission troubles had made their appearance once more.

So, at 30 laps, the order was McLaren and Brabham, a lap clear of the remainder with the immobile Surtees third. Then came Maggs, Hyslop and Ireland. Young had completed 28 laps, and Histed and the rest 27. At this juncture young Amon was pushing his Cooper to the pits in what was to prove a vain attempt to rejoin the race.

Now Brabham put in his bid and took McLaren on the 31st tour. This really had

the crowd on its toes, for another battle developed such as had been seen in the opening laps. It seemed incredible that such a thing could happen at Wigram which, over the years, has been more noted for processions in the middle stages of a race. So the order was Brabham, McLaren, Maggs, Hyslop and Ireland, and to all intents and purposes, everyone else was out of the contest.

Maggs lapped Ireland on his 36th tour and next time round the Ferguson, with steam billowing from it, cruised slowly into the pits. Brabham completed his 42nd tour just 2 secs. ahead of McLaren and next time round the New Zealander was about the same margin in front. It was obvious that the Australian was in strife. He stopped and took on oil next time round—a replenishment that took the best part of 80 secs. and dropped him back to fourth place.

But the race was by no means over. With McLaren a clear lap in front, Brabham determined to make up the leeway. In the course of the next 10 tours he first took Hyslop and then Maggs and finally slipped by McLaren to get back on the same lap as the leader. This was real motor racing.

So with 50 tours completed the order was McLaren, Brabham, with Maggs and Hyslop a lap behind. Histed had completed 46 tours and Young and Green 45. Sager and Flowers had completed 43.

Brabham did not relax the pressure and gained on a slowing McLaren at the rate of 3 secs. a lap, whittling down the record to a final 1 min. 18.3 secs. in the process. But, even though all was not well with the McLaren car, Brabham's task was an impossible one.

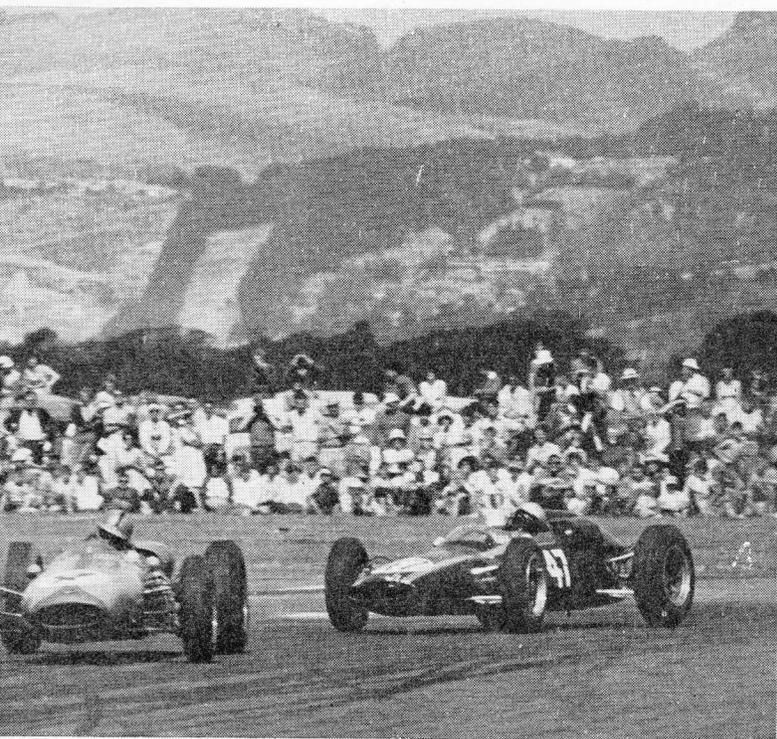
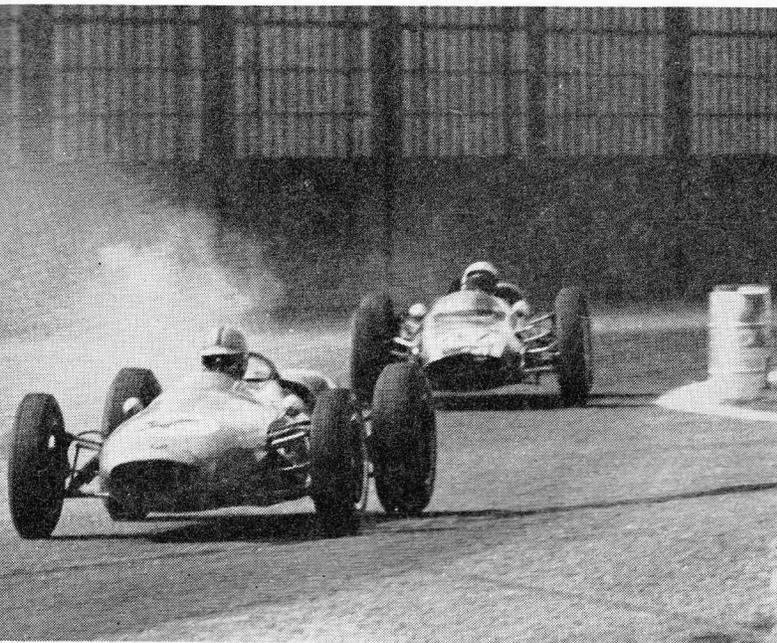
The last stages of the race saw McLaren cruising around at about 88 m.p.h. with Brabham trying his utmost. But interest turned to a duel which was developing between Hyslop and Maggs. The New Zealander was giving it everything he had in an effort to gather in the South African and so finish in third spot. But the Cooper driver had left his bid a lap too late.

A jubilant McLaren took the flag to be followed about half a minute later by Brabham and then, within seconds, a lap behind Maggs and Hyslop dashed for the line. Maggs made it by about three car lengths.

A stream of small boys swamped McLaren as he pulled into his pit and, as the poets are inclined to say, joy was unconfined. Finally, Bruce had pulled off one of the country's two classic races. The reception was such that has never been seen before at Wigram. But Brabham was not left out of it, for he is such an old friend in this country that no race would be complete without him, and the crowd was quick to appreciate the terrific fight he had put up in an effort to win the trophy race a third time.

**WIGRAM NOTES**

**T**YRE wear was heavy, but McLaren fared better than Brabham in this respect. . . . Mechanics Harry Pearce and Wally Willmott rebuilt the McLaren 2.7 Climax engine in a couple of days for Tereonga Park, but Brabham and Tim Wall elected to replace the Brabham 2.7 engine with a fresh one for the final international meeting. . . . Once again the Bowmaker boys were in the money with Maggs' third, which must have been some solace for them. . . . German Shepherd dogs with their handlers were employed to keep the crowd in order and proved most effective. . . . For the best trophy race ever, Wigram had one of its smallest crowds—about 15,000.



*BRABHAM wrested the lead from McLaren during the thirty-first tour but there was not much in it, as these pictures at the chicane and at the hairpin show.*

*THE NEW Elva Mark VII sports car, with rear-mounted Coventry Climax engine.*



of identical appearance. We used to call these cars the "little" Delages to distinguish them from John Cobb's 10-litre model. The supercharged E.R.A. and Maserati recall 1½-litre racing, which was somewhat different from the modern variety, and the Bugatti looks oh-so-right. The Thinwall recalls races in which it vied with the V-16 B.R.M., which, partly dismantled for show, is in the Grand Prix Contenders section.

In the Sports Car Parade, the Testa Rossa Ferrari excites me most, possibly because I have driven it. The 4½-litre supercharged Bentley brings back the days of Tim Birkin, and though it was really the least successful model of the *marque*, its appearance is incomparably fierce. The impeccable Riley T.T. Sprite chassis reminds me—as if I could ever forget—of Freddie and Mike, two of the finest friends a man could ever have. Dixon produced this model and, much later, Hawthorn broke into racing with this actual car. The Jaguar D-type and the Aston Martin DB3S are most nostalgic because they were about the last sports-racing cars which could be regarded as practical everyday transport—I have used both these models on the road with great enjoyment.

Extremely interesting are the new Formula Junior cars, which are all designed to be applicable to the 1964 Formula 2 regulations. The Cooper is reviewed elsewhere in this issue together with a drawing by our

# *The Racing Car Show*

By JOHN BOLSTER

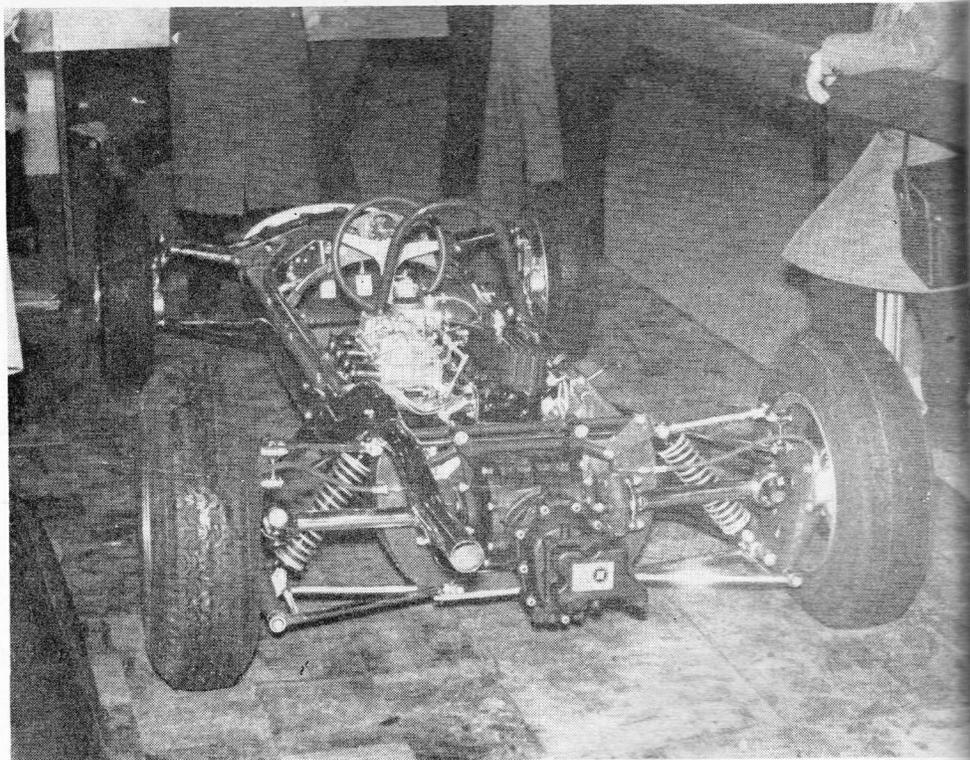
Photography by FRANCIS PENN

THE Racing Car Show of the B.R.S.C.C. has previously been organized under certain difficulties at two separate halls. Now, the superhuman efforts of Ian Smith and his devoted helpers have earned their just reward, for the sponsorship of the *Daily Express* and a really slap-up presentation in the West Hall, Olympia, have allowed the exhibition to attain its true status.

There is something about the Racing Car Show of 1963, an "atmosphere", a feeling of enthusiasm, call it what you will. It is infinitely worth all the discomforts which a trip in our arctic winter may entail, and as a spectacle it leaves that sombre display at Earls Court far behind.

In an article of moderate length it is impossible to give full coverage to such a show. I am not even going to try, and at the risk of disappointing some of our good friends, I shall merely endeavour to pick out some highlights. The section devoted to historic racing cars could usefully have been enlarged. It was splendid to see the V-12 Sunbeam again, even though the massive chassis and preselector gearbox of Sir Malcolm Campbell have rendered it less sprightly than it was in its youth. It was quite a small car when de Hane Segrave took the land speed record, and I remember Kaye Don racing it at Brooklands when all the gears had stripped. At the fall of the flag he made quite a fair getaway on top!

I also remember Delage II figuring in a fantastic dead heat with Delage I, which was

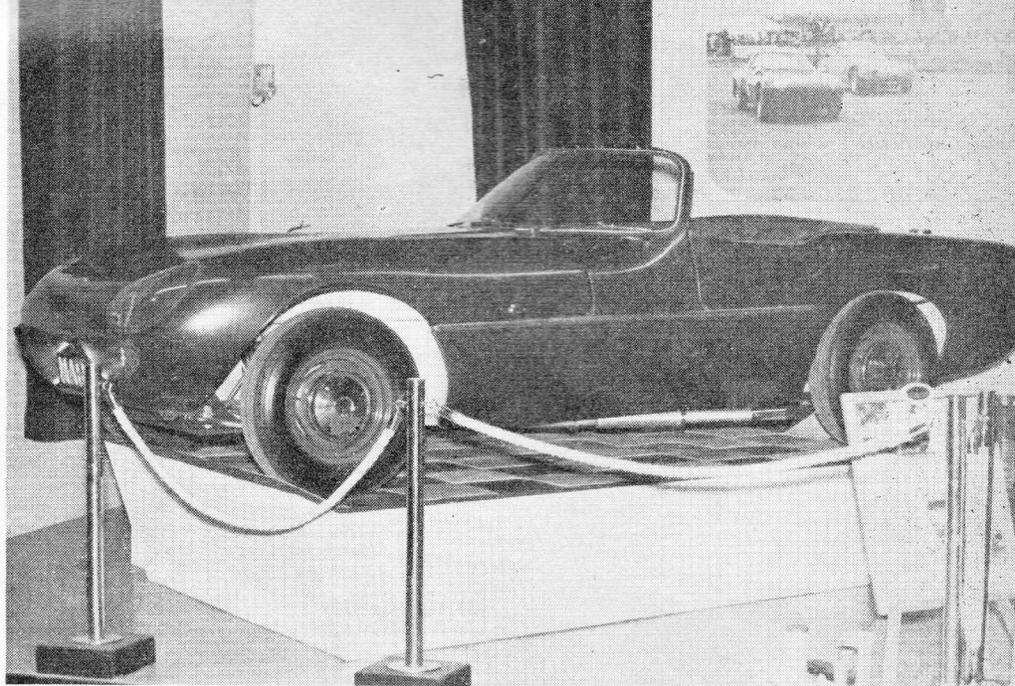


*STRIPPED for inspection: the Lotus Formula Junior chassis and engine.*

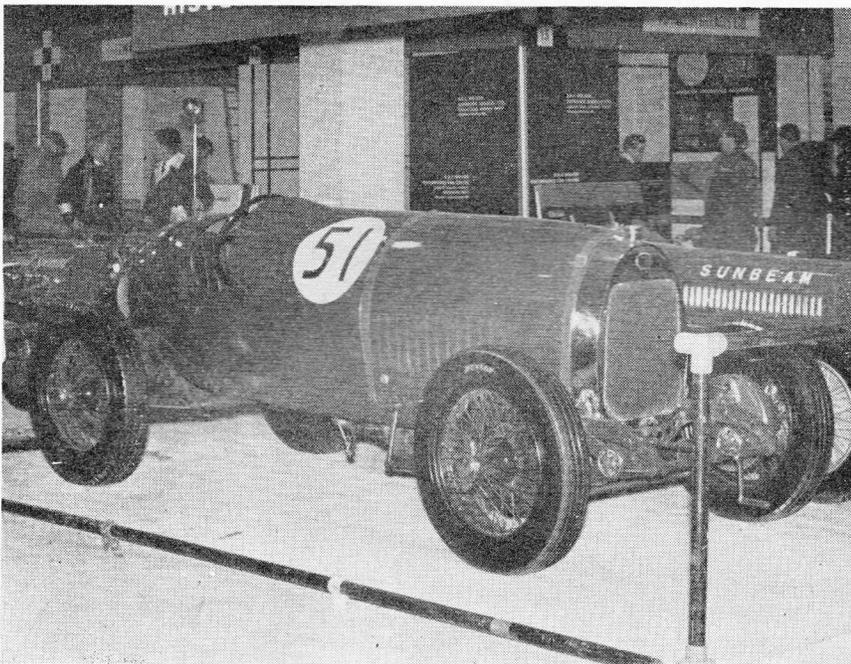
Art Editor, Theo Page. I am glad to say that he will be giving the other F.J. cars similar treatment.

One of the most exciting of them is the new Lotus, and owing to the cost of laying down such a model we are assured that it will remain virtually unchanged for two seasons. The chassis construction differs from that of the Formula 1 car inasmuch as, although it is equally a monocoque, the construction is not the same. (There are some purists who claim that the Lotus is not really a monocoque but a development of the twin-tube frame, taken to its logical conclusion.)

Anyway, the two main members, which carry the flexible fuel tanks and form the sides of the body, have inner panels of 18 gauge aluminium sheet. The outer panels are of  $\frac{1}{4}$  in. glassfibre and these two materials are pop-riveted together with steel brackets inside to carry the wishbone inner bearings. The front bulkhead is of fabricated steel, the central one, forming the back of the reclining seat, is of sheet aluminium, and the rear one is a mixture of sheet steel fabrication and tubes. The body is 5 ins. narrower than that of last year's car, but the suspension is broadly similar. Out-



OPEN: the latest Marcos—the open G.T. "Spyder"—has a sleek line.



MEMORY from the past: the 5-litre Delage, fully restored and raceable.

board disc brakes are fitted all round.

The monocoque chassis actually costs only £65 more than the tubular type, but the engine and gearbox are now more expensive, a fully counterbalanced steel crankshaft, in particular, now being standard in the Cosworth Ford engine. The price is £1,890 and a full description will be given with a cutaway drawing in an early issue.

The new Formula Junior Brabham has many detail changes compared with last year's car. Chassis improvements include Formula 1-type tubular bracing for the scuttle and a new seating position that is more upright yet allows the driver's head to be 2 ins. lower.  $1\frac{1}{2}$  ins. has accordingly been cut off the screen. The rear brakes have been moved from inboard to outboard in the interest of cooling and this, plus a redesigned and stiffer rear chassis section, makes engine changes much easier.

The front disc brakes have been enlarged to  $9\frac{1}{2}$  ins. and the light alloy fuel tank embraces the seat. A dry sump Cosworth

or Holbay engine is used, and this latter unit, with a new 5-bearing camshaft, is giving 110 b.h.p. from 1,100 c.c. This was sufficient to allow Denis Hulme to break the Brands Hatch lap record on Boxing Day.

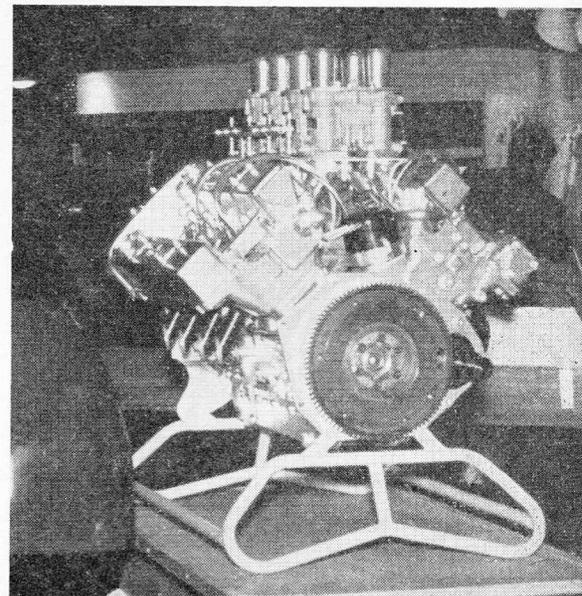
Considerably developed, the F.J. Gemini now has a normal nose radiator, though oil radiators are still in the "nostrils." All the disc brakes are inboard and the appearance is exceptionally "clean." The Lola Junior, with Cosworth-Ford engine and Hewland-VW five-speed gearbox, is only altered in detail from last year.

The Merlyn F.J. racer has a new frame. The front springs are operated by bell cranks and can consequently be carried inboard. The Cosworth Ford engine is inclined 8 degrees to the right and the gearbox has 5 speeds.

A new Elva sports-racing car is, as always, beautifully finished. It has a rear-mounted

Coventry Climax engine but the twin-cam Lotus-Ford unit is also on the stand. There are disc brakes all round, and the new semi-spoked magnesium wheels are most individual. The Elva Courier, built by Trojan and powered by B.M.C., is shown on the stand of W. J. Last.

Marcos cars have always been effective but never attractive to the eye. The new Marcos Spyder is actually a good-looker, though the body is largely constructed of similar parts to the closed model. The main structure is still of wood. The Falcon 515 is beautiful, having a glassfibre body bonded to a tubular space frame. It costs £845 in kit form with a 5-bearing Ford engine and wire wheels. The Tornado Talisman will have a wide appeal because it combines attractive lines with four-seater accommodation. The Gilbern G.T. is also



THE Coventry Climax V8 Grand Prix engine.



*THE VERY SMALL two-seater "Europa" coupe, by Heron Plastics (above) takes Ford power units. RIGHT: The gullwing-door hard-top for the Lotus Seven, by Fibrepairst.*

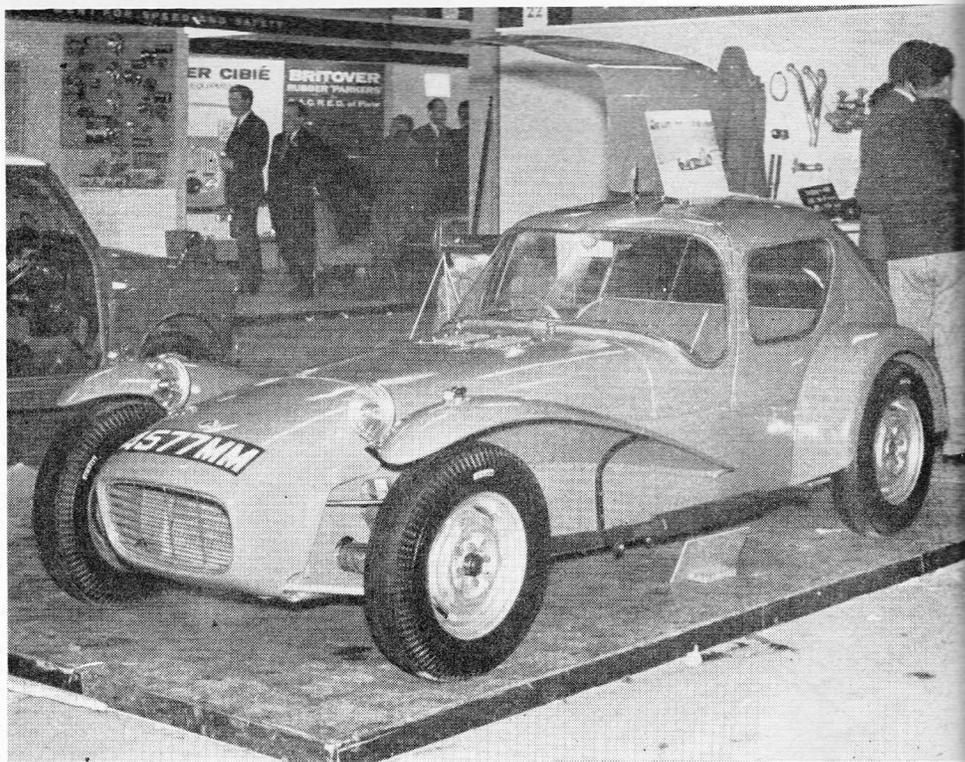
a full four-seater and features the popular Ford engine and all-synchromesh gearbox.

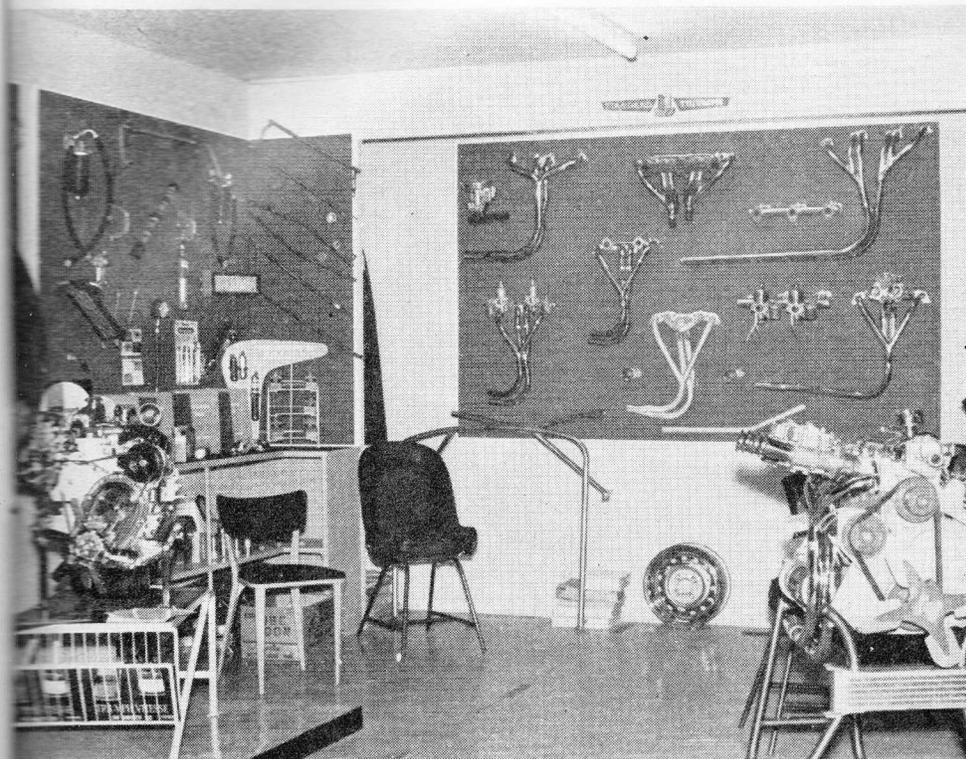
Both the Turners shown have 5-bearing Ford engines and knock-on wire wheels, the open two-seater and the coupé being much better looking than the earlier cars of this make. A very small two-seater coupé is the Europa by Heron Plastics, which can take an Anglia or 5-bearing Ford engine.

Enthusiasts are standing in line with their cheque-books, paying deposits on the Lotus Cortina, which was described in *AUTOSPORT* last week. All the well-known speed shops are present, and we took the opportunity to try a Sprite that had been given the full treatment by Speedwell. The performance was tremendous for so small a car, but the most amazing feature was the flexibility, which was quite remarkable and made traffic driving a pleasure—well, almost!

We also had a ride in a Mini-Minor van which had been lined inside by Interior Silent Travel. This interior lining, which is easy to fit, covers the sides and roof, rendering the little lorry much more attractive to the passenger as well as less noisy. At £5 15s. this kit will sell like hot cakes. On the same stand is the Fibrepairst gullwing-door hard top for the Lotus 7. This is a splendid idea at £77, but the composite screen needs some modification.

Les Leston has a stand 100 ft. long and of course it contains all the things for which he





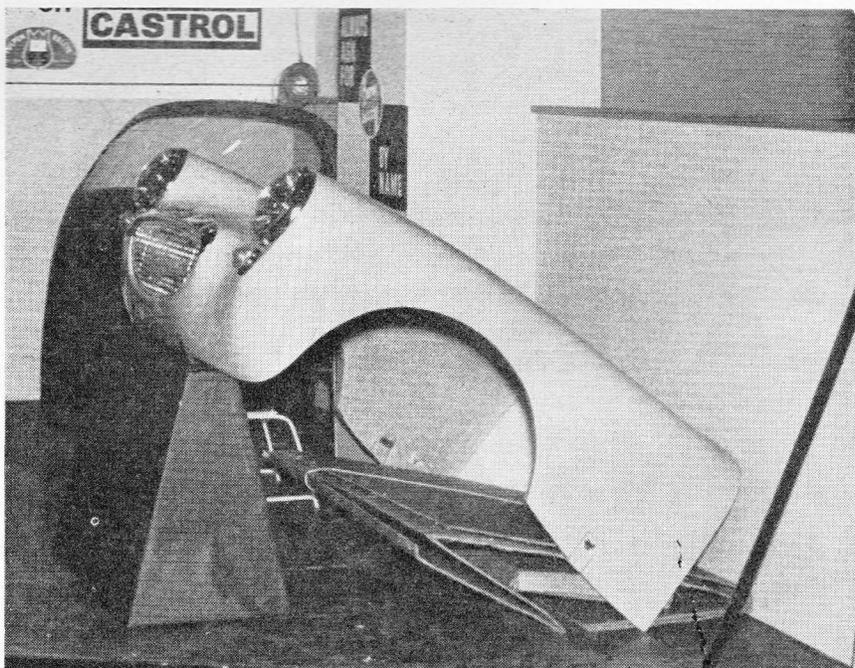
is famous including flameproof overalls and Grand Prix crash hats. Les is also host to some other firms, who show such useful things as the Cibié range of lamps and the Snap and Supersnap exhaust extractors, as used by Ferrari. Ferodo add to the display on the Leston stand, too, with a fine display of non-fade linings for the tuned car, while another safety attraction is the Brooks Reel safety belt, as tested recently by AUTOSPORT. On Hall's stand, the Kangol safety belt has a magnetic buckle and geometric lock which gives a wonderfully quick and easy release. Richard Shepherd-Barron's stand displays the smart and comfortable Chris Lawrence driving gloves, which are handmade and available in a wide range of colours. Westover show special shoes, designed for racing and rallying, and they cost only 65s. a pair in tan aniline leather with processed rubber heels.

Returning to the many "go faster" shops, we must draw attention to Downton Engineering, a firm which makes B.M.C. cars go faster than you would believe possible. Alexander also have special parts of all descriptions for B.M.C. and they feature the new lightweight version of the Ogle SX 1000. S.A.H. Accessories have literally *everything* for all the Triumph models, and their conversions are approved by Standard-Triumph. Glassfibre hard tops are a speciality.

Pippbrook Garages, which means Rob Walker and Alf Francis, go in for Ford tuning kits, disc brakes, and Shorrock superchargers. Gerard Racing have a fine display of Weber carburettors and have a special air cleaner to attach to that instrument. They also have washable air cleaner elements for Mini Minors to replace the standard paper type. A dirty paper filter can knock over 10 m.p.g. off your consumption figures and will cause neat fuel to be carried into the engine with destructive results.

G.M. Carburettor Co. are another firm showing the ubiquitous Weber and also the Mangoletsi manifolds. Roland Kerr has speed equipment and, you've guessed it, Weber carburettors. John Sprinzel loves

*EVERYTHING for all the Triumph models displayed on the S.A.H. Accessories stand.*



making the small B.M.C. cars go very fast indeed, and he is a specialist in glassfibre bonnets and hard tops.

Jack Brabham has added the Spitfire to his Coventry Climax conversions and, in addition to making Rootes Group cars motor extremely swiftly, he can now coax 100 b.h.p. out of the Vauxhall VX4/90. Buckler Engineering have extended their range of close-ratio gears to cover the latest Ford models, and they supply special valve springs, manifolds, and Weber carburettors. LawrenceTune Engines, in addition to coping with Morgans, can engage many other cars from Heralds to Simcas. This is the stand to visit for Koni shock

absorbers or to look at the Deep Sanderson 301 coupé.

John Mitchell assists the impecunious, do-it-yourself tuner, and you know as much as I do about Cosworth, who show push-rod and twin-cam Fords. C. T. Wooler converts three-speed gearboxes to four-speeds and stocks neat remote controls. As usual, V. W. Derrington has just about everything on his stand, from aluminium cylinder heads, Formula Junior engines and close-ratio gearboxes to wood-rimmed steering wheels. Of course, for special racing exhaust systems, "Derry" is the boy.

Special seats can make such a difference, and the Microcell "Contour" models are worth examination on the B.T.R. stand. Fields Engineering also sell seats, and they have some very pretty lines in aluminium wheel discs. Almost every enthusiast has bought a hood or tonneau cover from the London Trimming Co. at some time and their catalogue lists all the trimming accessories imaginable.

Perhaps one of the most interesting displays is that of Loctite Sealant. This adhesive stops nuts from coming undone and has 22 applications on Ford cars. It holds the bearings in their housings on the Ferguson and avoids shake on splines in Jaguar and Aston Martin transmissions. It is used on Coventry Climax engines, and might have saved the day for Jim Clark if it had been employed on the stud that loosened and let him down!

The eagerly awaited Lola G.T. was not ready for the beginning of the show, though it has arrived by now. This dramatic

*GLASSFIBRE BONNET by John Sprinzel, a well-known specialist in making little cars go as fast as big 'uns.*

180 m.p.h. car, with 4,262 c.c. of Ford V8 at the rear of its small coupé body, will be described and illustrated in a later issue.

One can buy every sort of motoring book, and the magazines are there, including AUTOSPORT of course. There are many other stands, and the collector or builder of models, the souvenir hunter, and even the Go-Kart enthusiast is certain to find what he wants. However, that was my space that was, so go and see the Racing Car Show yourself!



# CARLSSON (SAAB) WINS A REAL "MONTE"

By GREGOR GRANT

THE 32nd Monte Carlo Rally was won for the second year running by the incredible Swedish driver Eric Carlsson in his Saab. Faced by the strongest possible challenge from the world's top rally crews and scores of factory cars, Carlsson and Palm drove their little red machine to victory from Stockholm, by a clear margin from their nearest rivals Toivonen/Jarvi (Citroën). Into third place came Finland's Rauno Aaltonen and his British co-driver Tony Ambrose in their Cooper-Mini.

The Grand Touring category went to Christabel Carlisle and her Finnish partner Timo Makinen (Austin-Healey 3000). To Sweden's Ewy Rosqvist/Ursula Wirth (Mercedes-Benz) went the Coupe des Dames after Sylvia Osterberg (Volvo) hit a barricade on the G.P. circuit.

This was an extremely difficult event,

**Arctic Weather Results in Triumph for Scandinavian Drivers — Cooper-Mini in Third Place Best British Entry — Team Award to Citroën — Class Awards to Saab, Citroën, Cooper-Mini, Mercedes-Benz, Allardette, Ford Falcon, Porsche, Austin-Healey, Morris, Skoda and N.S.U. — "Autosport" Trophy for Geoff Mabbs (Cooper-Mini)**

*JOURNEY'S END: The Nicholas/Pons entry, with a badly buckled rear wheel, heads rapidly towards the tunnel during the final tests on the Grand Prix circuit at Monte Carlo.*

Photography by George Phillips

with only 27 crews reaching Monaco without penalization, and just 102 clocking in at the finish out of 296 starters, and the 216 who left Chambéry for the special stages. Snow, ice and freezing fog caused numerous crashes and delays. It required courage and concentration to the nth degree to keep on the road at all. Not one of the 13 Athens starters reached the first control in Yugoslavia, and only 10 of the 59-strong Glasgow contingent arrived, with Sydney Allard/Tom Fisk (Allardette) the sole non-penalized crew.

However, the story of the 1963 "Monte" was the remarkable achievement of Peter Harper/Ian Hall and Tiny Lewis/Kynoch (Sunbeams). Facing completely blocked roads on the way to Nürburgring from Frankfurt, the two crews did an additional 200 kilometres to reach their first control.

Harper actually arrived 4 mins. before his time, and Lewis would have done likewise but for a couple of punctures, and a series of delays at level crossings. Harper went on to arrive at Monaco without penalty, finished 17th in general classification, and won his class.

Although the Ford Falcons did not figure in the main results, it is a sobering thought that the Swedish driver Ljungfeldt made best times in all six of the timed special stages. A 30 minutes' delay after the clutch was repaired undoubtedly cost the American-entered machine an outright victory.

There were no complaints this year that the Monte Carlo Rally was a tour of Europe. Crews had to battle through the worst conditions experienced for many years, and indeed it was a feat to have arrived in the Principality at all.

**S**NOWSTORMS of Polar ferocity swept parts of Europe, forming deep drifts on dozens of roads. The 59 starters from Monte Carlo were reduced to 11 by the time the Rheims control was reached, and only five of the eight Lisbon people clocked in. The run round the Route de Champagne caused many incidents, the roads being dangerously slippery. Near Epernay, Harold Hamblin slid his TR4 Triumph into a wall,



crumpling the front end considerably. The brothers Nail ditched their Sunbeam Alpine, but managed to retrieve it.

Tommy Wisdom and I had a splendid run with the Le Mans Alpine from Paris. As we left each control, Pat Moss would whistle past in her yellow Anglia, to disappear into the distance, driving superbly on roads which often reduced ordinary traffic to a 10 k.p.h. crawl. Coming out of Angers, the surface was like a skating rink, and we had a puncture. Getting out to change wheels, we both fell flat on our backs. Peter Procter/David Mabbs turned back with their Rapier to see if they could help—a really sporting gesture. At the time, we had spiked tyres on the rear wheels, SPs on the front and on the spare. I might say that the experience of driving with three non-spiked and one spiked tyre was, to say the least of it, memorable. One never quite knew what the car would do, and it was a matter of being more than



*EVEN CHAMPIONS make mistakes! Eugen Böhringer, European Rally Champion, clobbers the bank in his Mercedes during his descent of the Col de Turini. BELOW: Bang goes the Coupe des Dames! Sylvia Osterberg threw away a certain win when she hit the safety fence after Ste. Devote on the Grand Prix circuit.*

Renault. They stuck on the ice and slush for 40 minutes, despite pushing and shoving. Eventually with the aid of a lorry driver they re-started, only to meet Gatso who told them that the road was blocked farther on. Anne managed to turn the Falcon round, but found Cella's Flavia jammed right across the snowdrifts. With some 170 kilometres to cover in just one hour, the girls had to call it a day.

Bo Ljungfeldt's Falcon had the clutch withdrawal race disintegrate near Rennes. Australian mechanic Ken Wiggins replaced this in 1 hour 40 minutes, and the Swedish driver was only 30 minutes late at the control. It was here that Henry Taylor/Brian Melia (Cortina) borrowed a dynamo from a friendly Classic owner, to replace their seized unit, and changed this in 15 minutes.

By the time the Montauban control was reached, 14 of the Monte starters were late, and 15 had run out of time. Only Neyret/Terramorsi (Citroën) were without penalty marks.

Paris starters had a hectic drive from Ghent to Boulogne, over frozen roads and in occasional snowstorms. Rosinski's Lancia had its lights shattered by stones from another car, and slid into a ditch. It was speedily retrieved, but a damaged wheel had to be changed.

Mike Wood, driving Geoff Mabb's Cooper-Mini, had a spectacular spin on the slippery Dutch motor-road near Utrecht, and managed to finish up on the wrong side of the dual track—luckily without further incident. Coming into the Angers control, the unfortunate Hocquard slid straight on into a non-competing car, and irreparably damaged his Renault.

The Glasgow contingent, coming behind the Frankfurt survivors, also had plenty of incidents in the Champagne area. Not far from Rheims, John Cuff/Doug Anderson (M.G. 1100) had to stop suddenly to avoid a stationary car in front. Hugh O'Connor Rorke/Norman Baguley (Triumph) coming up behind, skidded on the ice and crashed into the M.G. which was sandwiched between the two others. O'Connor-Rorke was taken to hospital with cuts and bruises, and both cars were out of the rally.

Claude Twigdon/Les Chilvers were having a terrible ride with their Austin-Healey Sprite. Having driven from Boulogne to Rennes without a windscreen, it was shattered again by stones, and they carried on—blue with cold. Eventually they had to give up before reaching Chambery.

Between Rennes and Angers, the South

cautious before we could pick up a set of spikes from the excellent Dunlop service at Bourges.

On gravelled roads, spiked tyres caused much damage to following cars, resulting in many shattered windscreens and lamps. Yet, to hold the average speeds imposed, these tyres were more than welcome.

It was bitterly cold, and one wondered what it was like at some of the other points such as Warsaw. At any rate it was so cold in Frankfurt that Peter Harper's co-driver, Ian Hall, alleges that they met scores of brass monkeys evacuating the city. For my money, the most frigid place on earth was The Hague, where one had to be careful not to turn quickly, otherwise frozen breath could cut off other folk's heads.

Anne Hall/Margaret Mackenzie had an unlucky rally with the Falcon. At Lodere, third control from Monte Carlo, they got mixed up in a traffic chaos after the Col des Treize Vents, caused by a non-competing

Africans van Bergen/Steenkamp lost the nearside rear wheel of their Datsun, which hurtled over the heads of several spectators. Luckily they stopped without hitting anything and managed to fit a spare. They had been in a spot of bother at the Rennes control for failing to collect their carnet within the specified 30 minutes period.

For once, the Col de la Schluct was bathed in sunshine. True, it was bitterly cold and there was plenty of snow around, but the roads were nothing like so slippery as in former years. It was here that Pat Moss/Elizabeth Lewsey abandoned their Anglia with engine trouble, believed to be big-ends. Peter Procter/David Mabbs found that the water temperature gauge of their Rapier was reading unusually high. The engine rapidly lost power, and at Gerardmer it was found that the cylinder head gasket had blown. After trying

Etienne Giraud abandoned their Sunbeam with mechanical trouble. Actually the Col de Granier was not so difficult as had been anticipated, although there was sufficient ice to make caution a by-word on the tight, downhill swerves. Out of the rally, Andy MacCracken and his son crashed their Anglia on N7. Andy was taken to hospital at Salon with head injuries.

By now, I was feeling very fatigued and was glad to have completed the first timed section without incident. Geoff Mabbs (Cooper-Mini) did 48 mins. 30 secs.—just one second quicker than Peter Riley (Zodiac). Jo Schlessers time with his Zodiac was 49 mins. 03 secs., and Jean-Jacques Thuner did a splendid 48 mins. with his TR4 Triumph. Lucien Bianchi was outstanding in his Citroën (43 mins. 01 sec.), and Mike Sutcliffe did 46 mins. 58 secs. with his Triumph Vitesse. Just

ever, returned 41 mins. 27 secs., and Aaltonen did 43 mins. 19 secs. with his Cooper-Mini. Raymond Joss Dennis Pratt slid off with their Rover, but carried on undaunted. They had to go back, however, for their third man, who was inadvertently left behind after helping to push.

It was then on to Uriage and the slippiest climb of the Chamrousse in memory. Car after car stopped at the hairpins and had to roll back to obtain traction. This 35.5 kilometre timed section played havoc with schedules, and Lucien Bianchi was the first to break 35 mins. (34 mins. 35 secs.). Paddy Hopkirk managed a splendid 35 mins. 36 secs., and Makinen did 35 mins. 08 secs. Morrison kept the Mini flag flying with 36 mins. 01 sec., but Ljungfeldt's Falcon did a rousing 32 mins. 50 secs. Toivonen returned 33 mins. 15 secs., and Carlsson 33 mins. 39 secs.

At the St. Martin-Uriage control, there were many absentees and late-comers. Only 210 crews still remained in the rally. John Melvin/Hamish Wilson inverted their Sunbeam and lost many minutes attempting to get it back on all four wheels. Tony Fisher had quit the road abruptly on the Granier with his Reliant and was retrieved after 40 minutes by Bob Aston in a following car.

Logan Morrison/Brian Culcheth had dynamo trouble resulting in a flat battery on the Mini. They lost about 8 minutes, and had to be push-started, setting off with lights like a couple of flickering candles.

The 112 kilometres Uriage-La Madeleine section had ice, heavy snow, fog—the lot! Over the Col de Malissol the snow was particularly thick and there were treacherous drifts at cross-roads. Despite practically no lights, Morrison (Mini) was only a couple of minutes late at La Madeleine.

There were now big gaps between competitors, and one went on and on without seeing a soul. Now and then cars were spotted stationary in villages, with crews busily straightening battered front ends and changing wheels. David Seigle-Morris (Ford), following a number of phenomenal avoidances, had retired after the Chamrousse with no brakes whatsoever.

In dense fog on the Col de Pertz, the Rosemary Smith/Rosemary Seers Rapier was braked hard to avoid another car, and rolled over the edge. The girls were thrown out, but the car was written off. Rosemary Seers was taken to Uriage hospital, and then removed to Avignon for shock treatment, but Rosemary Smith later came on to Monaco.

Mont Revoux was almost hidden in thick fog, with the lowest temperatures for years. Many British crews found their heaters totally inadequate, and the wind-screens were immediately coated with about



radiator cement, Tommy Wisdom suggested that they stick a couple of raw eggs into the radiator. To the astonishment of Procter, this worked, and the pair carried on.

There were tales of heavy drifts near St. Claude, so everyone went off to make up as much time as possible to Dole. The going was fairly easy, and from Dole to St. Claude the road was icy but there were no drifts. This was a pleasant control and we had some 25 minutes in hand.

Now remained the 130 kilometres to Chambéry, and apart from hard-packed, frozen snow, there were no problems. Rootes's first-rate service was in full cry at this point, with Norman and Lewis Garrad in charge of operations. A quick meal, and a slight delay whilst I climbed a fence with the route card, and we were off on the start of the special stages.

Missing from the Paris starters were the Marchants and their Anglia, and the Robin Richards/Geoff Davis M.G. Midget, which had succumbed to radiator troubles, after continual overheating. Ray Merrick's Jaguar "E" was also not present from Glasgow, after a contretemps with a Sunbeam Rapier.

Not far from Chambéry, Claude Savoye/

*ON THE COL de Turini are Rauno Aaltonen and Tony Ambrose, kicking up the snow in the works Mini.*

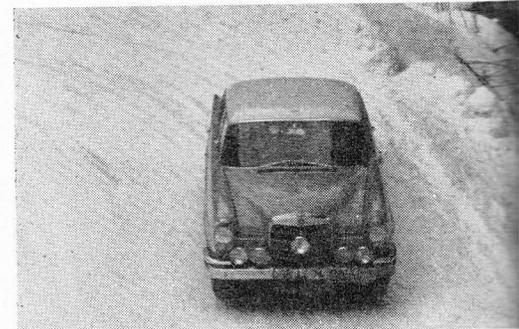
behind, Vic Elford recorded 48 mins. 10 secs. with a similar car.

Paddy Hopkirk, really on "10-10" with his Cooper-Mini, did 45 mins. 49 secs. Peter Procter, despite a delay at the start with a flat battery, returned 47 mins. 47 secs. With Christabel Carlisle clinging on, Timo Makinen stormed the big Austin-Healey over in 41 mins. 49 secs.—a really stupendous performance!

Harper (Sunbeam) did 48 mins. 05 secs., and Lewis (Sunbeam) 47 mins. 34 secs. Astle was excellent in the Reliant Sabre (48 mins. 56 secs.), and Logan Morrison achieved 46 mins. 53 secs. with his Morris-Mini.

Neyret was tremendously quick with his Citroën (42 mins. 26 secs.), but the sensation was Bo Ljungfeldt in the big Falcon, who topped everyone's performance with an astonishing 40 mins. 42 secs. Toivonen (Citroën) had a real press-on run (40 mins. 54 secs.)—and these were the only two to break 41 mins.

Eric Carlsson (Saab), as immaculate as



*WINNER of the Coupe des Dames, Ewy Rosquist's Mercedes drops down from Turini, towards Moulinet.*

$\frac{1}{2}$  in. of ice. Both Peter Procter and Tommy Wisdom had to drive with their heads out of the window—and even then visibility was almost zero. Occasionally there were breaks in the fog, and several crews were lucky enough to have almost a clear run for about two-thirds of the 15 kilometres distance.

Bianchi, when the fog was thickest, did a remarkable 13 min. 59 secs., and Hopkirk was about a minute slower. The average times then, were 18-20 minutes, so it can be seen that these were exceptional climbs.

We struggled along, with ice forming everywhere—even inside the car. We had to stop after the finishing line to chip off large chunks of ice. Tommy needed a glass of milk from the café. I managed to get one, and immediately slid on my backside

Near Castellane we were overtaken by Peter Harper, so realized that it was touch and go. On the Col de Luens, Jimmy Blumer in Alan Fraser's Sunbeam, had the car jump out of gear on a slippery bend, and the car slid gently over the top, and tobogganned down into a river some 20 feet below. It was undamaged, but impossible to retrieve in the time.

So at Pont Albert our rally was over. A little less fatigue on my part, and I am certain that No. 55 would have been amongst the finishers.

Continuing on the route, it was incredible that for kilometre after kilometre we saw no other car. On the Col de Roche, Henry Taylor/Brian Melia went past in their Cortina—a car that was assembled from spare bits only 48 hours before the

15 secs., then Makinen recorded 7 min. 02 secs. in the big Austin-Healey. Belgium's Vernaevé emulated Hopkirk's 7 min. 15 secs. in his Cooper-Mini, and Pauline Mayman (Cooper-Mini) did 8 min. 07 secs. Harper (Sunbeam) managed 7 min. 36 secs., Lewis, 8 min. 07 secs., and Procter 8 min. 54 secs.

The incredible Ljungfeldt again made B.T.D. with the Falcon (6 min. 49 secs.). Jopp did 7 min. 50 secs., and the inevitable Carlsson 7 min. 12 secs. Hans Walter pushed the 2-litre Porsche for all it was worth (7 min. 14 secs.), and Böhringer did an impeccable 7 min. 20 secs. with the 220SE Mercedes-Benz.

Although the Mercedes-Benz trio were running unpenalized, an unfortunate decision to use chains earlier on caused somewhat slow times on the first three tests. It was obvious that the Citroëns were having the best of the argument, and the other danger in the team contest was coming from the Cooper-Minis.

Naturally there was snow on the Turini, and plenty of icy bends. Mabbs did 27 min. 33 secs., and then Thuner returned 26 min. 23 secs. Not to be outdone, Bianchi recorded 25 min. 33 secs. Pauline Mayman did a fine 27 min. 54 secs., Procter 26 min. 32 secs., and Hopkirk, 25 min. 52 secs. Makinen, showing the typical Finnish broadside technique, did 25 min. 35 secs., and Vernaevé (Cooper-Mini) 25 min. 44 secs. Harper took 26 min. 44 secs., and Lewis 27 min. 39 secs.

Sydney Allard (Allardette) didn't hang around with 27 min. 30 secs., and Neyret accomplished a masterly ascent/descent in his Citroën (25 min. 46 secs.).

Ljungfeldt's progress was meteoric. At times it seemed as if he must lose the big Falcon, but the car always faced in the proper direction as it blared off. Yet another B.T.D.—24 min. 55 secs.



ON THE COL de St. Roch is the DKW of Pierre Gelé and Annie Soisbault.

for several yards, to end up beneath the Alpine—with little of the (now frozen) milk spilt. Ian Baillie came to rest against a pile of stones with his Vauxhall, got out to see where he was, and landed flat on his face.

How cars managed to get up at all is a great compliment to the traction of the modern vehicle!

Ljungfeldt again showed his mastery of the V8 Falcon by recording 12 min. 59 secs. Carlsson lost no ground with 14 min. 05 secs., and Peter Jopp in his Falcon achieved 14 min. 54 secs.

The field was gradually thinning out. I found myself getting slower and slower—the trees on the roadside assuming fantastic and frightening shapes. I handed back to Tommy, and he pressed valiantly on, but I was so tired that I could hardly follow the route.

Down came the snow again, and this time it was in earnest. Often it was impossible to see where the road began—or ended—in a vast expanse of whiteness. Dawn brought relief from peering behind headlamps. The Alpine was going like a train, but at least 50 per cent. of the crew had come to the end of its endurance.

Tommy handed over again for a quick forty winks, but we were getting farther and farther behind. At Oraison we had less than 10 minutes left out of the *hors course* hour, and the snow was as thick as ever.

We seemed to be all alone in the Arctic, with not a sign of another car. I took a wrong turning, and had to go back, which left us with little hope of reaching Pont Charles Albert within the time limit.



start. Apart from one or two lame ducks, we saw no other car till we reached Monte Carlo.

After leaving Charley Bert Bridge, there was the fourth and timed test of 7 kilometres near Levens. Geoff Mabbs did 8 min. 02 secs. with his Cooper-Mini, and Pete Riley managed 7 min. 54 secs. with the big Zodiac. Thuner did 7 min. 42 secs. with his TR4, but Bianchi's Citroën got down to 7 min. 20 secs. Paddy Hopkirk wound up his Cooper-Mini to the tune of 7 min.

*TWO class winners: Logan Morrison leads Peter Harper through the Gasworks hairpin.*

Eric Carlsson, in one of the most impressive exhibitions of how to handle a small car, did 25 mins. 36 secs., and Aaltonen showed why he is B.M.C. works driver by taking 12 secs. less. Eugen Böhringer did all he could with the 220SE, but 26 mins. 29 secs. was not quite fast enough to deal with the front-drive Citroëns.

There remained the 14 kilometres final test from Luceram on the Col St. Roch. Burke's Sunbeam did 8 mins. 25 secs., Mabbs, 8 mins. 5 secs., Riley 8 mins. 7 secs., Schlessler (Zodiac), 7 mins. 50 secs. and Sprinzel (Vitesse), 7 mins. 58 secs.

Then Thuner (TR4) came down to 7 mins. 14 secs., Hopkirk 7 mins. 16 secs. and Makinen, 7 mins. 1 sec. The Sunbeam trio of Procter, Harper and Lewis returned 7 mins. 27 secs., 7 mins. 21 secs. and 7 mins. 32 secs. respectively. Ljungfeldt completed his half-dozen B.T.D.s, with a shattering 6 mins. 57 secs.—which was the only time under 7 mins. Raymond Baxter's little M.G. 1100 looked to be the best road-holder in the rally (8 mins. 10 secs.)—but appeared to lack the necessary steam.

Carlsson, polished as ever, did 7 min. 18 secs. Böhlinger, making a last effort, produced a notable 7 mins. 9 secs.—actually one-tenth sec. quicker than Walter's Porsche.

So to the "arrivée" at Monaco, and the smallest parc fermé since 1958. Tired crews were thankful to see the blue Mediterranean, but the cold was something not normally associated with the Riviera.

When the provisional results appeared, it was obvious that, barring accidents, Eric Carlsson would win the Monte Carlo Rally for the second successive year. His nearest rival was Toivonen (Citroën), who had over 10 secs. to make up in 3 laps of the G.P. circuit. This was asking rather too much. Aaltonen, in third place, could not touch the Swede either, so unless something very dramatic happened, the order would remain unchanged.

Interest in the earlier events lay in possible classification changes. The Coupe des Dames seemed to be safely in the hands of Sylvia Osterberg (Volvo), who had over 29 secs. advantage from the redoubtable Ewy Rosqvist (Mercedes-Benz). Third lay

lost his brakes, and charged over the straw bales at the gas works, scattering officials right and left. Peter Procter sailed away with this race (6 mins. 36.7secs.), his nearest rival being Ingier's Saab with 7 mins. 00.3 secs. Hunt's Sunbeam was the best of the next lot, the 18-year-old driver putting up a splendid show for his first appearance on a racing circuit.

Vinatier in his noisy Ford-France Anglia had to work hard to gain just over a second on young Allan Allard (Allardette), and Raymond Baxter (M.G. 1100) stayed all the way with Soderstrom's Cooper-Mini.

Burke (Sunbeam) was quickest in the 4th event (6 mins. 50.3 secs.), followed by Henry Taylor (Ford) and Peter Bolton (Volvo). Incidentally, Bolton's co-driver was Ninian Sanderson!

Tiny Lewis (Sunbeam) would have been quickest in the 5th event, but his brake master cylinder burst. Pauline Mayman was immaculate, to return 6 mins. 53.9 secs. with the Cooper-Mini—faster than John Sprinzel (Vitesse), 7 mins. 00.5 secs. and Ewy Rosqvist (Mercedes), 7 mins. 00.7 secs.

In the following series, Sydney Allard pushed the blown Allardette round in 6 mins. 52.9 secs., to defeat the Triumph Vitesses of Vic Elford and Mike Sutcliffe, Schlessler's Zodiac and Mabbs's Cooper-Mini. Thuner walked away with event 7, returning 6 mins. 22.2 secs. with the TR4, and Jopp did an impressive 6 mins. 32.4 secs. with the noisy big Falcon.

Harper (Sunbeam) and Andersson (Volvo) had a tremendous battle in race 8, their times being 6 mins. 33.0 secs. and 6 mins. 31.3 secs. respectively.

The last heat provided the most excitement—especially when Makinen (Austin-Healey) overtook Ljungfeldt's Falcon to do 6 mins. 13.9 secs. However, this was not fast enough to beat Hans Walter, whose Porsche did 6 mins. 01.8 secs.

Ewy Rosqvist felt that Sylvia Osterberg had presented her with the Coupe des Dames. Best performance in the G.T. category went to Christabel Carlisle and Timo Makinen (Austin-Healey). B.M.C. had an excellent rally, and Sunbeam's Peter Harper/Ian Hall collected several awards.

The rally was a complete triumph for front-drive and disc brakes, the first seven cars being so fitted. Carlsson ran throughout on Dunlop tyres, but Ewy Rosqvist was on German Continentals.

Paddy Hopkirk enhanced claims of being the world's leading special test exponent. In the speed and manoeuvrability contest, his Cooper-Mini led with 1 min. 12.37 secs., next being Thuner's TR4 (1 min. 13.8 secs.), Morrison (Morris-Mini) with 1 min. 13.52 secs. and Vernaev (Cooper-Mini), 1 min. 15.37 secs. Raymond Baxter (M.G.) was sixth—just behind Aaltonen's Cooper-Mini. British cars occupied the first seven places.

Amongst those penalized for doing it all wrong were Jopp (Falcon), Ljungfeldt (Falcon), Makinen (Austin-Healey), José Behra (N.S.U.) and Gunnar Andersson (Volvo).

Five days behind the first arrivals came some of the Athens starters. Karl Richardson/Hon. Mrs. Richardson were accompanied by their two young sons. They spent hours digging themselves out, and towing other competitors.

Arriving in Monaco with most of their luggage, it was rather thick that they should be criticized severely and audibly for not wearing evening dress at the gala ball. Louis Chiron had relented and let them take their seats, but there was no reason for Parker, the R.A.C. delegate, to suggest that being improperly dressed, they should not have come. In point of fact, dozens of Continental competitors turned up in lounge suits!

Nevertheless, this was one of the greatest "Montes" ever, and I cannot recollect another event where a complete entry was prevented from reaching the first time control.

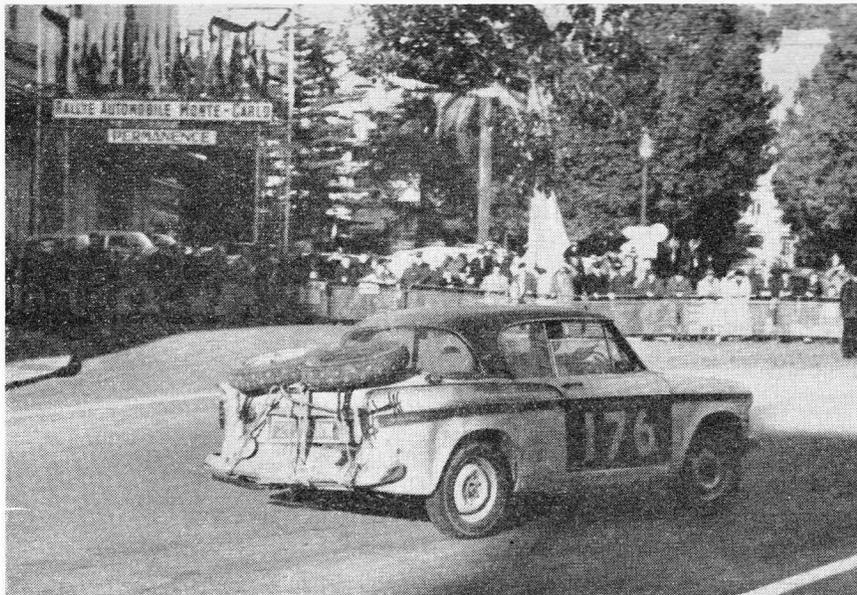
## THE RESULTS . . .

### LEADING AWARDS

**Prince Rainier Cup** (Outright winners). Eric Carlsson/Gunnar Palm (Saab).  
**Charles Faroux Trophy** (Teams). Citroën (Bianchi, Verrier and Neyret).  
**Coupe des Dames**. Ewy Rosqvist/Ursula Wirth (Mercedes-Benz).  
**Autosport Trophy**. Geoff Mabbs/Mike Wood (Cooper-Mini).  
**C.S. de l'I.S.C. Trophy** (G.T.) Christabel Carlisle/Timo Makinen (Austin-Healey).

### Starting Controls

**Stockholm**: Carlsson/Palm (Saab).  
**Monte Carlo**. R. Neyret/J. Terramorsi (Citroën).  
**Glasgow**. Sydney Allard/Tom Fisk (Allardette).  
**Frankfurt**. Peter Harper/Ian Hall (Sunbeam).  
**Paris**. Lucien Bianchi/J. Ogier (Citroën).  
**Warsaw**. P. Gele/Annie Soisbault (DKW).  
**Lisbon**. Nil.  
**Athens**. Nil.  
**A.C. of Monaco**. Peter Jopp/T. Jarman (Ford Falcon).  
**Monte Carlo Trophy**. E. Böhlinger/P. Lang (Mercedes Benz).  
**Monaco Town Cup** (G.T. circuit). Hans Walter (Porsche).  
**Challenge Anthony Noghes**. Peter Harper/Ian Hall (Sunbeam).  
**B.T.D. and R.D.A. Cup**. Christabel Carlisle (Austin-Healey).  
**Hotchkiss Trophy** (unnominated teams). Saab.  
**R.A.C. Challenge Trophy**. Paddy Hopkirk/Jack Scott (Cooper Mini).  
**B.A.R.C. Cup**. Christabel Carlisle/T. Makinen (Austin-Healey).



*MUCH-MODIFIED rear end was sported by Ernest Hunt's Rapier at Monte Carlo.*

Britain's Pauline Mayman/Valerie Domleo in their Cooper-Mini. As it happened, the unlucky Sylvia Osterberg smacked the barricade hard at Ste Devote, and severely damaged the rear of her Volvo, to trail round in a time of 7 mins. 43.8 secs. Earlier, the Mercedes girl had achieved 7 mins. 00.7 secs., so on the basis of a mark per second, Mrs. Rosqvist took the Coupe des Dames.

In the first event, A. Andersen (Volvo)

Toivonen had no hope of catching Carlsson, whose highly polished Saab did 6 mins. 38.6 secs., against the 6 mins. 5.12 secs. of the blue Citrcën. Vernaev was faster than Hopkirk, whilst Böhlinger did a splendid 6 mins. 30.6 secs. So Eric Carlsson and Gunnar Palm confirmed their victory in the immaculately prepared Saab. Citroën took great credit for their team victory, but

GENERAL CLASSIFICATION

1, E. Carlsson/G. Palm (Saab)\*, Road Penalties 0, Technical Penalties 0, Total Penalties 2992.489;  
 2, P. Toivonen/A. Jarva (Citroën)\*, 0, 0, 3014.846;  
 3, R. Aaltonen/T. Aarnio (Morris)\*, 0, 0, 3055.077;  
 4, L. Bianchi/J. C. Ogier (Citroën), 0, 0, 3101.240;  
 5, R. Neyret/J. Terramorsi (Citroën), 0, 0, 3106.324;  
 6, P. Hopkirk/J. Scott (Morris), 0, 0, 3110.285;  
 7, R. De Lageneste/D. Genestoux (Citroën), 0, 0, 3162.014; 8, O. Dahl/L. Haag (Volvo), 0, 0, 3182.000; 9, G. Andersson/W. Karlsson (Volvo), 0, 0, 3218.600; 10, G. Verrier/"Alec" (Citroën), 0, 0, 3228.620; 11, E. Böhlinger/P. Lang (Mercedes\*), 0, 0, 3232.355; 12, O. Vilkas/E. Vainola (Mercedes), 0, 0, 3272.162; 13, C. Carlisle/T. Makinen (Austin-Healey\*), 0, 0, 3272.432; 14, P. Gele/A. Soisbault (DKW), 0, 0, 3289.568; 15, E. Gjolberg/K. Karlan (Skoda\*), 0, 0, 3316.420; 16, E. Rosqvist/U. Wirth (Mercedes), 0, 0, 3329.140; 17, P. Harper/I. Hall (Sunbeam\*), 0, 0, 3335.520; 18, G. Mabbs/M. Wood (Austin), 0, 0, 3335.676; 19, H. Greder/M. De Lalande (Ford), 0, 0, 3338.492; 20, S. Osterberg/I. Edenring (Volvo), 0, 0, 3342.580; 21, R. Knoll/R. Kreder (Mercedes), 0, 0, 3345.896; 22, H. Kristiansen/E. Nagell (Ford), 0, 0, 3391.728; 23, T. Noren/L. Askersrud (Volvo), 0, 0, 3402.520; 24, V. Elfjord/M. Butler (Triumph), 0, 0, 3411.765; 25, J. Schlessor/C. Leguezec (Ford), 0, 0, 3443.088; 26, J. Joly/Tristan (Citroën), 0, 0, 3447.994; 27, A. Spitten/A. Brain (Volvo), 120, 0, 3454.900; 28, P. Mayman/V. Domleo (Morris), 60, 0, 3474.563; 29, R. Slotemaker/J. Bootz (Simca), 120, 0, 3490.304; 30, A. Ingier/F. Jacobsen (Saab), 240, 0, 3493.122; 31, I. Lewis/A. Kynoch (Sunbeam), 150, 0, 3538.602; 32, J. Unnerud/A. Agnalt (Citroën), 300, 50, 3544.578; 33, S. Allard/T. Fisk (Allardette\*), 0, 0, 3584.845; 34, P. Riley/T. Nash (Ford), 60, 0, 3584.880; 35, P. Jopp/T. Jarman (Ford Falcon)\*, 390, 0, 3657.295; 36, H. Taylor/B. Melia (Ford), 180, 0, 3683.952; 37, J. Nielsen/H. Henriksen (Alfa Romeo), 300, 0, 3685.832; 38, H. Walter/E. Stock (Porsche)\*, 420, 0, 3690.832; 39, J. Virgin/F. Sager (Volvo), 300, 0, 3692.900; 40, C. Laurent/J. Coolen (DKW), 360, 0, 3718.482; 41, J. Vernaeve/G. Staepelmaere (Austin), 420, 30, 3795.692; 42, B. Söderström/H. Liddon (Morris), 600, 0, 3880.773; 43, B. Ljungfeldt/G. Haggbom (Ford Falcon), 930, 0, 3898.144; 44, L. Morrison/B. Culcheth (Morris)\*, 600, 0, 3943.312; 45, K. Gudim/H. Bengtson (Volkswagen), 540, 0, 3966.900; 46, F. Riess/H. Wencher (Mercedes), 420, 0, 3967.761; 47, J.-J. Thuner/J. M. Gretener (Triumph), 540, 0, 3997.536; 48, G. Lintignac/H. Bernard (Renault), 660, 0, 4075.931; 49, J. Vinatier/R. Masson (Ford), 720, 0, 4284.492; 50, G. McLean/S. Nordell (Renault), 840, 0, 4306.744; 51, A. Allard/R. Mackie (Allardette), 780, 0, 4424.808; 52, C. Syberg/A. Guldmark (Volvo), 900, 0, 4503.886; 53, H. Marang/D. Manoukian (Renault), 840, 80, 4529.099; 54, P. Bolton/N. Sanderson (Volvo), 1020, 0, 4548.120; 55, P. Ekholdt/H. Olsen (Saab), 1140, 15, 4551.588; 56, P. Procter/D. Mabbs (Sunbeam) 1200, 0, 4556.848; 57, H. Ingier/N. Hagen (Volvo), 1260, 0, 4696.760; 58, C. Lundsteen/T. Rasmussen (Opel), 960, 0, 4698.912; 59, I. Wollert/H. Ljungqvist (Saab), 1170, 30, 4700.401; 60, J. Sprinzel/S. Actman (Triumph), 1320, 0, 4793.873; 61, H. Laurent/J.-P. Hanrioud (Renault), 1260, 0, 4833.127; 62, M. Balas/G. Chevron (Mercedes), 1680, 10, 5105.410; 63, A. Kling/P. Maier (DKW), 1740, 0, 5148.581; 64, H. Perrier/Du Peuty (Volvo), 1620, 0, 5174.600; 65, D. Astle/P. Roberts (Reliant), 1560, 0, 5187.580; 66, J. Gulbrandsen/S. Stensrud (Mercedes), 1620, 0, 5272.558; 67, E. Hunt/R. Mac (Sunbeam), 1740, 40, 5348.150; 68, R. Baxter/E. Macmillan (M.G. "1100"), 1860, 30, 5458.608; 69, R. Nellemann/C. Nielsen (Ford), 1860, 0, 5484.878; 70, J. P. Manzoni/H. Melot (Renault), 1740, 0, 5491.249; 71, R. Jones/P. Morgan (M.G. Midget), 1980, 0, 5534.124; 72, R. Baecklund/N. Falk (Volvo), 2100, 0, 5580.700; 73, R. Gorriss/H. de Man (Simca), 1980, 0, 5622.911; 74, C. Perdureau/J. Aicard (Renault), 1890, 150, 5626.468; 75, R. Buran/A. Zachariassen (Saab), 2340, 0, 5747.996; 76, F. Pretscher/G. Hruschka (Skoda), 2250, 0, 5851.156; 77, G. Raschig/K. Pannowitz (DKW), 2520, 0, 5879.338; 78, M. Sutcliffe/R. Fidler (Triumph), 2520, 0, 5887.305; 79, G. de Andres/M.

Soler (Alfa Romeo), 3180, 0, 5915.058; 80, J. Behra/J.-P. Behra (N.S.U.\*), 2040, 0, 5959.300; 81, J. Bullough/G. Lomax (Sunbeam), 2340, 0, 6016.828; 82, C. Wyndham/K. Reynolds (Vauxhall), 2400, 40, 6151.155; 83, H. Burke/M. Daghorn (Sunbeam), 2640, 0, 6177.914; 84, S. Olamo/K. Leivo (Alfa Romeo), 3060, 0, 6466.811; 85, J. Nielsen/O. B. Olsen (Ford), 3120, 0, 6582.160; 86, O. Rosenblatt/F. Honhof (Simca), 2820, 30, 6617.384; 87, S. Fabregas Bas/Celery (Citroën), 2760, 20, 6630.314; 88, R. Holmes/G. Turner (Vauxhall), 2880, 0, 6656.386; 89, L. Schou Nilsen/Anlindqvist (Skoda),

2820, 0, 6723.392; 90, L. Gillmo/L. Berggren (Volvo), 3480, 0, 6725.020; 91, A. Bouly/J. Inzermini (Lancia), 2940, 0, 6822.192; 92, I. Baillie/D. Davenport (Vauxhall), 3300, 30, 7032.752; 93, R. Joss/D. Pratt (Rover), 3420, 70, 7945.956; 94, A. Fisher/D. Skeffington (Reliant), 4950, 0, 9715.280; 95, L. Chardin/B. Pasquier (Alfa Romeo), 540, 0, 9742.576; 96, A. Andersen/J. Moller Halvors (Volvo), 960, 0, 9848.300; 97, G. Nicolas/J. L. Pons (Renault), 1020, 0, 10146.980; 98, G. Kolwes/Heine (Volvo), 2640, 0, 11981.100.

\* Class winners.

SPECIAL TEST TIMES

	1st	2nd	3rd	4th	5th	6th
G. de Andres (Alfa Romeo)	54 m. 20 s.	43 m. 27 s.	18 m. 26 s.	08 m. 22 s.	29 m. 49 s.	08 m. 38 s.
H. Burke (Sunbeam)	51 m. 30 s.	40 m. 00 s.	16 m. 38 s.	08 m. 19 s.	29 m. 54 s.	08 m. 25 s.
G. Mabbs (Austin)	48 m. 30 s.	39 m. 12 s.	15 m. 50 s.	08 m. 02 s.	27 m. 33 s.	08 m. 05 s.
P. Riley (Ford)	48 m. 31 s.	39 m. 27 s.	15 m. 26 s.	07 m. 54 s.	28 m. 35 s.	08 m. 07 s.
J. Schlessor (Ford)	49 m. 03 s.	38 m. 35 s.	16 m. 12 s.	08 m. 00 s.	28 m. 02 s.	07 m. 50 s.
J. Sprinzel (Triumph)	51 m. 35 s.	39 m. 11 s.	15 m. 50 s.	08 m. 07 s.	28 m. 26 s.	07 m. 58 s.
J.-J. Thuner (Triumph)	48 m. 00 s.	37 m. 20 s.	15 m. 33 s.	07 m. 42 s.	26 m. 23 s.	07 m. 14 s.
L. Bianchi (Citroën)	43 m. 01 s.	34 m. 35 s.	13 m. 59 s.	07 m. 20 s.	25 m. 33 s.	07 m. 42 s.
M. Sutcliffe (Triumph)	46 m. 58 s.	36 m. 15 s.	15 m. 09 s.	07 m. 56 s.	27 m. 18 s.	08 m. 09 s.
J.-P. Manzoni (Renault)	51 m. 34 s.	45 m. 56 s.	18 m. 28 s.	08 m. 36 s.	30 m. 19 s.	08 m. 46 s.
H. Marang (Renault)	52 m. 05 s.	40 m. 39 s.	20 m. 04 s.	08 m. 46 s.	29 m. 29 s.	07 m. 47 s.
V. Elfjord (Triumph)	48 m. 10 s.	38 m. 00 s.	15 m. 02 s.	07 m. 56 s.	27 m. 10 s.	07 m. 47 s.
A. Bouly (Lancia)	52 m. 12 s.	39 m. 36 s.	18 m. 37 s.	08 m. 08 s.	28 m. 07 s.	08 m. 08 s.
L. Chardin (Alfa Romeo)	51 m. 46 s.	40 m. 24 s.	18 m. 12 s.	08 m. 07 s.	28 m. 34 s.	08 m. 13 s.
C. Syberg (Volvo)	51 m. 30 s.	39 m. 42 s.	17 m. 37 s.	08 m. 26 s.	29 m. 41 s.	08 m. 38 s.
Pauline Mayman (Mrs.) (Morris)	51 m. 01 s.	39 m. 53 s.	16 m. 22 s.	08 m. 07 s.	27 m. 54 s.	07 m. 54 s.
P. Procter (Sunbeam)	47 m. 47 s.	38 m. 39 s.	17 m. 13 s.	08 m. 54 s.	26 m. 32 s.	07 m. 27 s.
H. Hopkirk (Morris)	45 m. 49 s.	35 m. 36 s.	14 m. 57 s.	07 m. 15 s.	25 m. 52 s.	07 m. 16 s.
P. Hunter (Renault)	51 m. 22 s.	42 m. 25 s.	17 m. 49 s.	08 m. 25 s.	29 m. 20 s.	08 m. 36 s.
G. Nicolas (Renault)	49 m. 26 s.	39 m. 37 s.	18 m. 28 s.	08 m. 18 s.	30 m. 12 s.	08 m. 16 s.
J. Joly (Citroën)	46 m. 36 s.	36 m. 58 s.	17 m. 28 s.	08 m. 05 s.	29 m. 45 s.	08 m. 55 s.
Christabel Carlisle (Austin-H.)	41 m. 49 s.	35 m. 08 s.	17 m. 08 s.	07 m. 02 s.	25 m. 35 s.	07 m. 01 s.
S. Fabregas Bas (Citroën)	55 m. 04 s.	44 m. 12 s.	18 m. 55 s.	08 m. 41 s.	31 m. 12 s.	09 m. 03 s.
J. Vernaeve (Austin)	48 m. 54 s.	38 m. 54 s.	16 m. 33 s.	07 m. 15 s.	25 m. 44 s.	07 m. 26 s.
G. Verrier (Citroën)	45 m. 26 s.	35 m. 21 s.	16 m. 03 s.	07 m. 25 s.	26 m. 49 s.	07 m. 36 s.
H. Perrier (Volvo)	50 m. 24 s.	40 m. 44 s.	17 m. 55 s.	08 m. 20 s.	28 m. 46 s.	07 m. 21 s.
P. Harper (Sunbeam)	48 m. 05 s.	39 m. 56 s.	15 m. 58 s.	07 m. 36 s.	26 m. 44 s.	08 m. 19 s.
G. Kolwes (Volvo)	54 m. 33 s.	41 m. 39 s.	18 m. 15 s.	08 m. 14 s.	29 m. 06 s.	07 m. 32 s.
I. Lewis (Sunbeam)	47 m. 34 s.	38 m. 03 s.	15 m. 43 s.	08 m. 07 s.	27 m. 39 s.	08 m. 15 s.
D. Astle (Reliant)	48 m. 56 s.	38 m. 41 s.	17 m. 35 s.	07 m. 49 s.	27 m. 57 s.	08 m. 15 s.
J. Bullough (Sunbeam)	53 m. 33 s.	42 m. 03 s.	16 m. 05 s.	08 m. 42 s.	30 m. 44 s.	09 m. 05 s.
A. Allard (Allardette)	49 m. 40 s.	38 m. 56 s.	17 m. 34 s.	08 m. 25 s.	28 m. 45 s.	08 m. 24 s.
R. Joss (Rover)	122 m. 08 s.	43 m. 14 s.	17 m. 39 s.	14 m. 53 s.	29 m. 08 s.	07 m. 24 s.
L. Morrison (Morris)	46 m. 53 s.	36 m. 31 s.	15 m. 46 s.	07 m. 35 s.	26 m. 00 s.	07 m. 55 s.
R. Jones (M.G.)	49 m. 22 s.	40 m. 13 s.	15 m. 12 s.	07 m. 54 s.	28 m. 28 s.	08 m. 22 s.
P. Bolton (Volvo)	52 m. 09 s.	40 m. 33 s.	15 m. 17 s.	08 m. 19 s.	28 m. 28 s.	07 m. 56 s.
A. Fisher (Reliant)	98 m. 00 s.	42 m. 22 s.	16 m. 01 s.	08 m. 09 s.	28 m. 30 s.	07 m. 44 s.
E. Hunt (Sunbeam)	49 m. 42 s.	40 m. 34 s.	17 m. 59 s.	08 m. 44 s.	29 m. 30 s.	08 m. 03 s.
S. Allard (Allard)	49 m. 32 s.	39 m. 12 s.	16 m. 49 s.	07 m. 59 s.	27 m. 44 s.	09 m. 12 s.
J. Behra (N.S.U.)	54 m. 58 s.	43 m. 11 s.	18 m. 29 s.	08 m. 51 s.	30 m. 44 s.	08 m. 15 s.
H. Taylor (Ford)	48 m. 26 s.	39 m. 39 s.	16 m. 23 s.	08 m. 15 s.	28 m. 36 s.	07 m. 37 s.
R. Neyret (Citroën)	42 m. 26 s.	33 m. 42 s.	15 m. 13 s.	07 m. 28 s.	25 m. 46 s.	08 m. 19 s.
G. Lintignac (Renault)	50 m. 12 s.	39 m. 58 s.	16 m. 30 s.	07 m. 59 s.	31 m. 03 s.	08 m. 46 s.
C. Perdureau (Renault)	53 m. 11 s.	41 m. 42 s.	16 m. 53 s.	08 m. 15 s.	31 m. 03 s.	07 m. 25 s.
P. Jopp (Ford)	45 m. 47 s.	36 m. 18 s.	14 m. 54 s.	07 m. 50 s.	26 m. 51 s.	07 m. 25 s.
B. Ljungfeldt (Ford)	40 m. 42 s.	32 m. 50 s.	12 m. 59 s.	06 m. 49 s.	24 m. 55 s.	06 m. 57 s.
H. Balas (Mercedes)	47 m. 33 s.	37 m. 04 s.	16 m. 34 s.	08 m. 09 s.	28 m. 06 s.	08 m. 12 s.
H. Ingier (Volvo)	45 m. 12 s.	41 m. 34 s.	16 m. 41 s.	07 m. 29 s.	30 m. 18 s.	08 m. 15 s.
P. Toivonen (Citroën)	40 m. 54 s.	33 m. 15 s.	13 m. 46 s.	07 m. 13 s.	25 m. 22 s.	07 m. 23 s.
G. Andersson (Volvo)	42 m. 26 s.	36 m. 04 s.	14 m. 54 s.	07 m. 38 s.	27 m. 08 s.	07 m. 28 s.
A. Kling (D.K.W.)	48 m. 50 s.	30 m. 30 s.	16 m. 30 s.	08 m. 25 s.	29 m. 01 s.	08 m. 27 s.
H. Kristiansen (Ford)	46 m. 46 s.	38 m. 28 s.	16 m. 52 s.	08 m. 15 s.	28 m. 14 s.	07 m. 57 s.
Sylvia Osterberg (Volvo)	44 m. 48 s.	37 m. 50 s.	15 m. 28 s.	07 m. 50 s.	30 m. 02 s.	09 m. 11 s.
Miss L. Schou Nilsen (Skoda)	48 m. 17 s.	39 m. 43 s.	35 m. 47 s.	08 m. 17 s.	29 m. 06 s.	08 m. 28 s.
P. Ekholdt (Saab)	49 m. 43 s.	39 m. 35 s.	16 m. 37 s.	08 m. 17 s.	27 m. 33 s.	08 m. 11 s.
J. Nielsen (Alfa Romeo)	46 m. 59 s.	37 m. 30 s.	14 m. 55 s.	08 m. 09 s.	27 m. 25 s.	07 m. 54 s.
H. Greder (Ford)	46 m. 13 s.	37 m. 42 s.	15 m. 29 s.	07 m. 50 s.	27 m. 27 s.	08 m. 44 s.
S. Olamo (Alfa Romeo)	46 m. 59 s.	38 m. 29 s.	15 m. 37 s.	08 m. 33 s.	28 m. 27 s.	08 m. 44 s.
I. Wollert (Saab)	48 m. 44 s.	39 m. 58 s.	17 m. 17 s.	08 m. 29 s.	28 m. 45 s.	09 m. 00 s.
J. Gulbrandsen (Mercedes)	50 m. 41 s.	41 m. 15 s.	17 m. 58 s.	08 m. 46 s.	30 m. 18 s.	08 m. 48 s.
A. Spiten (Volvo)	45 m. 37 s.	38 m. 00 s.	15 m. 24 s.	08 m. 17 s.	27 m. 51 s.	08 m. 21 s.
B. Söderström (Morris)	43 m. 45 s.	36 m. 32 s.	15 m. 32 s.	08 m. 22 s.	29 m. 31 s.	10 m. 19 s.
C. Lundsteen (Opel)	51 m. 18 s.	41 m. 04 s.	17 m. 28 s.	08 m. 23 s.	29 m. 15 s.	08 m. 38 s.
J. Virgin (Volvo)	47 m. 45 s.	37 m. 34 s.	15 m. 44 s.	08 m. 35 s.	27 m. 58 s.	08 m. 29 s.
R. Holmes (Vauxhall)	53 m. 22 s.	46 m. 10 s.	16 m. 56 s.	08 m. 34 s.	30 m. 30 s.	08 m. 22 s.
R. Baxter (M.G.)	51 m. 45 s.	44 m. 11 s.	17 m. 12 s.	08 m. 22 s.	28 m. 12 s.	08 m. 10 s.
Ewy Rosqvist (Mercedes)	47 m. 40 s.	36 m. 20 s.	14 m. 43 s.	08 m. 07 s.	27 m. 31 s.	07 m. 59 s.
J. Unnerud (Citroën)	44 m. 08 s.	35 m. 16 s.	14 m. 17 s.	07 m. 29 s.	26 m. 30 s.	07 m. 39 s.
E. Jørgberg (Skoda)	45 m. 37 s.	37 m. 48 s.	15 m. 50 s.	08 m. 05 s.	28 m. 16 s.	08 m. 14 s.
R. de Lageneste (Citroën)	34 m. 19 s.	34 m. 53 s.	14 m. 02 s.	07 m. 27 s.	27 m. 10 s.	07 m. 46 s.
K. Gudim (Volkswagen)	44 m. 19 s.	36 m. 22 s.	16 m. 26 s.	08 m. 23 s.	31 m. 09 s.	08 m. 46 s.
C. Wyndham (Vauxhall)	53 m. 25 s.	41 m. 56 s.	16 m. 35 s.	07 m. 59 s.	32 m. 54 s.	08 m. 11 s.
T. Noren (Volvo)	46 m. 21 s.	38 m. 19 s.	15 m. 40 s.	08 m. 27 s.	29 m. 09 s.	08 m. 37 s.
J. Vinatier (Ford)	47 m. 52 s.	39 m. 31 s.	16 m. 34 s.	08 m. 22 s.	28 m. 47 s.	09 m. 00 s.
L. Gillmo (Volvo)	45 m. 32 s.	36 m. 33 s.	14 m. 48 s.	07 m. 48 s.	27 m. 30 s.	07 m. 52 s.
O. Rosenblatt (Simca)	54 m. 31 s.	42 m. 33 s.	18 m. 43 s.	08 m. 44 s.	31 m. 01 s.	09 m. 07 s.
E. Carlsson (Saab)	46 m. 41 s.	42 m. 39 s.	14 m. 05 s.	07 m. 12 s.	25 m. 36 s.	07 m. 18 s.
G. MacLean (Renault)	46 m. 15 s.	38 m. 24 s.	16 m. 44 s.	13 m. 32 s.	29 m. 28 s.	08 m. 41 s.
D. Olle (Volvo)	43 m. 51 s.	36 m. 29 s.	13 m. 54 s.	08 m. 14 s.	26 m. 24 s.	07 m. 59 s.
R. Nellemann (Ford)	49 m. 09 s.	40 m. 25 s.	15 m. 26 s.	08 m. 03 s.	29 m. 11 s.	08 m. 42 s.
R. Aaltonen (Morris)	43 m. 19 s.	35 m. 55 s.	14 m. 22 s.	07 m. 52 s.	25 m. 24 s.	07 m. 27 s.
O. Vilkas (Mercedes)	45 m. 38 s.	36 m. 54 s.	14 m. 21 s.	07 m. 54 s.	27 m. 12 s.	07 m. 55 s.
H. Walter (Porsche)	44 m. 24 s.	35 m. 27 s.	14 m. 53 s.	07 m. 14 s.	25 m. 48 s.	07 m. 10 s.
R. Knoll (Mercedes)	49 m. 19 s.	41 m. 47 s.	14 m. 15 s.	07 m. 46 s.	27 m. 07 s.	07 m. 38 s.
I. Baillie (Vauxhall)	52 m. 51 s.	41 m. 44 s.	15 m. 50 s.	08 m. 49 s.	31 m. 59 s.	09 m. 15 s.
F. Riess (Mercedes)	48 m. 47 s.	39 m. 05 s.	16 m. 07 s.	08 m. 24 s.	30 m. 26 s.	08 m. 38 s.
A. Ingier (Saab)	45 m. 02 s.	35 m. 59 s.	15 m. 25 s.	09 m. 04 s.	27 m. 10 s.	08 m. 26 s.
A. Andersen (Volvo)	44 m. 43 s.	36 m. 34 s.	14 m. 45 s.	09 m. 00 s.	29 m. 08 s.	08 m. 25 s.
E. Böhlinger (Mercedes)	48 m. 04 s.	35 m. 24 s.	14 m. 39 s.	07 m. 20 s.	26 m. 29 s.	07 m. 09 s.
C. Laurent (D.K.W.)	50 m. 55 s.	39 m. 02 s.	17 m. 54 s.	08 m. 28 s.	29 m. 01 s.	08 m. 36 s.
R. Buran (Saab)	48 m. 06 s.	39 m				

# COOPER'S

## NEW FORMULA JUNIOR CAR

THE announcement of a new Cooper racing car is always an event of importance. The 1963 Junior, which is also adaptable to Formula 2, is particularly interesting because it can be ordered with Hydrolastic suspension. Last year's racing cars were lagging behind the more advanced touring cars in suspension technique, and so it is a great credit to Coopers that they have adapted the pitch-free ride to racing requirements.

The tubular space frame has been improved from experience and is constructed from 16 g. tubes of 1½ in. and 1 in. diameter. Two of the main tubes carry the water circulation and the other two are for oil. The wishbones, front and rear, have Rose ball-joints at their outboard ends and Vandervell bushes inboard. There is an additional adjustable link to set the "steering" of the rear wheels, as on the existing Grand Prix car.

One of the main objects of the new suspension is to avoid dipping on acceleration and braking. The rear wishbones have their inboard pivots inclined to give a rearward movement to the wheel as it rises. In other words, the suspension travel has a 9 deg. rearward tilt. Similarly, the front suspension has a forward tilt of 3 deg. It must be understood that this forward inclination does not affect the caster angle of the steering pivots, which remains at 9 deg. to the rear as heretofore.

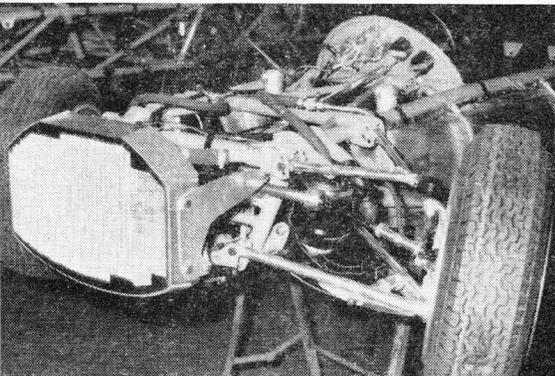
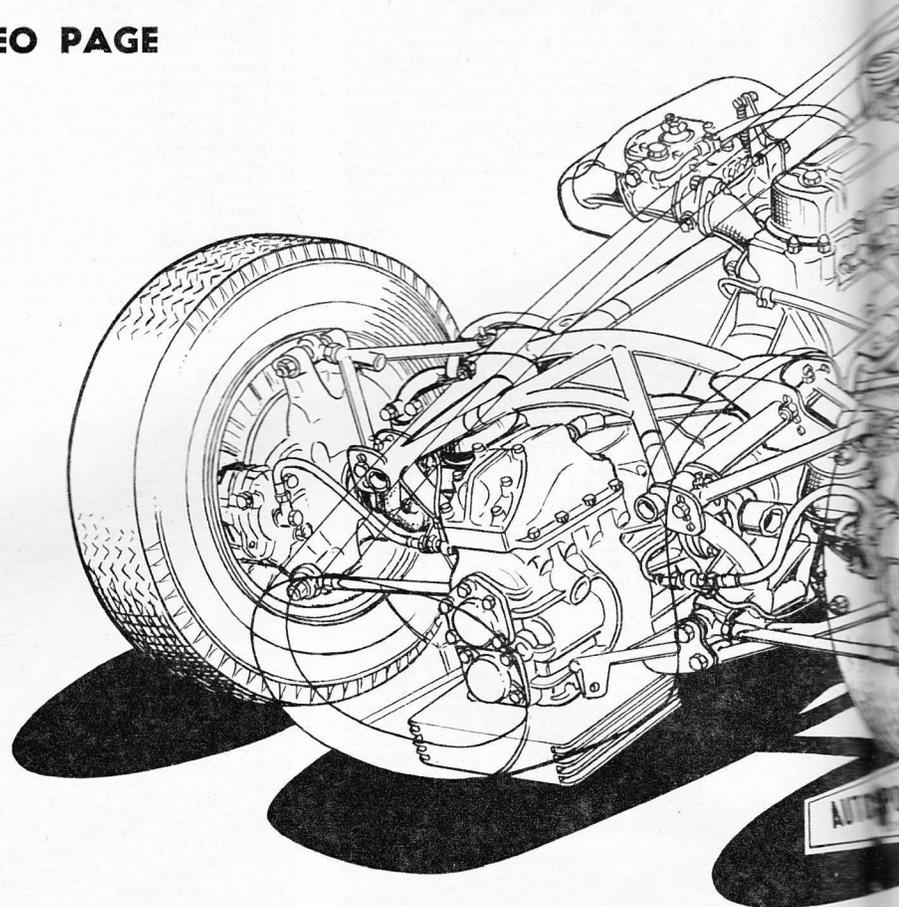
Ordinary helical spring struts may be used on this suspension system. However, the arrangement now under development employs Alex Moulton's rubber units, coupled from front to rear by small diameter water pipes. These units are similar to those on the Morris 1100 but they are naturally smaller. As this suspension requires a small movement and a high leverage, extra duralumin arms, pivoting on roller bearings, are coupled to the bottom wishbones and apply the "drive" to the Hydrolastic system. A racing car which does not pitch or dip must fundamentally give more consistent handling response.

**Described by**

**JOHN BOLSTER**

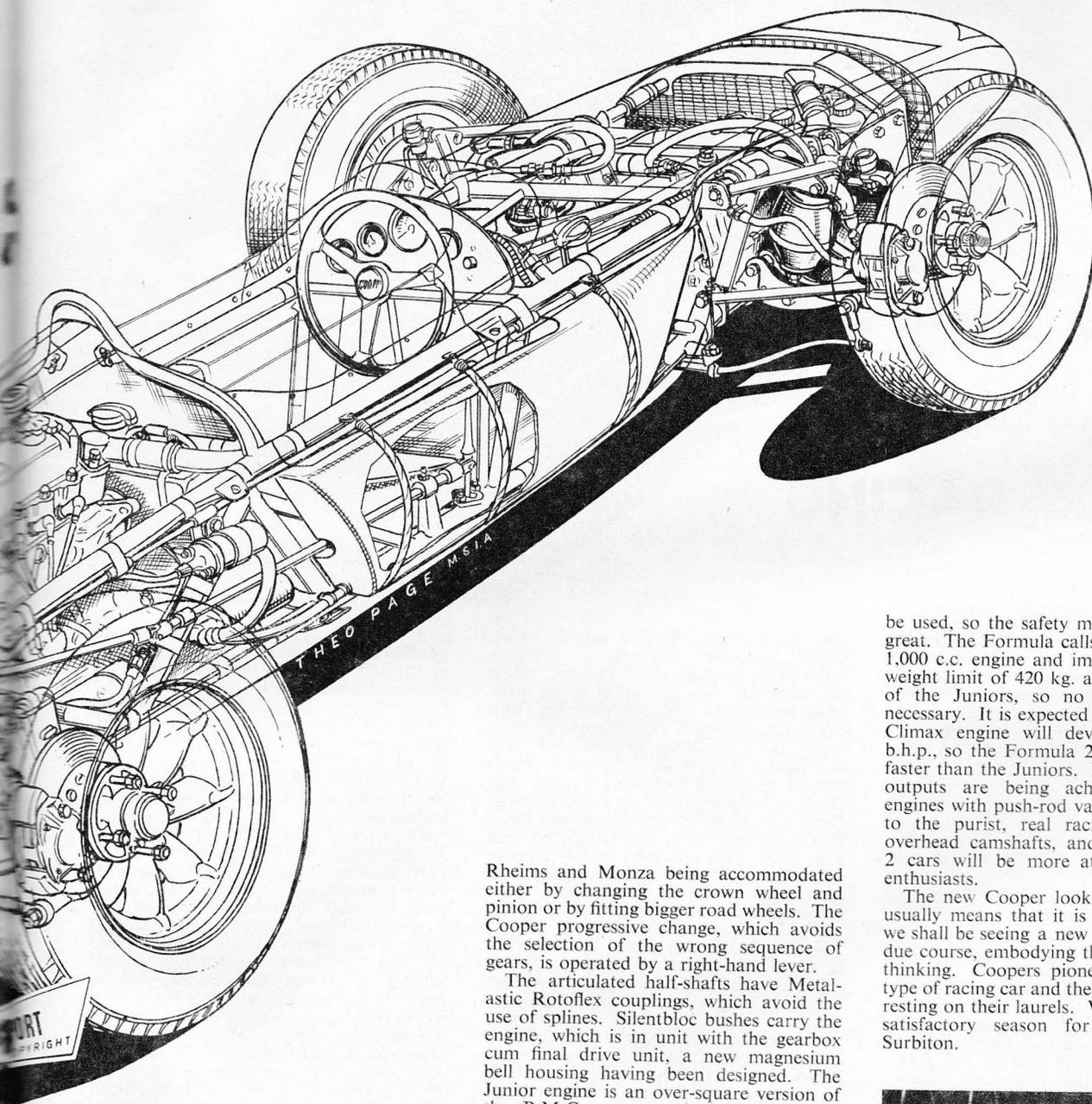
**Specially drawn for AUTOSPORT**

**by THEO PAGE**



The car rides on wide-base magnesium wheels, with 5½ ins. rims, shod with 4.50×13 ins. and 5.50×13 ins. Dunlop tyres at the front and rear respectively. The disc brakes are outboard all round with

**FRONT SUSPENSION**



Lockheed twin master cylinder operation and Cooper-Mini type calipers. The steering is by a Cooper rack and pinion gear.

A really reliable gearbox is most important, and this component has been developed from the type used with success on the Tyrrell cars last season. The basis is still the Citroën aluminium casting, and this has a shallower and wider magnesium sump than before, as it is carried a little lower. A full pressure lubrication system is employed. The pinion for the six indirect speeds are all straight cut, as are the crown wheel and pinion. There is no need to change the ratio for any British circuit and at Monaco one simply uses the four lowest speeds,

Rheims and Monza being accommodated either by changing the crown wheel and pinion or by fitting bigger road wheels. The Cooper progressive change, which avoids the selection of the wrong sequence of gears, is operated by a right-hand lever.

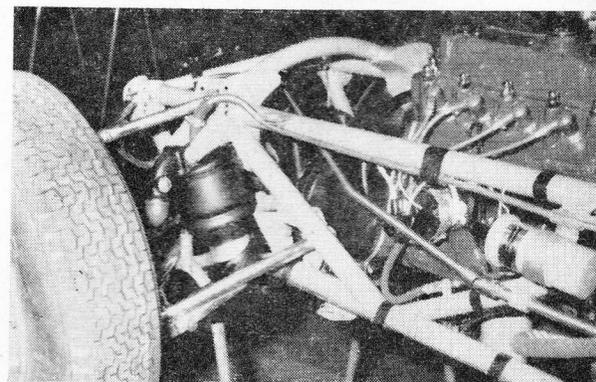
The articulated half-shafts have Metalastic Rotoflex couplings, which avoid the use of splines. Silentbloc bushes carry the engine, which is in unit with the gearbox cum final drive unit, a new magnesium bell housing having been designed. The Junior engine is an over-square version of the B.M.C. power unit, the crankshaft having the 2.68 ins. stroke of the standard (not Cooper) Mini. The block has been "stretched" to take a 2.8 ins. bore but the cylinder head still has siamesed ports. This engine is now giving 98 b.h.p. at 7,800 r.p.m.

Very attractive lines have been achieved in the body, the car being the best looking Junior yet. The remaining details follow those of the Tyrrell cars raced last year.

The Formula 2 version of the car will have an entirely new twin overhead camshaft short-stroke Coventry Climax engine. Formula 1 drive shafts and wishbones will

be used, so the safety margin will be very great. The Formula calls for four-cylinder 1,000 c.c. engine and imposes a minimum weight limit of 420 kg. against the 400 kg. of the Juniors, so no weight saving is necessary. It is expected that the Coventry Climax engine will develop around 115 b.h.p., so the Formula 2 cars will be even faster than the Juniors. Miraculous power outputs are being achieved by Junior engines with push-rod valve operation, but to the purist, real racing engines have overhead camshafts, and so the Formula 2 cars will be more attractive to many enthusiasts.

The new Cooper looks right, and that usually means that it is right! No doubt we shall be seeing a new Formula 1 car in due course, embodying the same advanced thinking. Coopers pioneered the modern type of racing car and they are certainly not resting on their laurels. We predict a very satisfactory season for the cars from Surbiton.



**REAR SUSPENSION**

*START of the first heat at Clermont-Ferrand. Jo Schlesser's Brabham is nearest the camera, Tony Maggs's Cooper on his left and Alan Rees's Lotus 22 completes the front row.*

BY  
MICHAEL  
KETTLEWELL

## PART TWO of SEASONAL SURVEY No. 4

# FORMULA JUNIOR RACING

WE continue the story of 1962 Formula Junior racing at Rouen-les-Essarts on 8th July. From last week's issue it is learned that Peter Arundell was in the midst of a gloriously successful season and his works Lotus 22 so far had been beaten only twice from 15 starts: at Mallory Park by the late Peter Ryan and in a heat at Rheims by Frank Gardner. He had not finished a race but three times up to and including the final at Rheims (where we left off last week) when, for the first and only time, his Cosworth-modified Ford 105E engine let him down.

Rouen saw a good turn-out of Juniors, as at Rheims, and there were two 20 lap, 81-mile heats which certainly sorted out any insufficiently prepared or weak cars. Frank Gardner's Brabham could only hold off Peter Arundell for one lap, then the Lotus driver forged ahead to win the first heat from Gardner, team-mate Alan Rees and Denis Hulme (Tyrrell Cooper). Tales of woe were regretfully told by Dave Riley, whose Cooper left the circuit; Jean Moench, who blew up his Ford-powered Brabham; Philippe Martel, whose Lotus 20 retired with broken rear suspension; Mike Spence, who abandoned his Rheims-winning Lotus with gearbox trouble; Gavin Youl, whose Brabham temporarily took command of its driver, left the road and damaged its rear; John Love, whose Cooper suffered engine trouble; while the two Auspers of John Rhodes and Brian Gubby broke their fragile five-speed Colotti-Renault gearboxes. During the interval between the heats Jean Moench cannibalized his Brabham, kindly offering rear suspension bits to Gavin Youl and gearbox internals to Jo Schlesser whose Brabham had lost fifth gear five laps before the end of the first heat.

It was Arundell all the way in the second

heat, but Schlesser finished only 12.7 secs. behind and was followed by Spence's repaired Lotus, Rees and Anderson. When the mathematicians had added up the times of the two heats it was discovered that Team Lotus had scored a 1-2-3 victory in team order: Arundell, Rees, Anderson. Fourth was Schlesser, fifth David Hitches (Lola) and sixth Henri Grandsire (Lotus 22). Graham Warner had driven the lone works Gemini, team drivers Bill Moss and Peter Procter being absent, but he had no luck and retired with painful noises coming from the car; Bill Bradley was seen in a Lola, but a deviation off his chosen path enforced instant retirement.

At Zandvoort Belgian G.T. driver, Robert Crevits drove a Lotus 22 to victory in the Benelux Cup race, André Pilette (Merlyn), Jean-Claude Franck (Lova) and Firmin Dauwe (Lotus 20) following in his wake.

We move to Ireland where, on 14th July, only one British competitor travelled to Phoenix Park for the 50 mile Formula Junior race. Bill Bradley of the Midland Racing Partnership had a piston go in his Ford-engined Cooper on the last lap whilst in third place, so an Irish benefit was assured. The finishing order was Malcolm Templeton (Lotus 20), Mervyn McKinney (Cooper-B.M.C. Mk. 3) and Tommy Reid (Lotus 22).

John Fenning had a particularly successful weekend: he won the 10 lap, 29-mile race at the Aston Martin Owners' Club national Silverstone meeting from Jack Pearce (Lotus 22) and John Rhodes, who had left the Ausper team to join Alexis and was behind the wheel of their Mk. 4 Holbay-Ford powered car. An experimental five-bearing camshaft Holbay-Ford engine was tried in Frank Gardner's Brabham, but

plug trouble put him out after he had established a remarkable record fastest lap of 103.31 m.p.h. on a damp circuit. John Fenning scored again in the red Ron Harris Lotus 20 at the national Snetterton meeting on Sunday. Once again Pearce was second, while South African Bob Olthoff was third in his B.M.C.-engined Brabham. Adam Wyllie's Lotus 22 was disqualified from fourth position as it was discovered to be underweight.

The top teams were in France on Sunday for the third big meeting running, Clermont-Ferrand. Tony Maggs's Tyrrell Cooper led away from the grid in the first of the two races to lead Schlesser's Brabham and Arundell's Lotus. Surprisingly, Arundell did not improve on his third position and his race came to an abrupt halt on the fifth of the 10 laps when he shot off the road. Like team-mate Alan Rees, who went off in the same place during practice, Arundell was unhurt, Maggs greeted the chequered flag 19.9 secs. ahead of Schlesser, while some distance astern came John Love, Mike Spence, Henri Grandsire and Alan Rees.

Schlesser's blue Brabham provided the surprise in the second heat. Schlesser chased Maggs relentlessly and, piling on the coals as they surged towards the line, he pipped the South African by 0.1 sec., much to the delight of the spectators. Adding up the times of the heats gave outright victory to Maggs, however, and next in order came Schlesser, Grandsire, Rees, Spence, Anderson, Love and Attwood. It was pleasing to see Grandsire well up after his early season misfortunes. Love and Spence might have been higher placed had they not contacted and lost time in the second heat.

On 28th July the Irish enticed several



British entrants to their Dunboyne meeting. Last year's winner John Rhodes was in pole position in his orange Alexis, but it turned stubborn and refused to start. After being pushed out of the way of the writhing pack, it was eventually roused and roared away, but the unfortunate Alexis was destined to retire with a broken half-shaft on the second lap. Dunboyne is a road circuit with the emphasis on the "road", and it was not altogether surprising that several retired from the fray. David Baker's Mk. 2 Cooper-B.M.C. abandoned with a misfiring engine and Tony Maggs's Cooper had its gearbox casing split. Peter Procter, driving for the Tyrrell Cooper team once more as no Geminis were entered, won from John Love, while Paddy Hopkirk had the audacity to finish third in a vintage Lotus 18, ahead of Bill Bradley who had been making up ground after starting at the rear of the grid through lack of practice.

August Bank Holiday Monday saw a nice, long 25 lap race at Brands Hatch—and what a shame the rain had to spoil it. Mike Spence (Lotus 22) seized the lead at the start, followed by Peter Arundell (Lotus 22) and Peter Procter who was going well in his Gemini. Rally driver Peter Harper drove the second works Gemini Mk. 4 (Bill Moss had retired to get married!), but spun himself out of the proceedings early on. Eventually, as is his wont, Arundell gained the lead and at half distance he led John Love (Cooper), Spence, John Hine (Lola), Procter and Tony Maggs (Cooper). Love, however, was not content to remain behind Arundell and, finger extracted, he duly passed him on the 18th lap, but Arundell would not accept this and Love was retaken two laps later—just as a cloudburst flooded the circuit. Sloshing around Brands in fine style, Tony Maggs passed Hine; Arundell spun, allowing Love and Spence into first and second positions; Love revolved and enabled Spence to take command of the race, the position now being Spence, Love, Arundell, Maggs; Love spun again on the treacherous track (he was wearing goggles and could not see a thing!); then, of all things, Tony Maggs passed three cars on the very last lap and won! Arundell, Spence, Hine, Richard Attwood (Cooper), Love, Gavin Youl (Brabham) and Bob Olthoff (Brabham) came in behind him, all glad that their race was concluded. A lap behind were Procter, Bob Anderson (Lotus), Brian Berrow-Johnson (Lotus) and Peter Ashdown (Lola).

Bob Gerard's Cooper-Ford, driven by up-and-coming John Taylor, won at Mallory Park. Jim Russell pupils, Mike De-Udy (Lotus 22) and Henry Morrogh (Lotus 20) were second and third. Scotsman Adam Wyllie prevented a clean-sweep by Cooper that Monday by heading Bill Bradley's M.R.P. Cooper at Aintree with his Lotus 22. Keith Francis (Lotus 20) was third.

On his home ground, Picko Troberg drove his Lola with great verve to head Tony Maggs and John Love in the 33 mile Swedish Karlskoga race on 12th August. However, he retired when his gearbox gave out, so Love was able to lead Maggs over the line by 0.2 sec. in a typical "Tyrrell Twins" finish. Jo Schlesser was third in his Brabham ahead of the Cooper duellists, Tom Trana and Yngve Rosqvist.

A club meeting the day before, run by the B.A.R.C. at Oulton Park, is of importance to this seasonal survey. David Hobbs won his first single-seater race in Richard Attwood's M.R.P. Cooper-Ford, but in third position was John Fenning—not in his familiar red Lotus 20, but in a Lola. Ron Harris had taken over the running

and preparation of the works Lola Junior team, Eric Broadley and his men having found themselves a bit too involved in their Formula 1 activities. Harris's star driver John Fenning was to drive one of the two cars and John Hine the other, Hine's former team-mate Dick Prior having retired. The Lolas were painted in familiar Ron Harris red, but only one was ready for Oulton Park so John Hine used a Lotus 20, which was fourth.

Both Lolas were ready for the B.A.R.C. International Formula Junior Championship at Goodwood the next Saturday; nevertheless, John Fenning very nearly did not start at all as he had been involved in a road accident on the way to the circuit and only arrived with but minutes to go until the drop of the flag. Fenning was fourth in the 21 lap race behind the inevitable Arundell, Richard Attwood and Bob Anderson. Gavin Youl (Brabham) was fifth (the year before Youl had surprised everyone with the M.R.D. from which the Brabham was developed) and John Rhodes (Alexis) sixth. Mike Spence and Alan Rees both had their Lotuses well up in the early stages, but gearbox trouble eliminated them—indeed, Rees gleefully waved his gearlever as he passed his pit on several occasions! Frank Gardner's Brabham started to trail its exhaust pipe when going well and was forced to retire forthwith.

At Snetterton the following day Bill Bradley made up for swiping the wattle fencing at Goodwood by winning the 15 lap Astley Trophy Race. His M.R.P. Cooper found itself ahead of John Fenning (Lola), Bob Olthoff (Brabham) and John Hine, whose Lola had been left on the line for a while. Frank Gardner, driving Mike De-Udy's Lotus 22, set up a new class lap record of 98.15 m.p.h. before a broken gearbox put paid to a potential winning drive.

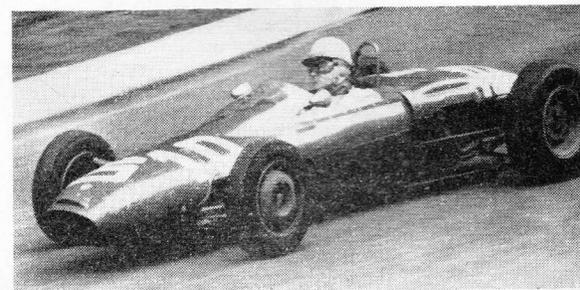
We now travel to Sicily where the Pergusa Grand Prix was held on 19th August, a scorching day, on that rapid road course that surrounds the Pergusa Lake. One of the fastest circuits in Europe, it once again provided the fastest Formula Junior race of the year, the Italian "Geki" winning in his Lotus 22 at an average speed of 117.32 m.p.h. Henri Grandsire (Lotus 22) had been leading at one stage, but he retired with sunstroke, and other notable retirements were Jo Schlesser, José Rosinski, Kurt Bardi-Barry, Colin Davis and Terry Shepherd. "Geki" won by a lap from Corrado Manfredini (Wainer-Ford), while third and fourth men Jean Mochen (Brabham) and Franco Dari (Lola Mk. 5) were two laps in arrears. A tragedy overshadowed this race, however: the successful French driver Jean Lucienbonnet (whose real name was Jean Bonnet) was in third place in his Lotus 22 when, at the beginning of a very fast curve, he left the track in an attempt to avoid a wheel that had departed from Norberto Bagnalasta's Lotus. Poor Bonnet died in the wreckage of his car. Argentinian Estafano Nasif (de Tomaso) also went off the road. Driving in his first race, Alberto Pagani, son of famous Italian motor-cyclist Nello Pagani (who also successfully raced cars), was eighth in a Wainer-Ford.

At the Sachsenring in Eastern Germany that day, Rhodesian Dave Riley won the 65 mile East German Grand Prix at an average speed of 93.70 m.p.h. Second was Willi Lehmann (S.E.G.-Wartburg), third was Leo Mattila (Lotus 20), and three East German Melkus-Wartburgs followed.

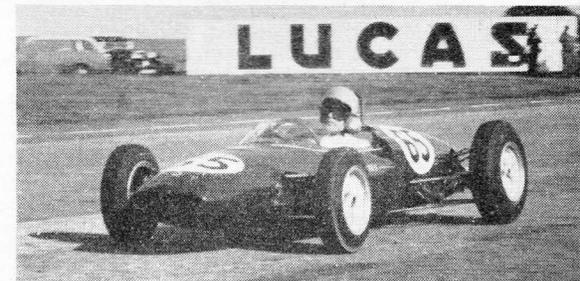
The weekend of 25th-26th August saw several well-known competitors in Denmark for the Copenhagen Grand Prix meeting at

the Roskilde Ring. The Formula Junior race was decided by the aggregate times of competitors who participated in a 10 lap race on Saturday and two 20 lap events on Sunday. John Love (Cooper) won Saturday's event from Yngve Rosqvist (Cooper) and Frank Gardner (Brabham). Gardner won Sunday's first race from Rosqvist, Gunnar Carlsson (Lotus 22), Love and Tony Maggs (Cooper), but drama came in the final when Gardner, who was leading, hit Dave Riley's Cooper which had spun, damaged the rear of his Brabham and had to retire. This was a great shame as Gardner appeared a certain winner on aggregate—and he deserved a major victory. So Maggs went on to win from Love and Paul Hawkins, who drove an Ian Walker Lotus 22. Aggregate results gave Love as overall winner from Maggs, Hawkins, Gavin Youl (Brabham) and Mike Anthony, who had plodded on gamely in his old Gemini.

Several British entries were received for the Formula Junior Championship of



MONZA Formula Junior race in September was won by Corrado Manfredini's Ford-engined Wainer (above). PETER ARUNDELL had little difficulty in winning at Snetterton later in the month (below).



Ireland at Kirkistown on 25th August, a 30 lap, 45 mile event. Hugh Dibley made history by landing the first aircraft on the circuit halfway through practice! Bill Bradley won the event in his M.R.P. Cooper, having disputed the lead with Bob Olthoff's Brabham-B.M.C. in the early stages until the South African spun. Olthoff finished fourth, having let Hugh Dibley (Lola) and Richard Attwood (Cooper) through. Paddy Hopkirk was fifth in his Lotus 18 and David Prophet (Alexis Mk. 3) sixth. Last year's winner, John Rhodes (Alexis Mk. 4), and John Pollock (Gemini Mk. 4), both ruined their chances by spinning on the slippery track.

In 1949 the late Peter Whitehead, driving a 230 b.h.p. 1,496 c.c. supercharged V12 Ferrari 125 Formula 1 car, won the Czechoslovakian Grand Prix on the revised 11 mile Brno circuit. No motor race had taken place there since, until 25th August, 1962, when a six lap, 66 mile race was organized for Juniors. Thousands of cheering spectators lined the circuit, which includes villages, cobblestones and other hazards

not usually encountered these days, and they saw Kurt Ahrens, Jr. win. In his 100 b.h.p. 1,098 c.c. unsupercharged four-cylinder Cooper-Ford Mk. 3 he averaged 91.09 m.p.h. (compared to Whitehead's 78.72 m.p.h. in 1949) and finished 2.1 secs. ahead of his fellow-countryman Gerhard Mitter, who drove a Lotus 22 fitted with a 1-litre DKW engine claimed to deliver 100 b.h.p. Ten seconds later Finn Curt Lincoln followed in his Cooper, while there were long gaps between Kurt Ahrens, Sr. (Lotus 22), Willi Lehmann (S.E.G.-Wartburg), Picko Troberg (Lola) and Jacques Calès (Stanguellini).

A national Crystal Palace meeting on 1st September saw another Alan Rees-Mike Spence duel. Rees won yet again! Peter Ashdown was third in the Superspeed-entered and engined Lola and that energetic young American Roy Pike came fourth in his 1961 T3 Ausper-Ford. Pike had been given a couple of rides in a works T4 Ausper previously but did not have any luck and reverted to his old car. Fifth was John Fenning (Ron Harris Lola) after being delayed by a first corner spin with team-mate John Hine who, to his consternation, had found some oil on the track.

Peter Arundell was in Holland for the World Cup meeting at Zandvoort the next day. He emerged victorious following a magnificent scrap with Tony Maggs (Cooper) and Bob Anderson (Lotus), who finished in that order behind him. Peter Procter was fourth in a Tyrrell Cooper-Morris, Mike De-Udy fifth in his Lotus 22, and John Rhodes sixth in his Alexis. Both works Brabhams retired, as did the Merlyns of the Pilette family.

Ideas of running a Formula 1 race being set aside once again, the Albi Grand Prix on 9th September was for Formula Junior cars, as in 1960. A new 2.24 mile circuit, similar in some ways to the long Brands Hatch course, was being used for the first time, but some considered it rather narrow. Teams from Lotus (Team Lotus and Ian Walker), Cooper (Ken Tyrrell), Lola (Ron Harris) and Brabham were there—a first class entry. Peter Arundell won the first heat with apparent ease, his Lotus heading the Coopers of John Love and Denis Hulme, while team-mate Alan Rees scored in the second, leading home Mike Spence (Lotus), Tony Maggs (Cooper) and John Fenning (Lola); the last named made fastest lap of 1 min. 24.9 secs., 95.74 m.p.h., which equalled that of Arundell in the first heat.

Rees led at the start of the final followed by Spence, Maggs, Love and Arundell, who had made a cautious getaway. Oil dropped on to the circuit caused an unfortunate chain of accidents: John Hine (Lola) departed at the corner after the pits, suffering facial injuries and causing earth and stones to join the oil, then Tony Maggs spun two laps later and team-mate John Love ran off the track to avoid him, crashed and had to be taken to hospital with a broken arm. Naturally, Arundell eventually won the 30 lap, 67 mile race and the Ian Walker-Lotus of Mike Spence was second. Denis Hulme in the remaining Tyrrell car was third and the Brabhams of Jo Schlesler, Gavin Youl and Frank Gardner were fourth, fifth and sixth. Rees retired with piston trouble, Fenning abandoned with a slipping clutch, Bob Anderson gave up because of the heat, Henri Grandsire was forced out with foot burns, John Rhodes broke his Alexis's Ford engine and Jay Chamberlain went off the road, brought his Cooper back to the pits and promptly called it a day.

Curtain-raiser to the Italian Grand Prix

at Monza on 16th September was a one-hour Formula Junior race. The two Italian marques, Wainer and de Sanctis, fought for the lead, victory finally going to the former when Corrado Manfredini flashed over the line ahead of the de Sanctis cars of Carlo Facetti and "Geki", who had spun. All three cars had Ford engines, while similarly-powered British cars followed in the next three positions: Raffaele Cammarota (Lola Mk. 5), Luigi Ambrosini (Cooper Mk. 3) and Odoardo Govoni (Cooper Mk. 2). The race was marred by the death of Marcello de Luca di Lizzano, whose Dagrada was involved in a collision with Gastone Zanarotti's Stanguellini.

The *Coupes de Paris* meeting the following Sunday at Montlhéry resulted in a win for Robert Bouharde's ex-Tyrrell Cooper-B.M.C. Mk. 2 after the sudden demise of Henri Grandsire's Lotus 22, which suffered engine calamities. David Hitches (Lola) was second ahead of André Periat (Cooper), Jean Moench (Brabham), Francis Francis (Caravelle) and André Pilette (Merlyn).

Chuck Dietrich, driving an Elva-Ford, won at the Canadian Mosport meeting that day, beating the over-enthusiastic Ernie DeVos, who drove the ex-Hugh Dibley 1961 Lola-Ford Mk. 3.

The last big British meeting of the year to include a Formula Junior race in its programme was Snetterton on 29th September. A 30 lap event for the Vanwall Trophy was arranged, but this was slightly spoilt by the R.A.C.'s insistence in arranging the starting grid 3-2-3 with 20 yards between each row! Let's hope this does not catch on this season (just imagine Brands—the rear ranks of Juniors would be halfway round Clearways!). Peter Arundell's drive that day was just superb—surely only Fangio could have been so consistent. Behind the Team Lotus car, however, came the usual Junior battles, while retirements in this long race were numerous and included the works Geminis of Peter Procter and Tony Marsh (Gemini scored a 1-2 victory in this event last year), Frank Gardner's Brabham and Bob Anderson's Lotus. The yellow Ian Walker Lotus of Mike Spence was second, John Fenning third and Tony Maggs fourth, the Ron Harris Lola heading the Ken Tyrrell Cooper by a few inches. The second Walker Lotus was fifth, South African Bruce Johnstone at the wheel, and he headed the Tyrrell Cooper of New Zealander Denis Hulme.

The third member of Team Lotus, Alan Rees, had taken his Lotus 22 to Germany for the Count von Trips Memorial race at the Nürburgring the following day. Unfortunately he pranged it in practice and, although he was able to fly home after a night in Adenau hospital, he was in hospital in this country for three weeks. Austrian Kurt Bardi-Barry won in his Cooper, followed by Kurt Ahrens, Sr. (Lotus) and Picko Troberg (Lola). John Harwood was fifth in his faithful and much-travelled U2, heading Gerhard Mitter's Lotus-DKW.

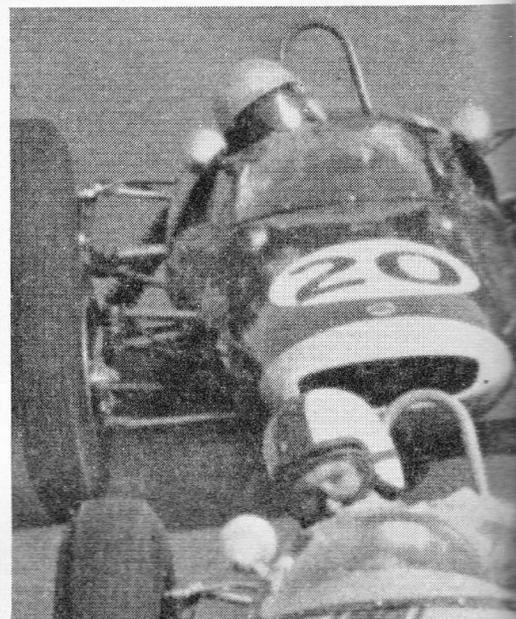
Richard Attwood finished off a remarkably successful season (which included two excellent second places in international races of importance) by winning at the Silverstone Clubman's Championship meeting on 6th October. His Midland Racing Partnership Cooper team-mate Bill Bradley just failed to gain second place from John Fenning (Lola).

On 7th October the Austrian Tyrol Prix, run on Innsbruck aerodrome, went to Gerhard Mitter's Lotus-DKW, which surprisingly beat the Ford-engined Lotuses of "Geki" and Kurt Ahrens, Sr. Local boy Kurt Bardi-Barry shadowed Mitter very closely at the beginning, but trouble

intervened and he dropped back after a pit stop in spite of making fastest lap.

At Montlhéry Peter Arundell scored his last win of the year, his 18th from 25 starts. Arundell won the *Coupe du Salon* by 2.5 secs. from team-mate Bob Anderson, averaging 81.58 m.p.h. Henri Grandsire and Mike De-Udy made it a 1-2-3-4 for Lotus 22 cars and fifth was Robert Bouharde's Cooper, the only other car not to be lapped. Jim Russell pupil De-Udy had driven very well to be fourth and another scholar, John Mastin, retired after being well up in his Lotus 22.

The European season was now over, apart from two Italian national meetings. On 21st October a 50 lap race on the Monza Junior circuit resulted in a win for "Geki", de Sanctis-mounted once more, and he was followed home by Massimo Natili (de Sanctis), Raffaele Cammarota (Lola Mk. 5), Carmelo Genovese (Lotus 22) and Giancarlo Moiso (Lotus 22). The other meeting at the tiny, twisty Roman



MIKE SPENCE and Alan Rees fought for the lead in both last year's Crystal Palace meetings, Rees winning each time. The position is reversed in the above photograph, though.

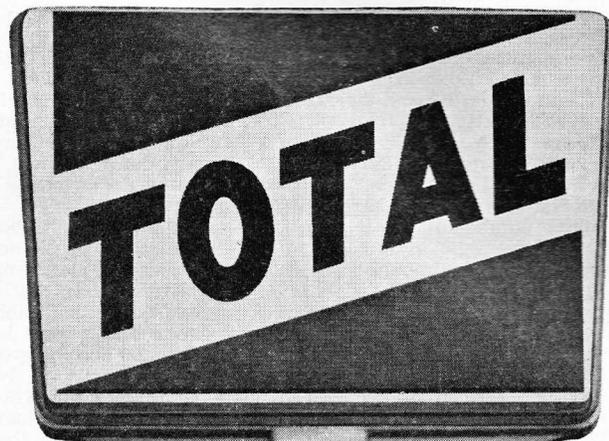
Vallelunga circuit on 18th November saw "Geki" emerge victorious with Natili again second. Franco Bernabei was third in a Holbay-Ford-engined de Tomaso and Ernesto Prinoth fourth in his Lotus 20. "Geki" became the Italian Formula Junior Champion after a most successful season, and many are of the opinion that he would make a first class Formula 1 driver. . . .

These two races showed that, like the British, successful Italian cars are powered by the remarkable Ford 105E/109E engine, these power units having taken over the mantle of the Fiat 1100 around which Formula Junior was originally created (only de Sanctis modified his Ford engines, the rest usually being either Cosworth or Holbay-blessed). Also the de Sanctis, Wainer and de Tomaso cars are constructed on British lines—and, what's more, it seems ironical that some have beaten the British cars imported by Italian drivers!

Races in the continent of America concluded yet another busy Formula Junior

(Continued overleaf)

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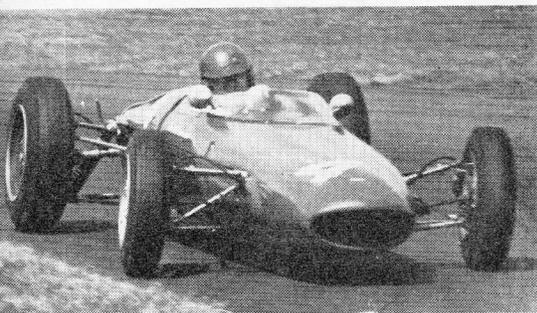
**Formula Junior—continued**

season. Starting on 29th September at Pacific Raceways, the Rosebud team were all victorious in a one hour, two heat event. Pete Lovely won in a Lotus 22 from teammate Pat Pigott (Lotus 20) and their chief challenger Rob Nethercutt (Lotus 22).

Riverside on 13th-14th October saw Pete Lovely win Saturday's 10 lap amateur event, this time in a Lotus 20, and he conquered Walt Hansgen (Cooper), Nethercutt, Augie Pabst (Brabham) and Pigott. Hansgen and Pabst were in Briggs Cunningham-entered cars. In this race Ed Leslie finished eighth in his Lotus 22 and Harry Martin was 16th in his Lotus 22, a machine recently imported from Britain where it had belonged to a fellow called Peter J. Arundell. For Sunday's big 25 lap event Leslie took over the ex-works car and, in the true Arundell manner, he won, having sliced through the field in fine style. Both the Rosebud and Cunningham teams had to chase a private owner for a change. Pabst was second in the Brabham, heading Lovely, Nethercutt, Hansgen and Floyd Aaskov (Lotus 20). In 18th and last place came a T.C.A.-DKW driven by Roger Bartlett—this was the car that the late Wolfgang von Trips produced in small numbers in conjunction with Valerio Colotti. Poor Pat Pigott retired his Rosebud Lotus 20; in the sports car Riverside Grand Prix held afterwards he was to crash to his death in a Lotus 23. Pigott was one of America's finest Formula Junior drivers and will be remembered for his fantastic dice with Alan Rees at Silverstone during the 1961 British Empire Trophy Race meeting.

Ed Leslie won the amateur event at Laguna Seca, California, the Saturday after, but in Sunday's event he retired in a cloud of smoke when in the lead after 32 of the 34 laps. The Cunningham team therefore were presented with a 1-2 victory, Hansgen leading Pabst, while Pete Lovely was third.

Local driver Moises Solana won the Formula Junior race supporting the Mexican Grand Prix in his Lotus 22, but in



practice he had tried a Formula 1 Cooper-B.R.M. brought along by the Bowmaker team and was unable to equal his Formula Junior times; he wisely non-started in the Grand Prix itself. On Friday, 9th November, a Formula Junior race was included in the programme of the Puerto Rico Grand Prix week. This resulted in a 1-2-3 win for the Rev-Em team Coopers of Tim Mayer, William Smith, Jr., and Peter Revson, but not until British visitor Hugh Dibley had spun his Lola while in the lead! This race, a 45 minute event for the Heart Trophy, was started by the great Juan Manuel Fangio. Young Mayer was competing on well-known territory: he is a corporal in the U.S. Army stationed in Puerto Rico! Not surprisingly he was declared 1962 S.C.C.A. National Formula Junior Champion, for he had an outstanding record of successes in American national races.

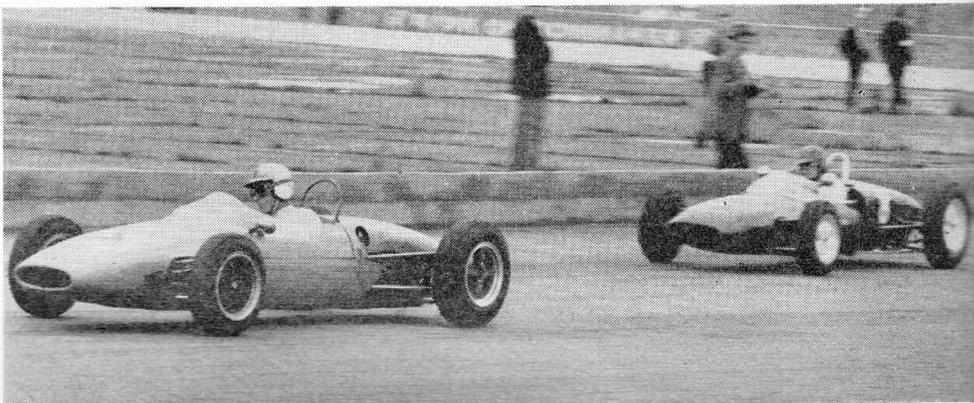
The Pan-American Championship on

9th December, a 12 lap event that was part of the festivities of the Nassau Speed Week, was won by Rob Nethercutt (Lotus 22), who averaged 90.59 m.p.h. in the 12 lap, 54 mile event. Hugh Dibley was an excellent second ahead of Peter Revson (Cooper), Charlie Hayes (Cooper) and Floyd Aaskov (Lotus). Ernie DeVos was disqualified for taking a short-cut in his new Brabham!

The first British 1963 Formula Junior cars appeared at the out-of-season Boxing Day Brands Hatch meeting: a Repco-Brabham and a Merlyn Mk. 5. Denis Hulme won in the Brabham after Roy Pike (Gemini Mk. 4) and John Fenning (Lola Mk. 5) had become involved in a shunt at Clearways, and the New Zealander led home Mike De-Udy (Lotus 22), John Mew (Lotus 20) and Jonathan Williams, a young saloon car driver at the wheel of the new Merlyn.

Another hectic season of Formula Junior racing was over. . . .

The shock of the year, however, came on 20th October when the German magazine *Das Auto Motor und Sport* published an article by ex-racing driver Richard von Frankenberg, their sports editor, entitled:



*SILVERSTONE lap record holder is Frank Gardner (Brabham), who circulated in 1 min. 42 secs., 103.31 m.p.h., before retiring (above). John Fenning (Lotus 20), here chasing Gardner, eventually won.*

*DISCOVERY of 1962 was John Fenning, who drove first of all a Lotus 20 and then a Lola Mk. 5 (left) entered by Ron Harris. Fenning is to drive in the new Lotus Junior team, while Harris is to manage it.*

*Die Grösste Blamage im Internationalen Motorsport ("The Biggest Disgrace in International Motor Sport").* Von Frankenberg wrote about the fantastic speeds attained by Ford-engined British Formula Junior cars and accredited this to the utilization of 1,450 c.c. engines! He directly accused Team Lotus, German Kurt Ahrens, Jr. and Austrian Kurt Bardi-Barry as known cases, although the latter had only a 1,300 c.c. unit! The one-time Porsche works driver suggested that it was simple to install oversize engines as the capacity was never checked and he challenged Colin Chapman to produce two 1,100 c.c. Lotus 22s at Monza for Peter Arundell and Alan Rees to demonstrate to everyone that they would not be able to lap at the same speeds as they did in June's Monza Lottery Grand Prix.

It seems that many nasty stories had been invented by some racing drivers about their rivals, each claiming that the other had an oversize engine, and von Frankenberg maintained that Alan Rees had stated whilst

in hospital after his nasty crash at the Nürburgring whilst practising for the 30th September meeting that Team Lotus used oversize engines. To confuse the issue further, an Austrian magazine I read commented that Kurt Bardi-Barry, whom von Frankenberg also accused, did not need an oversize engine to show how good he was, unlike his wicked rivals (this was written before the writer knew of von Frankenberg's "revelations").

Richard von Frankenberg followed up his original article in the next issue of his paper and attempted to give proof of his theories concerning Team Lotus, but Colin Chapman retaliated in a most sporting way by accepting the challenge given earlier. Team Lotus gave the German the choice of any circuit on which it had raced during 1962 and would prove that its cars, with a verified engine capacity of 1,100 c.c., could achieve the same speeds as before when they were alleged to be equipped with oversize engines. Peter Arundell was to drive a Lotus 22 on the chosen circuit and a £1,000 wager was decided upon in order to defray costs.

Unfortunately much harm had already been done to Team Lotus's prestige by the

articles, for other magazines had retold the story, so the greatest amount of praise should be given to Colin Chapman for accepting the challenge instead of instigating a legal battle. Chapman also insisted that if the previous speeds could be equalled an apology and an equivalent amount of complimentary publicity should be published—and rightly, too.

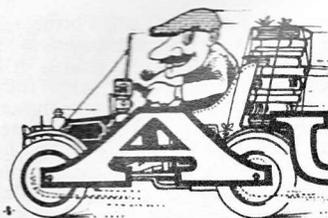
Team Lotus also handed out the following statement:

"During the past few weeks allegations have been made in German magazines and newspapers concerning the size of engines used in some Formula Junior cars; British cars, including Team Lotus, have been named in particular. A German driver and an Austrian driver are stated to have admitted to irregularities. The trouble started with an article in issue No. 22 of *Das Auto Motor und Sport* in which Richard von Frankenberg claimed to have positive proof that Team Lotus drivers have been using 1,450 c.c. engines in Formula Junior races.

"Normally we would not even bother to repudiate such ridiculous and completely unfounded charges, but as the matter has been raised again in issue No. 23 of *Das Auto Motor und Sport* we have had translations made of this and the original article and feel it necessary to answer the more obvious allegations point for point. It is claimed, for instance, that 'Lotus threatened a law suit'. This is not true.

"It is alleged that Alan Rees was not seriously injured and not heavily drugged at the time of the conversation on which most of von Frankenberg's evidence is based, yet Rees was still in hospital in England for three weeks afterwards as a result of his accident.

"Von Frankenberg claims to have proof for  
(Continued overleaf)



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**BUGATTI STORY**, by W. Boddy (WAS 12/6)  
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**Formula Junior continued**

all his allegations, but upon inspection his evidence is farcical. Alan Rees was asked if he would sell the engine from the car in which he crashed during practice for the Eifel races in September; Rees said he could not sell the engine as it belonged to the works; this is cited as PROOF that the engine was oversized.

"As further evidence, Alan Rees is said to have admitted that the Team Lotus cars use special crankshafts. This is true. The crankshafts are made of steel, instead of cast iron as is the standard shaft, but they still have the standard stroke as permitted by the regulations. It is also alleged that Lotus has offered oversized engines to customers; von Frankenberg assumes that we would not do this unless we were using oversized engines ourselves. Lotus make no secret of the fact that larger versions of the Ford engine are available. The Lotus 20B is a version of the type 20 specifically developed for and sold with a 1,500 c.c. Ford engine. It was widely advertised and several of these cars have been sold for use in Formula 1 and *Formule Libre* races, particularly in South Africa and New Zealand in which they have been extremely successful. 1,500 c.c. engines have been and still are being sold for use in sports cars, but this does not mean

Richard von Frankenberg accepted the £1,000 wager and it was arranged that the tests should take place at Monza on Sunday, 2nd December. Referring to the Monza Lottery Grand Prix in the first part of this seasonal survey it is found that Arundell had averaged 113.47 m.p.h. over 30 laps and his fastest lap had been recorded at 1 min. 50.8 secs., a speed of 115.99 m.p.h.

Fog had manifested itself on Saturday, but on the day it was sunny, though extremely cold. A patch of ice on Lesmo Curve caused Arundell to adopt a slightly different line than was normal, but apart from this the track was in good condition. Driving the Team Lotus car that Bob Anderson had used previously (his own car, of course, had been sold in America), Peter Arundell covered himself, Team Lotus and Cosworth in glory and he completed the 30 laps in 55 mins. 48.7 secs. compared to 56 mins. 40.8 secs. in June; this represented an average speed of 115.16 m.p.h. His fastest lap was timed at 1 min. 50.4 secs., 0.4 sec. better than before, but when Arundell had completed

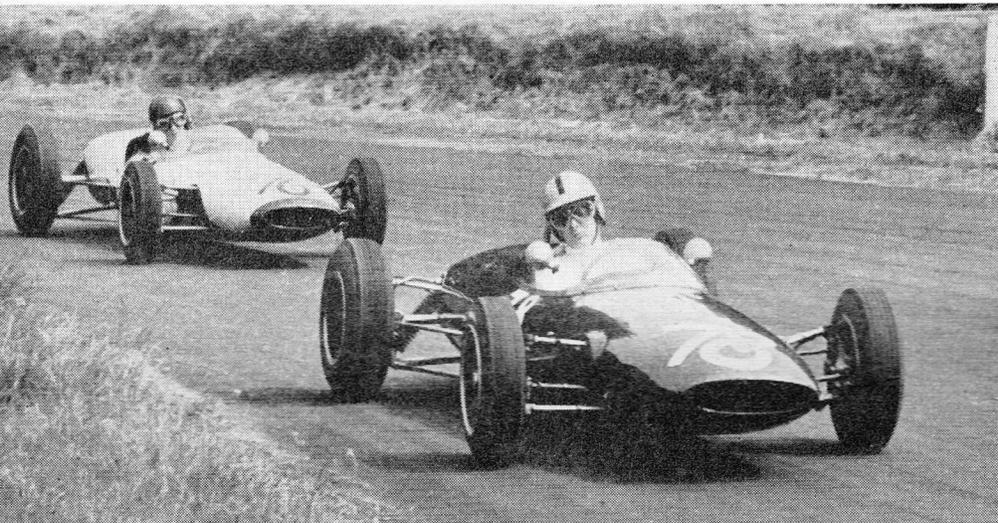
two categories: Formula 2 and Formula 3. Formula 2 is the logical successor of Formula Junior for the works teams. It is for single-seater racing cars with four-cylinder 1-litre engines and a minimum weight limit of 420 kg. has been imposed (this can be compared with 400 kg. for 1,100 c.c. and 360 kg. for 1,000 c.c. Juniors, and 450 kg. for Formula 1 cars). Formula 3 seems to be right for the lesser Formula Junior teams and private owners. Cars are to have homologated series-production 1-litre engines with only one carburettor and four-speed gearboxes. The minimum weight limit is 400 kg.

Great Britain has probably seen her last full season of Formula Junior racing, for many race organizers have indicated that they are to anticipate the 1964 Formula 2 by arranging races for such machines this season, at first combined with existing Juniors and no doubt later there will be more than enough for a full grid and then Formula Junior will be forgotten by the organizers of the important British race meetings.

Abroad, however, the scene should be very much the same as last year and it is doubtful whether the organizers will run Formula 2 events until 1964, while it is likely that several of the lesser events will cater for Formula 3 when the time comes.

All 1963 British Formula Junior cars are being offered with the provision that they can be readily converted to Formula 2. It seems that one car (e.g. Lotus 27, Cooper Mk. 4, Lola Mk. 7, Merlyn Mk. 5, Gemini Mk. 4A or Repco-Brabham), two engines (an 1,100 c.c. Junior unit and a potent 1-litre F2 device) and approximately 20 kg. of carefully placed ballast for use in F2 events will be the wear this season. Nevertheless, once Formula 2 gets moving, revised cars with highly competitive engines giving around 120 b.h.p. will surely be needed—and these vehicles, although heavier and giving away 100 c.c. will lap even faster than the present Juniors.

Formula 3, on the other hand, is designed for the less rich. They will not be as fast as the Juniors, having a less modified engine and being heavier than the equivalent 1,000 c.c. Juniors. I should think that this



*TWO BRIGHT Jim Russell pupils—Mike De-Udy and John Mastin—at Oulton Park.*

that they were used in Team Lotus Junior cars. "Von Frankenberg states that engine sizes have never been checked, yet the bore and stroke of the first three cars were measured at Goodwood on both 23rd April and 18th August this year; in neither case were there any irregularities. The scrutineers are empowered to check the size of any engine at any race. It seems unfortunate that German scrutineers have neglected to do this; had they done so at the Nürburgring on 29th-30th September there could never have been any excuse for von Frankenberg's article.

"Team Lotus categorically deny ever having used oversized engines in any form of racing and would never consider doing so, if only for the harm it would do the firm were it discovered—which it undoubtedly would be. Any intelligent observer can detect the difference in the exhaust notes even of 1,100 and 1,340 c.c. engines.

"We have accepted Richard von Frankenberg's challenge to take a car to any circuit of his choice, to repeat our race-winning speeds, and to allow the size of the engine to be checked, against a wager to cover all our expenses and provided he undertakes to retract all his allegations. Yet even if all this is done it can never completely overcome the harm caused—quite unjustifiably—by the publication of such defamatory remarks as 'It will take a long time to overcome the lack of confidence in the English'—all because a German driver and an Austrian driver have admitted using oversized engines. Von Frankenberg headed his original article, 'The Biggest Disgrace in International Motor Sport'. In fact the biggest disgrace in international motor sport is that this libellous attack should ever have been published."

the 30 laps he circulated three more times, trying just a little harder, and recorded 1 min. 49.8 secs. (117.14 m.p.h.) in order to silence Team Lotus's critics for good! Four-cylinder Grand Prix cars have difficulty in lapping at under 1 min. 50 secs.!

Under the supervision of the Italian weekly *Auto Italiana* the Lotus 22 was thoroughly checked afterwards. Its Cosworth-modified Ford 105E engine was found to have a bore of 85 mm. and a stroke of 48.15 mm., giving a capacity of 1,092.348 c.c. (incidentally, Ford give the stroke of the 105E engine as 48.41 mm.). The car weighed 403 kg., three over the minimum limit, and was found to conform with all the regulations. An Italian club driver bought the car afterwards.

Exit a smiling Colin Chapman and a sadder, but wiser, Richard von Frankenberg.

*Das Auto Motor und Sport* published a full account of the Monza test and an apology by von Frankenberg. A week after Monza it was ironical to learn that Kurt Ahrens, Jr. had been suspended by the O.N.S. (the German National Sporting Commission) on suspicion of having used an oversized engine.

\* \* \*  
THIS year sees the last of Formula Junior, for on 1st January, 1964 it splits up into



*RICHARD ATTWOOD had a very successful season in his M.R.P. Cooper-Ford. He finished well up in several internationals as well as winning many club races.*

Formula will become very popular, but competitive cars will not be cheap to purchase and the private owner will still find himself running behind the works teams. No international formula can possibly cater for amateur enthusiasts who wish to construct a car for £150—only a national formula on the lines of the British Monoposto Register can do this, and then the races have to be kept at the club level.

# Club News

By MICHAEL DURNIN

THE SOUTHPORT Speed Trials, organized by the West Lancashire M.C. and co-promoted by the B.R.S.C.C., Liverpool M.C. and Severn Valley M.C., which had to be postponed from the original Boxing Day date because of "unfavourable climatic conditions," have been re-arranged for 3rd March. The R.A.C. have agreed that regs. and entries will apply to this new date and any entrant who cannot attend this new date will have his entry fee returned immediately, provided such an application is received before 6th February. As the hours of daylight will be a little longer on this new date, entries will be extended to 75. Competitors that were on the reserve list are now included in the list of starters and the closing date for new entrants is 20th February. Secretary of the meeting is S. G. Crouch, 29A, Park Avenue, Southport, Lancs. . . . The Allard O.C. are holding their Annual Dinner-Dance at Peter James Restaurant, Sloane Square, London, S.W.3, on 26th February, commencing at 7.30 p.m. Tickets are available from R. W. May, 25 Hardinge Road, London, N.W.10. . . . Closing date is 4th February for the Hants and Berks M.C.'s 1st Navigation Scatter on 9th February. The event is a test of night navigation, driving and observation for which normal saloon and sports cars are quite suitable. The course consists of a circuit which will be composed of a number of marshalled controls which must be visited in a given order and a number of codeword or figure checks which will build up the reference of a final control. Competitors should provide themselves with maps, torches, pencils, grid scales, etc., and it is learned that rubber boots may also help! The following clubs are invited: Craven M.C., B.A.M.A., Haslemere M.C., Guildford M.C., Vickers-Armstrong

M.C., Salisbury M.C. and C.S.M.A. (Farnborough Branch). Regs. from D. Johns, Kates Cottage, Wyfold, Reading.

## THE WEATHER

CANCELLATIONS and postponements are becoming too frequent these days, the reason, of course, being Britain's wonderful climate from which we are all suffering. Last week-end the Sutton and Cheam M.C.'s Tempest Rally was postponed because part of the route was found to be impassable owing to drifting. A

new date has been applied for. Also known to be affected last weekend was the Seven-Fifty M.C.'s "Ten Bob Trial" at Cross-in-Hand, near Heathfield, Sussex, and the co-promoted Salisbury Trial. Michael Kettlewell, who reported the Seven-Fifty M.C.'s Harold Biggs Memorial trial at Cross-in-Hand last November, confessed to being delighted at the news of the cancellation of the "Ten Bob Trial" because he did not stop shivering until four days after the last one—when it was at least 10 deg. "warmer"!

## Coming Attractions

- 2nd February. Liverpool M.C. Rally. Starts Queensferry, at 7 p.m.
- Scottish Sporting C.C. Moonbeam Rally. Starts Anderson's Garage, Newton Mearns (M.R. 60/536556), at 7 p.m.
- 2nd-3rd February. Airedale and Pennine M.C.C. Snowdrop Rally. Starts Appleyard of Bradford, Ltd., Canal Road, Bradford, Yorks, at 10.30 p.m.
- Forces M.C. (Kent and Sussex Group) Jack Frost Rally. Starts The Gate Inn, Dunkirk, Canterbury, Kent, at 11 p.m.
- Thames Estuary A.C. National Cats' Eyes Rally. Starts Botwood's Garage, Risbeigate Street, Bury St. Edmunds, Suffolk, at 10. pm.
- Highland C. and M.C.C. Rally. Starts Mackay's Garage, Inverness, Scotland, at 10 p.m.
- 3rd February. Hagley and D.L.C.C. Clee Hill Trial. Starts Norton Manor Country Club, Norton, near Presteigne, Radnorshire, at 10.30 a.m.
- Seven-Fifty M.C. Walsingham Trial—POSTPONED.
- 8th-10th February. Canadian Winter Rally.
- 9th February. Hants and Berks M.C. 1st Evening Navigation Scatter. Starts Punch Bowl Public Car Park, Hindhead (M.R. 169/891358), at 7 p.m.
- 9th-10th February. Windsor C.C. Winter Touring Trial.
- Sussex C.C. Valentine Rally. Starts Haslemere, Surrey, at 10.30 p.m.
- Severn Valley M.C. Welsh Rally. Starts Welshpool, Montgomeryshire, at 11 p.m.
- Birmingham U.A.C. 7th Welsh Rally.
- Caernarvonshire and Anglesey M.C. Palferman Rally.

- Dunfermline M.C. Rally.
  - Warrington and D.M.C. Daffodil '63 Rally. Starts near Oulton Park, near Tarporley, Cheshire.
  - 10th February. Australian Grand Prix, Warwick Farm (F.L.)
  - Vintage S.C.C. Driving Tests, Blackbushe Aerodrome, near Camberley, Surrey. Starts 11.30 a.m.
  - Surrey Sporting M.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.
  - Falcon M.C. March Hare Trial.
  - Seven-Fifty M.C. South Downs Trial. Starts Broxhead Common, Bordon, Hants, at 10.30 a.m.
  - North Midland M.C. Kitching Trophy Sporting Trial.
  - Stroud and D.M.C. Cotswolds Cloud Production Car Trial.
  - 15th-16th February. Motor Cycling C. Exeter Trial. Starts Kenilworth, London and Launceston.
  - 16th February. Daytona Beach 250-miles, Daytona, U.S.A. (S., P., G.T.).
  - 17th February. Daytona Continental, Daytona, U.S.A. (G.T. 2-3). Lakeside, Australia (F.L.).
  - 24th February. Daytona 500, Daytona, U.S.A. (T.).
  - 2nd-4th March. Longford, Tasmania, Australia (F.L.).
- (Spectators intending to visit any of these events are advised to check with the promoting clubs in case of last-minute cancellations or postponements owing to weather conditions.)

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BLOCK LETTERS PLEASE

A.S.

At last I've broken my "down under" duck this season. Lady Luck must have changed her mind about me on 19th January at Wigram, and now the three of us—John Surtees, Jack Brabham and myself—have had a win in New Zealand, but it was so nearly third placeman Tony Maggs who won the Lady Wigram Trophy Race.

During practice we found that D12s might not last the distance if it was a hot day (the record lap for Wigram is not far short of 100 m.p.h.). This meant we would have to use D9s, but the problem with these was that they were about 2 secs. a lap slower. I had both types of tyres with me, but Reg Parnell was dashing around begging and borrowing a couple of sets of D9s for the Bowmaker Lolas. Only Jack seemed quite content to take the gamble with D12s. It was the same gamble which Stirling took last year at Wigram, and he got through, and won the race in the process.

To use D9s would have meant playing a waiting game, and this just doesn't happen to be the style of racing that Surtees, Brabham or I are indulging in at present. So there we were, all on the front row of the grid when the flag went up, feeling rather insecure in the knowledge that if we had a ding-dong scrap for the whole race we would probably end up with blow-outs.

John made the best start, and I followed him into the first corner with Jack right on my tail.

We sat nose to tail for a lap, but entering the hairpin next time round we found nearly the whole contents of the Bulcraig Aston Martin's oil tank right in the middle of the corner. John went one side of the pool of oil, and I went the other and found a slightly better path, managing to sneak into the lead. On the fast left-hander into the pit straight there was another flood of oil and petrol—those old Austons must hold an awful lot of oil!

But this was a relief in one way, for with two out of seven corners very slippery and a third getting that way, we knew this would keep the tyre wear down. Anyway, right about then the race was on in earnest. Surtees was only a couple of seconds behind me, and Jack was tucked in behind him.

After about 20 laps things had settled down nicely. I'd been keeping a close watch on the red nose of the Surtees Lola in my mirrors, and I noticed that he appeared to be in a haze of oil smoke. But if it was

his oil smoke, the haze should have been behind him not in front, and I realized it was my car which was laying the smoke screen!

Normally the 4-cylinder 2.7 Climax engine burns very little oil and I was very worried. Next thing Surtees was out with a broken gearbox.

I eased up slightly, paying close attention to the oil pressure and temperature gauges, and thought I had better check the pit signals next time round to see how far behind Jack was.

I got one big surprise when I was about to lock over into the hairpin and the Brabham arrived beside me with tyres smoking. I'd forgotten he had been right on John's tail, and now Jack was in front of me. . . . the number of miles I've raced behind Jack! But I wasn't very keen on playing follow-my-leader at this stage, and we really started

*A JUBILANT but weary Bruce McLaren accepts congratulations from mechanic Harry Pearce (that's him in the hat) at the finish of the Lady Wigram Trophy Race.*



to fly, using all the track out of the corners and then some. We had wheels on the grass, and we must have been using the rear tyres up at an alarming rate.

But Jack was really puffing a lot of oil smoke out the exhaust, and much to my relief he slowed and pulled into the pits for more oil.

Now I had a lead of about 80 secs, but I needed it. Jack and I had different types of pistons in our 2.7 engines. Jack had a type which don't break but use a lot of oil because they have only two piston rings, whereas mine have three rings and don't use very much oil but they do break occasionally, and this is what had happened. Two of the piston ring lands had broken.

This caused a slight loss in power but, more important, it was pressurizing the crankcase and blowing oil out of every joint and seal in the engine.

With 25 laps to go I was running dangerously low on oil. Going around corners the oil would surge away from the pickup in the tank and the pressure was dropping to zero. A quick calculation showed I had 80 secs. on Jack with 25 laps to go, which meant I could afford to let him pick up nearly 3 secs. a lap. I thought there was just a chance that I would make it.

The last 10 laps were about the longest I've done in any race; I was expecting the

oil pressure to drop to zero at any time, and stay there instead of flicking back to the normal 100 lb.

I had managed to get the message across to my pit crew, Harry Pearce, Wally Willmott and Lenny Gilbert, and they had worked out a routine which would have meant a very quick pit stop. But pit stops are always dicey affairs, and I didn't particularly want to get involved in one.

And then, thank goodness, the chequered flag. There was barely two quarts of oil in an oil tank that normally holds 3½ gallons, and even though I had cruised those last 20 laps, my outside rear tyre had only half a millimetre of usable rubber on it.

Jack had pressed on in the closing laps and had an absolutely bald rear tyre. If we hadn't had our respective troubles, and we'd kept up our mid-race pace, we would have certainly worn our tyres out.

Tony Maggs doesn't know how close he came to winning the Lady Wigram Trophy!

Levin the week before had been a shocker as far as I was concerned. Jack had a good day out, winning both his heat and the 30-mile

main race to give him his first victory with the Brabham. My troubles started when the magneto refused to spark off the engine when we tried to start it for the race heat, and when we solved this problem the clutch packed up, and Harry, Wally and I must have set some sort of record pulling the Colotti gearbox off, sorting out the clutch problems and reassembling the thing for the race. I had to start well back on the grid as I had missed qualifying in the heat, but I was soon free of the scramble and setting off after Jack. I closed the gap to within a couple of seconds after 18 laps of the bumpy little 1.1 mile track, but spun the Cooper and clouted a heap of marker tyres which altered the camber of the right front wheel rather drastically, and that was that.

Innes Ireland didn't take long to find his feet in the Ferguson and he was having a ball with the four-wheel drive on the tight circuit, but the gearbox started playing up again and he was well back in the field. At Wigram it was a bit out of breath all day, and finally expired in a great cloud of smoke and steam 15 laps from the end with a head gasket gone, among other things.

As I promised myself before I left England last October, I've been enjoying plenty of water ski-ing, and we've been making detours between races showing Tony and Gaile Maggs the scenic spots.

# BRUCE McLAREN: FROM THE COCKPIT

# CORRESPONDENCE

## Innes Ireland

WE wholeheartedly agree with Gregor Grant (AUTOSPORT, 18th January) in hoping that Innes Ireland will be reconsidered for inclusion in the 1963 list of F.I.A. graded drivers.

It seems that after a poor season with inferior machinery in F1 Championship events Innes' past performances in all classes of racing have been forgotten. Surely a man who only just over a year ago won the U.S.A. Grand Prix cannot be other than a Grade 1 driver.

Looking back into his performances in the 1962 World Championship events we find that no fewer than five of his retirements were due to mechanical failure. Surely this proves that some blame must be attached to the preparation of his machinery. Ferrari himself must have considered him to be a driver of the highest class before loaning him a F1 car for the Silverstone International Trophy Race in May.

After comparing his performances with other graded drivers we feel that a severe injustice has been dealt to Innes on his exclusion from the current list. If this exclusion leads to his absence from the track we feel it would be a tragedy, for will the scene of a Grand Prix race be quite the same without that colourful character with the chequered helmet.

JOHN A. HUGHES AND RICHARD WALTERS.

## SWANSEA.

### National Register of Veteran, Vintage and P.V.T. Cars

TO provide a long outstanding and much needed service to the fast-growing veteran and vintage car movement in this country, we have taken on the monumental task of trying to compile a National Register of Veteran, Vintage and P.V.T. cars in Great Britain.

We are naturally in close touch with all existing veteran and vintage car clubs and registers, and will be using all the information at their disposal when compiling a final list.

However, there are many individuals who own interesting cars which are unregistered or whose owners do not belong to any club.

With your permission, therefore, I would like to appeal to any of your readers who owns a veteran, vintage or post-vintage thoroughbred car which is, at the moment, unregistered by any club, to write to the Montagu Motor Museum, Beaulieu, Hants, from whom they can obtain a register form.

LORD MONTAGU OF BEAULIEU.

MONTAGU MOTOR MUSEUM, BEAULIEU, HANTS.

## Bernd Rosemeyer

REFERRING to the correspondence in your magazine about the sweeping statements made by Mr. D. Baker, I would like to add a few comments of my own. Mr. M. J. Biscombe states that the b.h.p. figures quoted by Mr. Baker are probably incorrect. Looking up in my Vol. I of *The Grand Prix Car* by Mr. Laurence Pomeroy, F.R.S.A., M.S.A.E., I find that the b.h.p. figures are in fact correct. Furthermore, again in this book and in others, one finds it stated that the Mercedes-Benz W125 was superior in performance to the C-type Auto Union, and again to quote Mr. Pomeroy, "Auto Union relied on Rosemeyer producing superhuman driving skill in every race." Furthermore, Mr. Biscombe states that the most under-estimated driver of the pre-war years was Manfred von Brauchitsch. However, Rosemeyer gained 32 secs. on him in one lap of the Nürburgring. Also, in the 1935 German Grand Prix Rosemeyer was in his first season of racing a car.

As far as I can see, the 105 m.p.h. lap record at Berne in 1936 was not meant to be particularly brilliant. Mr. Baker seems merely to have stated that it was fitting that it should still stand. Nevertheless, I would agree with Mr. Andrew Ferguson that Rosemeyer was the greatest driver of the period 1935-39 if not of all time. His only drawback is that: (a) he lived for such a short time and, (b) he only raced one type of car.

LONDON, N.W.8.

ROBERT ADDELMAN.

### In a Class of their Own

SURELY your correspondents realize that the best judges of a driver's ability are his fellow competitors, who have unrivalled opportunities to observe his methods and technique, and that the opinions of we spectators are of little value and of no interest at all to anyone except ourselves.

Poor Bernd Rosemeyer. European Champion; but a no-account also-ran, when Caracciola and Nuvolari were around, a second eleven type really, no more.

Fortunately, we have the sound and unbiased opinion of Richard Seaman to give us a true assessment of the status of the Auto Union driver, and I quote a paragraph from Prince Chula's book *Dick Seaman*, following Rosemeyer's death.

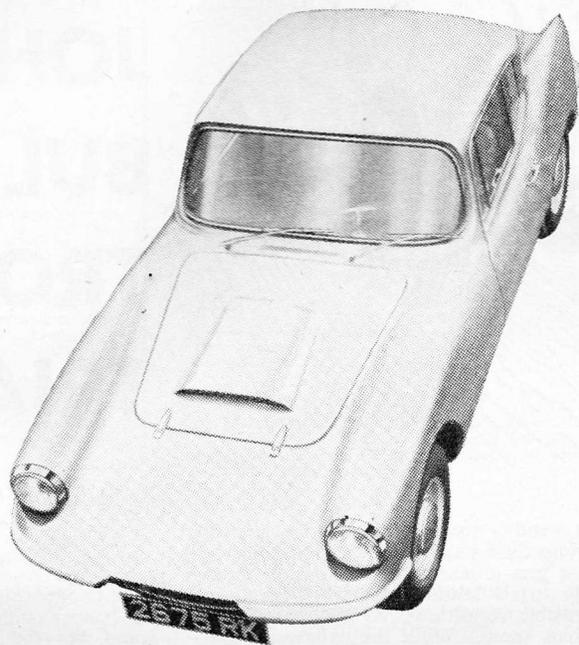
Seaman was much affected by the tragic news and declared "I suppose it is the worst motor racing fatality since Segrave's death." When one remembers that Segrave had been Seaman's greatest boyhood hero, it can be realized how highly Seaman had rated Rosemeyer. Seaman had already written of Rosemeyer, that he "has had (in 1937) only two seasons of car racing, he may easily develop into the finest driver of all." Seaman also declared later that "it was an interesting fact that until the end of 1937 Mercedes, Auto Union and Alfa Romeo each had the services of one of the three wizards, Caracciola, Rosemeyer and Nuvolari respectively. These three were all absolutely 'plus 100 A.1' and acknowledged to be in a class of their own."

Mr. Baker may well be right after all.

LONDON, S.E.7.

JOSEPH BAYLEY.

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



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## LEICESTERSHIRE C.C.

# JOHN BULL TROPHY TRIAL

By PAUL WATSON

THE weather seems to have stopped most things these past few weeks, but however bad it gets it seldom seems to stop those hardy trials enthusiasts who revel in impossible conditions, be they rain, mud or thick snow. While the daily press and radio announced yet another weekend of cancelled football and racing, 38 trials competitors made their way to Burrough-on-the-Hill, between Melton Mowbray and Oakham, for the Leicestershire Car Club's John Bull Trophy Trial, the second round in the 1963 R.A.C. Trials Championship.

The organizers had hoped to use 14 selected hills twice, but conditions on some were so tough that after lunch only seven were repeated. Long delays between cars made for rather too much idle standing around, and a few more marshals on each section to help extricate competitors who were bogged down would have helped considerably to speed things up. The whole trial tended to drag and by the time the last car had climbed the final section most people were quite ready to call it a day. To a great extent, the weather was the cause of what must quite honestly be described as a disappointing trial, but one felt that a little more could have been done to put some zip into the event. Even the competitors lost a lot of their interest and seemed far more worried about getting home before the fog closed in than collecting all-important championship marks.

The first hill started in the paddock, crossed a ditch and continued up a gentle slope before a fast left-hander and a tight

right-hander round a solid beech tree. The left-hander could be taken at considerable speed but the following corner allowed nobody farther than marker 1. In the morning 15 competitors foundered on the lower slopes before the snow and ice had worn away enough to allow Geoff Newman (Cannon) as far as 1; he was soon joined by Ken Barrow (Cannon), Percy Barden (P.A.B.), Tony Robbins (Cannon), Frank Lewis (Cannon) and Don Rawlings (Cannon); while in the afternoon 11 drivers got to the same marker.

The second hill appeared an easy one with two comparatively simple slopes closely connected. Once the luckless early numbers had cleared the loose snow away Ivor Portlock (Cannon) made the first clean ascent. As the day progressed this section became more easy, and in the afternoon attempts all but 12 competitors cleared the section. Hill number three wound its way between awkwardly placed trees with a steep initial section and a not so steep final section. Lewis and Rawlings were the best in the morning, both getting as far as 1, while Lewis and Newman were the only two to clear the top in the afternoon. The fourth hill formed a loop with a nasty dip halfway round; this stopped everyone in the morning, best performances being put up by Tony Marshall (Cannon) and Lewis. Going improved considerably after lunch and 12 drivers got round without stopping.

Hill's 5, 6, 7 and 8 were used only in the morning. The first of these saw 11 clean ascents; while the second was so tough that only Percy Barden, George Hobson (Cannon) Lol Hurt (Ford spl.), Lewis and Rawlings got as far as eight.

After completion of Hill 8 a Massey-Ferguson "35" tractor, piloted by the landowner's young son, was ready to pull each competitor up to the ninth section. This hill started quite easily with a straight climb from a level start. There then followed a sharp ninety deg. right-hander followed by a heavily rutted slope with the camber running the wrong way. Nobody liked this one, although Lol Hurt did well in both attempts with a 5 and a 1, next best were Rawlings, who got a 5 in the morning, and Peter Highwood (Canhi) who joined Hurt for a 1 in the afternoon. Although 14 hills were used in the morning, Hill 11 was the last to be attempted in the afternoon. Like its predecessor 10 it caused little bother, and once the initial gully had been cleared most people slithered round a large beech tree for maximum points. George Hobson slithered round just a little too quickly and nearly collected a marshal on his radiator!

Hill 13 was another easy one with 18 clear runs including most of the local talent in home-built Ford specials. However, the 14th and final hill did give some opposition and nobody quite made the summit. Tony Robbins was best with a climb as far as marker 1. Only Frank Lewis and Don Rawlings managed to get as far as marker 2.

During the whole trial not a single car retired although Billy Warr (Warr IV) struggled along at the tail of the field with chronic plug trouble. This speaks well for the reliability of these machines, which, lets face it, have a pretty hard life.

With the fog closing in, several competitors made an early start home. The others made their way to the Crown Hotel, Oakham, where results were quickly announced. After some deliberation, Frank Lewis was declared the winner from Don Rawlings although both had recorded the same score of 36. It is interesting to note that these two were in fact the last pair to tackle each hill, which may give you some idea of where the advantage stood. Don Rawlings' second place means that he is the first driver to qualify for the 1963 Trials Championship event.

## Results

1, (John Bull Trophy), F. T. Lewis (Cannon) 36; 2, D. J. Rawlings (Cannon) 36; 3, G. J. Newman (Cannon) 42; 4, L. Hurt (Ford spl.) 42; 5, P. A. Barden (P.A.B.) 52; 6, R. Kemp (Cannon) 58; 7, T. A. Marshall (Cannon) 59; 8, G. D. Hobson (Cannon) 60; 9, I. Portlock (Cannon) 62; 10, P. F. Highwood (Canhi) 65; 11, R. Chappell (Cannon) 66; 12, M. J. Eaves (Cannon) 67.

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### Classified Advertisements—continued

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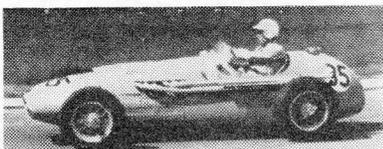
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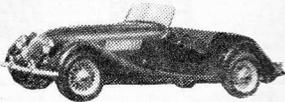
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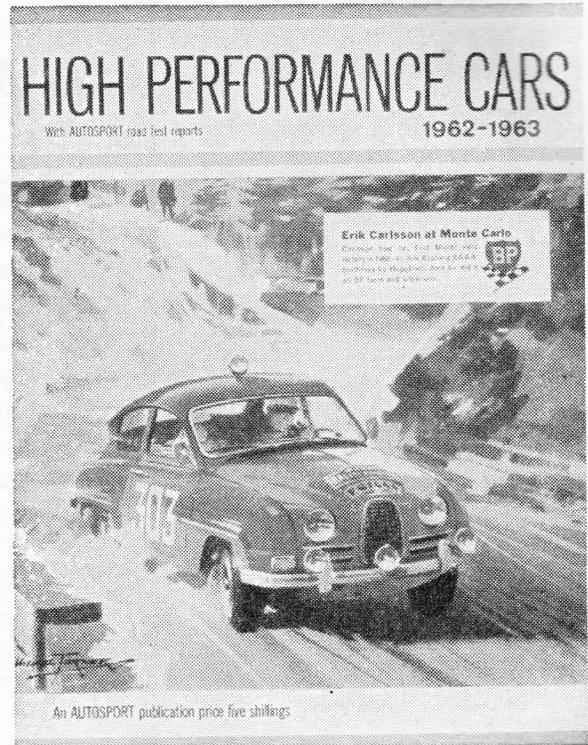
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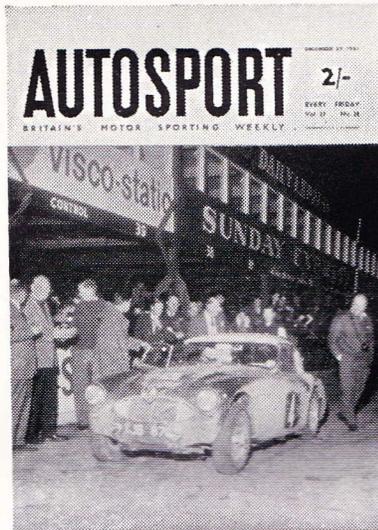
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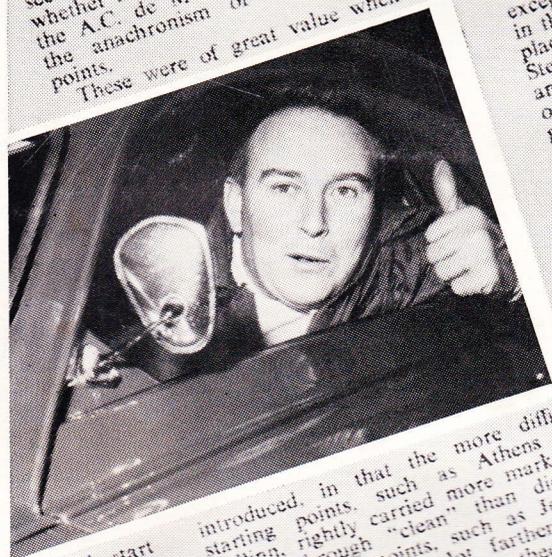
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