

MARCH 8, 1963

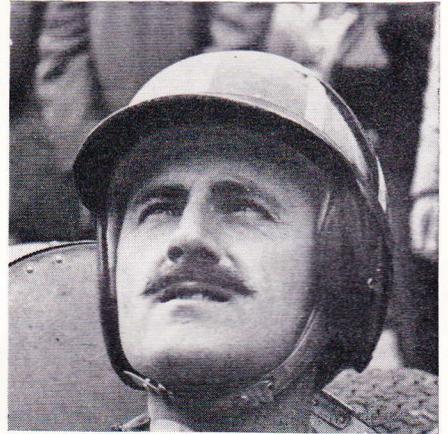
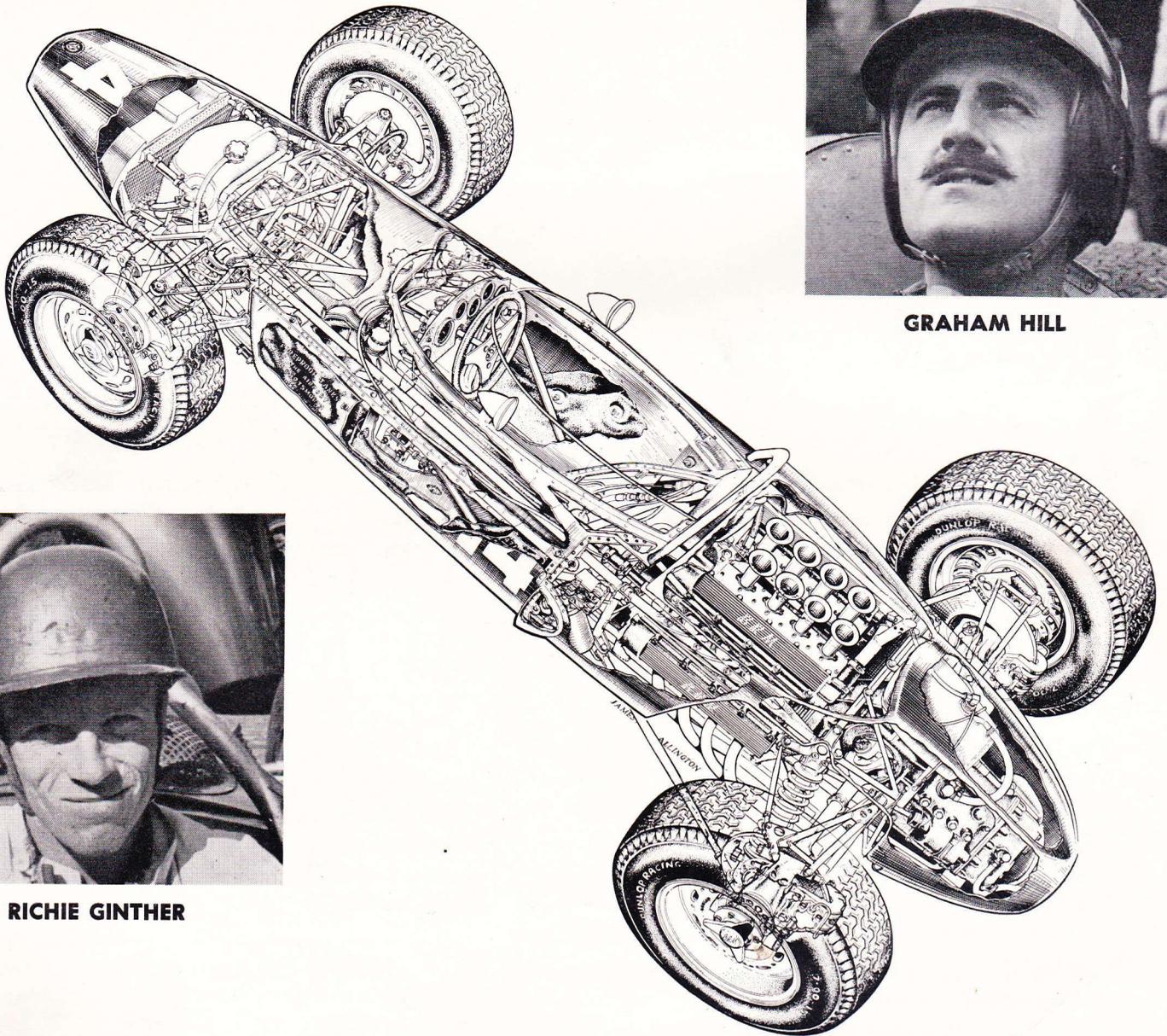
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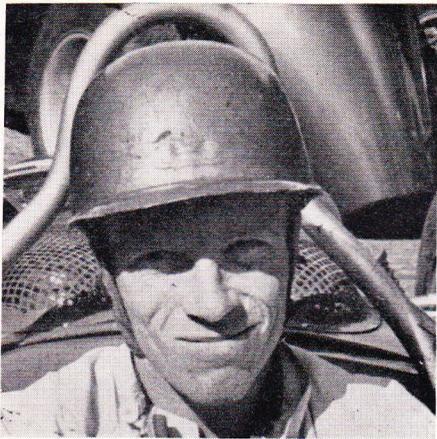
EVERY FRIDAY
Vol. 26 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY

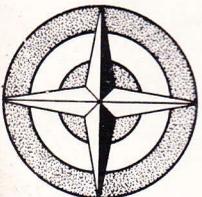
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GRAHAM HILL



RICHIE GINTHER



TRIBUTE TO B.R.M.



First sports car of its class to lap in luxury! The TRIUMPH TR4

The Triumph TR4 is an out-and-out sports car. It sprints from 0-50 in 8.2 seconds. And goes on sprinting to a top of 110 mph. It is very fast and very potent. You'd expect this from a TR.

But this extrovert of a car has pleasant surprises inside. It has a healthy regard for your comfort. The windows *wind* up. Doors are full height. The cockpit is realistically roomy.

When the TR4 first came out in 1961 die-hards raised their eyebrows. A sports car, they said, jolly well should be bumpy and draughty and cramped. That's half the fun of it.

Odd sort of fun. What do *you* think?

If you've wished that sports cars were a bit more human, the TR4 is for you. It's a *lot* more human (and so is its price—scarcely more than £900, tax paid). Arrange with your Standard-Triumph dealer to take one out—soon.

The TR4: facts and figures

ENGINE: 2138 cc, 4 cylinder, 105 bhp (gross), twin carbs (TR3 1991 cc engine also available for 2,000 cc racing).

GEARBOX: 4-speed. All synchromesh. Overdrive available.

WEIGHT: Touring trim, dry, 18½ cwt.

BRAKES: Front discs, rear drums.

BODY: 2-seater, occasional rear bench. Winding door-windows. Individual bucket seats. Full-size boot, separate lid. Soft or fixed hard top. Hard top has removable roof panel, with soft canopy as an extra.

PRICES: Soft top £906. 16. 3. Hard top £949. 2. 1. inc. p.t.

STANDARD  **TRIUMPH**
COVENTRY ENGLAND
A member of the Leyland Motor Corporation

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 26 No. 10

March 8, 1963

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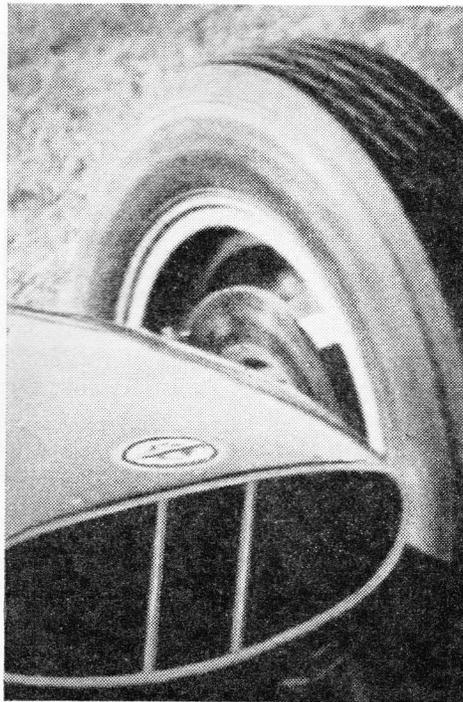
EDITORIAL

HONOUR FOR SIR ALFRED

BY a unanimous vote the panel of the Ferodo Gold Trophy has awarded this country's most important motor-racing award to Sir Alfred Owen for his successes during 1962 with B.R.M. This is the first occasion on which the marque has been honoured in this way, and it must give immense satisfaction to the supporters of the Owen cars that the head of the organization has been singled out as recipient of the Trophy. It was a clean sweep by an all-British Grand Prix car, every single component of which was manufactured in this country. Graham Hill became the World Champion driver, and to the marque went the Formula 1 Constructors' Championship. It has taken more than a decade for B.R.M. to reach its present position of eminence—nearly 12 years of heartbreaks and moderate success since Raymond Mays and designer Peter Berthon launched their V16 Formula 1 contender. With a loyal team of skilful mechanics, B.R.M. never gave up trying, but when Sir Alfred Owen acquired the concern the marque could scarcely be reckoned as being able to challenge Ferrari, Maserati, Vanwall and others. The cars were always fast, but time and time again races were lost by annoying and often obscure mechanical failures. Great drivers such as Juan Manuel Fangio, Stirling Moss, Mike Hawthorn, Peter Collins, Reg Parnell, Peter Walker, Tony Brooks, Jean Behra, José Froilan Gonzalez and many others tried desperately to give B.R.M. a major success, but it was not until 1959 that Jo Bonnier won the Dutch Grand Prix at Zandvoort to give the Owen cars their first *grande epreuve* victory. Hopes and spirits were raised, but further major victories eluded the men of Bourne. Moss was second in the British G.P. with a B.R.P.-entered car, but that was the sum total for the remainder of 1959, except for a win by Ron Flockhart at Snetterton. For 1960, with Bonnier, Dan Gurney and Graham Hill in the team, the story of frustration continued, Hill's third place at Zandvoort being the highest contribution in the Championship races. With Hill and Brooks, and 1½-litre Coventry Climax-powered cars, 1961 was yet another year of disappointments. Sir Alfred Owen thereupon laid down an ultimatum: if the racing record did not improve, he would be forced to wind up the activities of B.R.M. By the end of 1961, Berthon had produced the V8 engine. Tony Rudd was appointed Chief Engineer and was responsible for the development of the new power-unit. Richie Ginther joined Graham Hill from Ferrari and was given the main race-testing job. Rudd's technicians in the engine shop included those stalwarts Willie Southcott and Colin Atkin. From then onwards, success followed success.

OUR COVER PICTURE

IN THIS WEEK'S "Autosport" we feature our tribute to B.R.M.—John Bolster tells of the Technical History of the B.R.M., while Gregor Grant writes about the drivers. On our cover are the ingredients for the 1962 Formula 1 World Championships of drivers and manufacturers: Graham Hill, the World Champion, Richie Ginther, Graham's American team-mate, who scored a fine second place behind him at Monza, and a James Allington cutaway drawing of the 1962 V8 B.R.M., the champion car.



Well done...

CONGRATULATIONS to B.R.M. on winning the 1962 World Formula I Constructors' Championship—and Graham Hill, the World Drivers' Championship.

Dunlop tyres have been fitted to the B.R.M. since its first race in 1950 and in the triumphant 1962 season, culminating in a great win in the South African Grand Prix, Dunlop wheels and disc brakes were also fitted.

It is the experience gained in these fantastic demonstrations of speed and endurance which help Dunlop to develop and improve the tyres that mean so much to the security and comfort of the everyday motorist.

DUNLOP



RACE PROVED FOR ROAD SERVICE

GROVEWOOD BUYS SNETTERTON BRANDS HATCH CIRCUIT, LTD., a subsidiary of Grovewood Securities, Ltd., has acquired the Snetterton motor racing course, thereby increasing its ownership of motor racing circuits to three: Brands Hatch, Mallory Park and Snetterton. Included in the purchase are the Snetterton Motor Racing Club and Clubhouse, the buildings, grandstands and other facilities used in connection with motor and motorcycle racing at Snetterton, and the leasehold of the 2.71-mile track and attendant car parks.

The future management of the track will be undertaken by Brands Hatch Circuit, Ltd., and Oliver Sear, the founder of Snetterton and managing director of the former owners, is to continue to act as manager of the Snetterton Motor Racing Club and will be responsible for the organization of a number of future meetings at the circuit.

BILL MITCHELL, chief of the styling division of General Motors, has taken delivery of an Ogle SX 1000.

TEAMS from B.R.M., Lotus, Cooper, Ferrari, A.T.S., Brabham, British Racing Partnership, Scuderia Centro-Sud and Rob Walker have been invited to take part in the Brussels Grand Prix.



THE HILL FAMILY with their spoils. Graham Hill with his mother, father and wife Bette proudly show the trophies presented at the recent O.R.M.A. dinner.

ALBERT LORY

THE death occurred recently of Albert Lory, the famous designer, at the age of 69. The Frenchman was born on 19th June, 1894, quite near Le Mans where he saw his first race 12 years later.

During the First World War he worked a short while for Panhard and then went to Salmson to develop aero engines. After the war he joined Delage where he was to make a name for himself. The 1926 1½-litre supercharged Delage was a wonderful creation, proving itself to be virtually unbeatable both that year and in 1927. So good was the design that in 1936 Richard Seaman was able to walk away with several *Voitquettes* races in a slightly modified car.

Lory remained with Delage until the demise of the firm and when the war came he started to design a 2,000 h.p. aviation engine. After the war he was responsible for the V8 engine of the ill-fated C.T.A.-Arsenal French Grand Prix car, but he did not think much of the chassis!

In 1949 Albert Lory joined Renault as a research director and he designed the famous *Etoile Filante* turbine car which achieved 195 m.p.h. on the Utah Salt Flats.

PIT and PADDOCK

LEO GEOGHEGAN, driving a Lotus 22, won the important Formula Junior race as well as a *Formule Libre* event at the national Australian Calder meeting on 24th February. Frank Matich had a good day out with both his 1½-litre Elfin-Ford and his Lotus 19, while Bill Thompson won two *Formule Libre* events with his supercharged 2½-litre Cooper-Climax.

DAYTONA 500 TO FORD Substitute Driver Wins America's Important "Stock Car" Race

EVEN one of Hollywood's most brilliant film producers would have had great difficulty in improving the story that led to "Tiny" Lund's victory in America's Daytona 500 on 24th February.

It all started during practising for a sports car race a week earlier. Marvin Panch, one of America's top "stock car" drivers, was driving one of the ex-Le Mans Maserati 151s of Briggs Cunningham—this particular model was equipped with a hairy V8 Ford engine. Even with the mere 4-litre V8 Maserati engine a 151 is tricky to handle and, sure enough, Panch had a bad crash which meant that he ended up in hospital.

One of the five people to help Panch out of the burning wreckage of the Maserati was one Wayne Lund, who had come to Daytona in search of a drive. Panch, from his hospital bed, demanded that "Tiny" Lund should be given his potent Ford for the Daytona 500 a week later, a move that was not popular with several people. The offer was jumped at, but during practising Lund did nothing startling in his 1963 "fastback" Ford.

However, Lund caused a major sensation in the race itself. Always in the leading group, he finally grabbed the lead after 395 miles and from then onwards was never worse than third, dicing with Fred Lorenzen and Ned Jarrett who were eventually to finish second and third. Towards the end of the 500 both Lorenzen and Jarrett stopped at their pits for fuel, but "Tiny" Lund did not. . . . Naturally he ran out of fuel at the last bend, but, of course, he was able to coast over the line to victory—and \$24,600!

Lund covered the 500 miles in 3 hrs. 17 mins. 56 secs., an average speed of 151.566 m.p.h., which is just short of Fireball Roberts' record set last year. Lund's speed was remarkable considering that the first 10 laps were run under the yellow caution flag due to a wet track (there were also four more "caution" laps). The start of the race had been delayed for nearly 1½ hrs. because of wind and rain.

The first five finishers were all Fords, Nelson Stacy and Dan Gurney being fourth and fifth. Dan could not repeat his Riverside victory of earlier in the year—at Riverside he was more than able to cope with the twists of a road course, but the "track" drivers had their revenge on the banked 2.5-mile Daytona circuit that they knew well. Innes Ireland, the only other Grand Prix driver present, practised but did not race.

Results

- 1, Wayne Lund (Ford), 3 h. 17 m. 56 s., 151.566 m.p.h.;
- 2, Fred Lorenzen (Ford), 3 h. 18 m. 20 s.;
- 3, Ned Jarrett (Ford), 3 h. 18 m. 26 s.;
- 4, Nelson Stacy (Ford), 199 laps;
- 5, Dan Gurney (Ford), 199 laps;
- 6, Richard Petty (Plymouth), 198 laps;
- 7, Bobby Johns (Pontiac), 198 laps;
- 8, Joe Weatherly (Pontiac), 197 laps;
- 9, John Rutherford (Chevrolet), 196 laps;
- 10, Tommy Irwin (Ford), 195 laps.

SPEED SEASON STARTS!

FIRST speed event of the year (not counting the Brands Hatch "Autobog")! was the Southport Speed Trials last Sunday, this being the event originally scheduled for last Boxing Day. J. T. Butterworth in a Lotus 23 recorded B.T.D. in 31.66 secs. A report of the meeting will appear next week.

G.T. CHAMPIONSHIP Provisional Placings (after Daytona)

CLASS 3—over 2,000 c.c.

Ferrari	..	..	..	..	9 pts.
A.C. Cobra	..	..	..	..	4 "
Chevrolet Corvette	..	..	..	..	3 "
Jaguar	..	..	..	..	2 "

CLASS 2—1,001-2,000 c.c.

Porsche	..	..	..	..	9 pts.
Simca-Abarth	..	..	..	..	3 "

THE United Nations Grand Prix, due to have been held on 28th April somewhere in the vicinity of New York, has been cancelled. This event was listed as a Formula 1 race, but, despite the grand title of the race, no European entries could have possibly appeared unless anyone was prepared to sacrifice several important non-Championship European Formula 1 races.

PORSCHE have officially announced that they do not intend to race Formula 1 cars this season, thereby confirming rumours that have been circulating for some considerable time.

PASCAL ICKX and Alain Bertaut have won the Belgium Journalists Trophy for their performance in a Fiat-Abarth, in the Tour de France.



FINAL details are now to hand of the Eddie Berry/George Humble international rally equipe. Cars to be used will be a Mercedes-Benz 220SE to full works specification, an ex-works Sunbeam Rapier, a Ford Zodiac and an M.G. 1100. Drivers signed are George Humble, Bobby Parkes, Windsor Scott, Roger Parker and, as a ladies' team, Joyce Berry and Valerie Whitmarsh. At least one car will be entered in all the major international rallies of 1963.

ALTHOUGH he has relinquished the chairmanship of the Bugatti O.C., Roy Taylor has by no means retired from the club's activities. In point of fact he has been elected a Vice-President, and will continue to be active on the organizational side.

SPORTS NEWS

ELVA EQUIPE LONDON has been formed to race two Elva Mark 7 sports-racing cars this year. Drivers are to be Steve Minoprio, who so very nearly won last year's AUTOSPORT Championship in his Marcos, and Robin Benson. One car will have a 1,550 c.c. Cosworth-Ford twin-cam engine and the other a Stage 5 Coventry Climax. Both will use Hewland-Volkswagen Mark 4 five-speed gearboxes. Ernest Unger will be team manager and David Brugers will look after the preparation and will have full works support and technical co-operation.



THE ONLY volume production British car to be fitted with a skylight roof as standard equipment, the Triumph Herald 12/50 was unveiled this week. The 1,147 c.c. engine develops 41 b.h.p. at 4,500 r.p.m. and the car has a claimed maximum speed of over 80 m.p.h.

EUROPEAN TOURING CAR CHALLENGE

FOLLOWING negotiations between the British Racing and Sports Car Club and the Automobile Club Saar branch of the Allgemeiner Deutscher Automobil Club, the Touring Car Challenge of Europe has been instigated and it is hoped that it will be an official Championship in 1964.

Group 1 and Group 2 Touring Cars will compete in the following capacity classes: up to 600 c.c., 601-700 c.c., 701-850 c.c., 851-1,000 c.c., 1,001-1,300 c.c., 1,301-1,600 c.c., 1,601-2,000 c.c., 2,001-3,000 c.c., and over 3,000 c.c.

There are to be eight qualifying rounds: The Coupes des Brussels (21st April), the Six-Hour Nürburgring race (16th June), the Mont Ventoux Hill-Climb (23rd June), the Brands Hatch Six-Hour race (6th July), a Three-Hour Mallory Park race for 850 c.c. cars (13 July), the Budapest Grand Prix (9th September), the Timmelsjoch-Hochplenbergrennen in Austria (15th September) and a Six-Hour race at Zandvoort at a date yet to be decided.

The Three-Hour race at Mallory Park at the B.R.S.C.C.'s Formula 1 meeting on 13th July is yet another new venture of the B.R.S.C.C., being for 850 c.c. cars. Let's hope that several continental small car experts will enter. There should be examples of NSU Prinz, Isar and Steyr-Puch in the 600 c.c. class, BMW 700s in the 700 c.c. class and, in addition to many Minis, DKW Junior, Renault 1093, Fiat-Abarth TC and Saab 96 cars could be seen in the 850 c.c. category, though it is doubtful whether any new British "babies" would be homologated in time.

GENERAL MOTORS STOP RACING PROGRAMME

Shock Decision Halts Official Racing Activities of Chevrolet and Pontiac

A DECISION taken recently by General Motors means that Chevrolet and Pontiac will be unable to either race their products, support racing or even advertise any successes. No announcement was or will be made as the recent activities of the Detroit giant have been completely "unofficial" as General Motors were still supposedly bound by the American manufacturers' agreement of 1957 which forbade motor sporting activities.

It will be recalled that in 1957 General Motors had developed a sports-racing version of the Chevrolet Corvette—the SS—and, similarly, for 1963 General Motors were giving "unofficial" support to the development of a lightweight version of the Chevrolet Corvette Sting-Ray. Now it is learned that all development as regards this special version is to stop, which is a pity as Masten Gregory had lopped more than 10 secs. off the lap record during testing at Sebring, although it must be stated that the circuit was not properly defined at the corners with the marker cones!

In the middle of December, Sebring was invaded by Chevrolets when the testing took place: Zora Arkus Duntov turned up with a special lightweight Sting-Ray, ordinary Sting-Rays and others on which Girling disc brakes were thoroughly tested, as were Firestone tyres. Mickey Thompson was there, too, with his own lightweight version of the Sting-Ray. The Duntov model was reputed to weigh 2,100 lb. as opposed to the standard 3,000 lb., while Thompson's scaled at 1,750 lb. and was also fitted with an aluminium 40 b.h.p. engine.

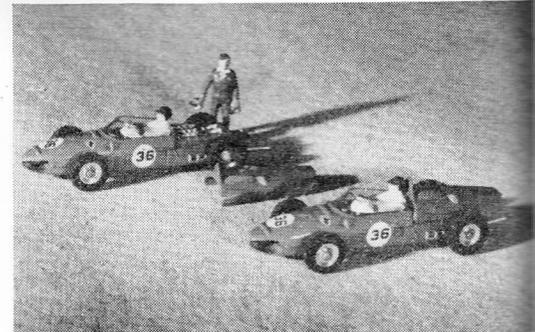
Now the company states that it considers the standard Sting-Ray will suffice for the G.T. category and that there is no need for lightweight examples. It appears that very slightly modified Sting-Rays will still be available for customers that do wish to race, but this is a far cry from the expected lightweight examples which were supposed to have been homologated soon. Although Mickey Thompson will go ahead with his Chevrolet-powered Indianapolis cars, it is asking too much of him to produce 100 lightweight Sting-Rays of his own for homologation purposes. And it is ironic to report that the V8 Ford-powered A.C. Cobras are beating the ordinary versions of the Sting-Ray in several American events where power is not all-important.

Pontiac are severely hit as regards the popular American "stock car" events—i.e., modified saloon cars having very special 7-litre engines, the supply of which is to cease.

It is doubtful whether any serious complaints were made concerning General Motors turning a "blind eye" to the 1957 agreement, which makes the decision all the more bewildering. Ford, of course, broke away from the "no racing policy" last May when they stated that the ban was ridiculous because of all the unofficial activities still going on.

THE interesting Trio sprint meeting scheduled to take place at Brands Hatch last Sunday was postponed—yet another victim of Britain's abominable weather.

JOHNSURTEES now having returned to Europe for a programme of development driving for Ferrari, Masten Gregory will be driving a Bowmaker Lola in the Australian Sandown Park meeting on Monday. Tony Maggs and Jim Palmer will also drive Bowmaker cars in this, the last event that Bowmaker is scheduled to enter before giving up motor racing.



FIRST in the new series of Dinky Toys racing cars is the 1961 Formula 1 Ferrari. The removable engine cowl gives access to the Dino engine, and four-wheel suspension is employed for the first time on a miniature racing car.

AUTOSPORT CHAMPIONSHIP

ALL events for G.T. and Appendix "C" cars in Great Britain with International, National or National Open permits will qualify for the AUTOSPORT Championship, 1963. For the final "Three Hours" race the best five results will be taken into account for the list of qualifiers. Individual entries are not required, but teams of three cars must be nominated by 20th March, 1963, and the names sent to the Secretary, AUTOSPORT Championship, 159 Praed Street, London, W.2.

Drivers with different cars in the same class may count all scores. Drivers with cars in different classes will score in the relevant class separately. Top four scorers in each class will be invited to take part in the "Three Hours".

The categories and classes for 1963 are as follows:

- Appendix J. G.T.
- Class A—Up to 1,150 c.c.
- B—1,151-1,600 c.c.
- C—1,601-2,500 c.c.
- D—Over 2,500 c.c.

- Appendix "C".
- Class E—Up to 1,150 c.c.
- F—1,151-2,000 c.c.
- G—Over 2,000 c.c.

Regardless of race distance, scoring in each class will be:

Place	No. of Starters in Each Class.				
	5 (or more)	4	3	2	1
1st	9	9	9	9	0
2nd	6	6	6	0	0
3rd	4	4	0	0	0
4th	2	0	0	0	0

Full regulations and details of the "Three Hours" race will be published in a forthcoming issue.



CONSUL CAPRI G.T. was introduced by Ford recently. A more powerful engine gives the car a maximum speed of 93 m.p.h. There are several interior improvements which transform the car into Britain's first "personal" car—at least, that is what Ford call it!

BRITISH INTERNATIONAL RALLIES CLUB

THE annual dinner-dance of the British International Rallies Club was held at the Connaught Rooms last Friday, with Jack Kelmsley in the chair. Club awards were presented by Pete Nortier (of Tulip Rally fame) to Peter Harper and to Pauline Mayman/Valerie Domleo. To Geoff Mabbs went the AUTOSPORT Trophy for 1963, and the Press Award to Raymond Baxter. Sydney Allard received the R.S.A.C. Quach, and Mabbs a gallon of Scotch.

During the evening, it was announced that A. K. Stevenson has been elected an honorary vice-president. Oddly enough, the club has yet to elect a president!

PAULI TOIVONEN won the recent Norwegian Winter Rally in his Citroën DS 19. He lost a total of 92 points and beat Jansonn (Volkswagen 1500), 151; Aaltonen (Saab), 193; Karlstrom (Volkswagen 1500), 227; Unnerud (Citroën DS 19), 247; and Ingier (Saab), 256. Best British car was Soderstrom's Mini-Cooper in eighth place, while Mme Schou Nielsen won the ladies' award in a Skoda.

LANCIA FLAVIAS gained the first six places in the Italian Flower Rally recently, yet another event which demonstrated the superiority of traction *avant* in icy conditions. Patria/Oringo beat Cella/Lanteri, Frescobaldi/Malincoli, Cabella/Bagnasacco and Massoni/Bossola.

THIS year's Le Mans testing weekend is 6th-7th April.

LOTUS NINETEEN G.T.

BASED on the successful Lotus 19 Monte Carlo, a 2½-litre G.T. prototype version will be raced at the Nürburgring and Le Mans by John Coundley and Bill de Selincourt. It will have a low-built hard-top body and will be powered by a four-cylinder twin-cam Coventry Climax engine.

LE MANS LISTER-JAGUAR

AN interesting G.T. prototype for Le Mans is the 3.8-litre Lister-Jaguar entered by Peter Sargent and Peter Lumsden. It is based on the space-frame car of which Frank Costin designed the bodywork.

IT is likely that drivers for one of the Ecurie Ecosse Tojeiro-Buicks at Le Mans will be Ninian Sanderson and Jimmy Blumer.

LOOKING for relaxation between motor races, Graham Hill is considering doing some "mud-plugging".

ARRIVALS DEPT. To Peter and Patricia Garnier—a son; a daughter for Peter and Polly Dimmock.

RACING at Longford, Tasmania, last weekend, Jack Brabham's car went up in flames after coming into the pits to investigate an oil leak. Jack was out of the car unharmed. A full report of the Longford meeting will appear in next week's issue.

STIRLING MOSS will pit-manage the Mini-Cooper that is to be driven by Canadians Grant Clark and Gord Brown in the Sebring 12 Hours race.

JAGUAR DRIVERS' DINNER-DANCE

ON St. Valentine's Day, the London section of the Jaguar Drivers' Club held its annual dinner-dance in the Dorchester Hotel, with Peter Sargent in the chair. Guest speakers were the Editor of AUTOSPORT and John Bryant, who were introduced by Dick Martens. Also present was a pair of immaculate white Jaguars, a superb pre-war SS100, and the latest E-type coupé.

It was a gay affair altogether, and a raffle and a tombola proved extremely successful. There were cries of "fiddle-fiddle" as Mrs. Gregor Grant drew out several winning tickets, which were claimed by prominent club personalities, including Peter Sargent and Mrs. "Bubbles" Powell.

LE MANS 1963

APPLICATIONS for the 24 Hours Race at Le Mans closed last week at 89. These include Chevrolet Corvette, A.C. Cobra, Ferrari, Chaparral, Maserati, Lancia, Fiat-Abarth, Simca-Abarth, Jaguar (Cunningham), Aston Martin, Lister-Jaguar (Sargent-Lumsden), Austin-Healey, Lola V8, Tojeiro-Buick, Marcos, René Bonnet, A.S.A., Renault, Alpine, Lotus, T.V.R., Porsche and Auto Union.

Fifty-five entries can be accepted, plus the B.R.M.-Rover "turbine", which is apparently another entry.

THE F.I.A. Championship, Hawthorn Memorial trophies and R.A.C. Plaques d'Honneur will be presented at the Royal Automobile Club on 11th March.

LYONS ENTERTAIN



ADMIRING the decorative cakes (above) are—left-to-right—Christabel Carlisle, Pauline Mayman, Valerie Domleo and Pat Moss. WORLD CHAMPION Graham Hill chats to H. C. Young of Lyons's (left). BEING SERVED (below) are—left-to-right—"Monte" winner Eric Carlsson, Pat Moss, Trevor Taylor and Sheila van Damm.

SEVERAL motor-racing and rally personalities were entertained by J. Lyons and Co. Ltd., last Sunday, at a luncheon in the Oxford Suite, Tottenham Court Road. Among those present were Mr. and Mrs. Graham Hill, Trevor Taylor, Mike Beckwith, Eric Carlsson, Pat Moss, Pauline Mayman, Valerie Domleo, Christabel Carlisle, Mr. and Mrs. Tony Rudd, Bill Gavin, the Editor of AUTOSPORT, John Cotter (ITV), Cyril Page (ITN) and George Phillips. Decor included a motor-racing circuit, and a huge cake depicting Carlsson's Monte Carlo-winning Saab in the snow.

G. G.



JOHN BOLSTER tries

The Lotus Elan



In a very short time I am hoping to carry out a full road test of the Lotus Elan, which I am expecting from the manufacturers. However, I am getting so many letters from readers about this car that I have taken the opportunity of having a short preliminary canter. Please note that the car I used was below standard, because it had only the wide-ratio Ford gearbox and the engine was not stretched to run in the 1,600 c.c. class. Nevertheless, its performance was so outstanding that I can hardly wait for the "works" car to turn up.

The Elan which I tried was built from a kit of parts by a customer of The Chequered Flag. He wanted them to check the car to see if it was buttoned together properly, and Alan Foster suggested that my road test routine would do just that. That was how I unexpectedly found myself at the wheel of one of the most outstanding cars I have driven.

The Elan has a steel backbone chassis with independent suspension and disc brakes all round. Over this a plastic 2-seater body fits like a saddle. The car is propelled by a five-bearing Ford engine

with a twin overhead camshaft Lotus light-alloy head and two twin-choke Weber carburettors. It has many brilliant design features, which will be discussed in full detail when the official road test car arrives.

I do not know whether to enthuse most about the acceleration, roadholding, silence, smooth running, or braking. Let me say at once that in all these departments the Elan is fantastic.

The engine is flexible right down to the lowest speeds, and the acceleration in the middle ranges is so potent that there is no real need to change out of top gear for overtaking or hill climbing. Above 30 m.p.h. the car simply rushes forward in top, the acceleration feeling almost constant right up to 100 m.p.h. Above that speed, the pressure from the back of the seat begins to be less pronounced and a maximum speed of 109.7 m.p.h. is eventually reached. It must be emphasized that even more startling figures would be available with the close-ratio gearbox, but the results which I obtained were sufficiently dramatic.

The standing quarter-mile occupied 16.4 secs., and the acceleration took

2.8 secs. for the 0-30 m.p.h. range and 6.2 secs. for 0-50 m.p.h., which included two gear changes with this box. 0-60 m.p.h. was achieved in 8.4 secs., and 0-80 m.p.h. in a staggering 14 secs. dead. The 0-100 m.p.h. time was 21.6 secs., and the fuel consumption was approximately 20 m.p.g., including the performance testing.

Once upon a time the four-wheel drift was reserved for Grand Prix drivers. I think that even a beginner, with L-plates up, would soon learn to drift the Elan! It is probably the fastest sports car through a corner, but the breakaway is so gradual that there is no lack of warning, as is sometimes the case with cars of high cornering power. The braking, with large discs all round, is very powerful with no tendency to lock the wheels.

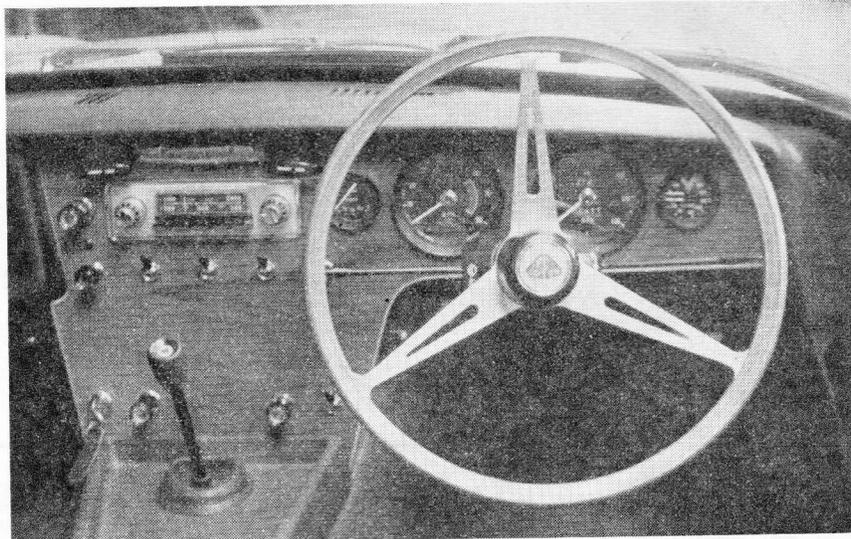
The sound insulation is excellent, the absence of road noise being reminiscent of a very costly limousine. The engine is also remarkably quiet, an expansion chamber close up to the manifold no doubt playing its part. Complete insulation of the final drive has also been achieved, the metalastic universal joints possibly assisting

Lotus Elan 1500

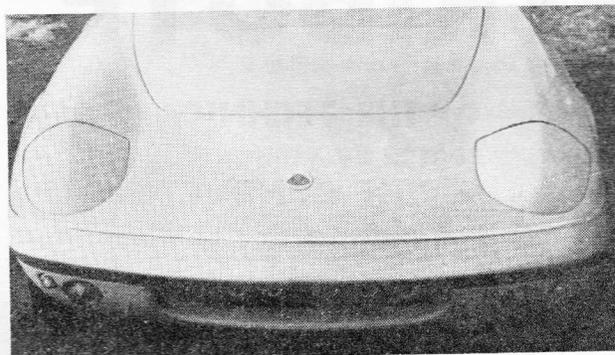
here, and they certainly avoid any jerk in the transmission. It is in these respects that the Elan is such an advance on any previous Lotus.

I am tired of moaning about driving seats that do not locate the driver. The bucket seats of the Elan give absolute lateral stability, but they are also very, very comfortable. The driving position is ideal, with a wooden steering wheel and gear-lever knob, the central remote control working nicely and the pedals being arranged for heel-and-toe. The retractable headlamps are rather fun, a touch of the switch bringing them up already flashing if some clot gets in the way. The size of the boot is quite outstanding for a 2-seater sports car.

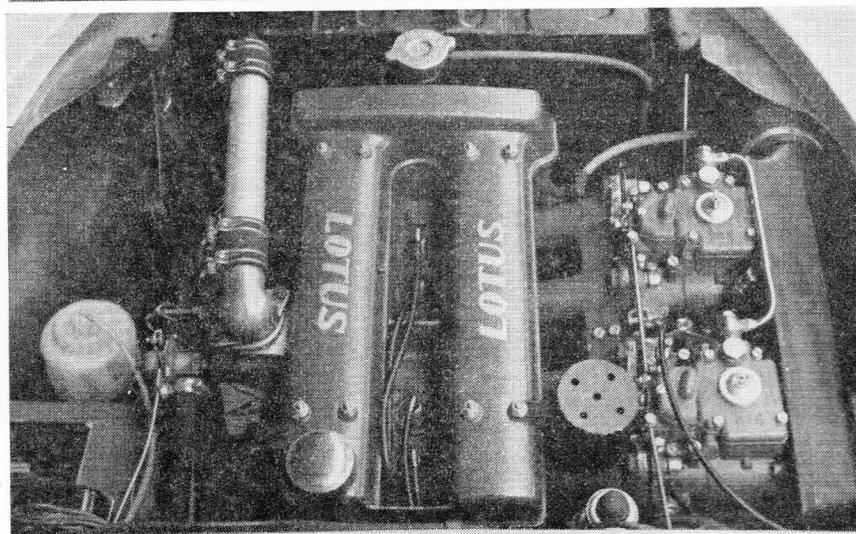
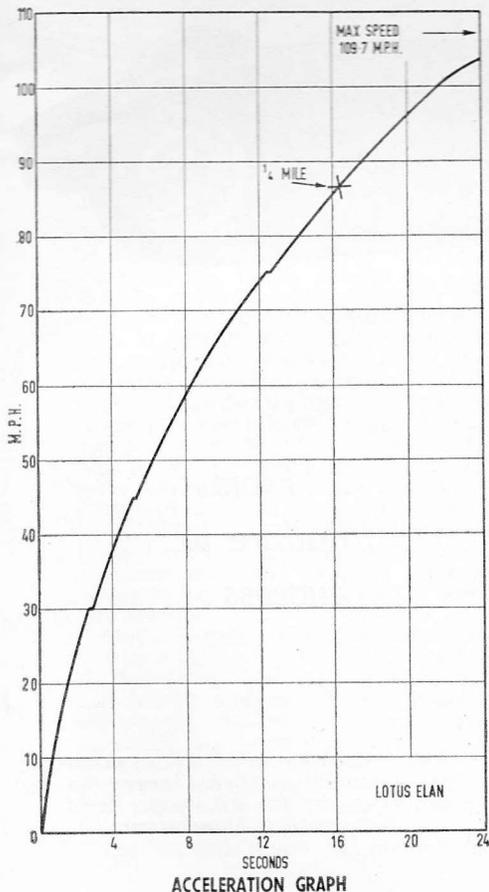
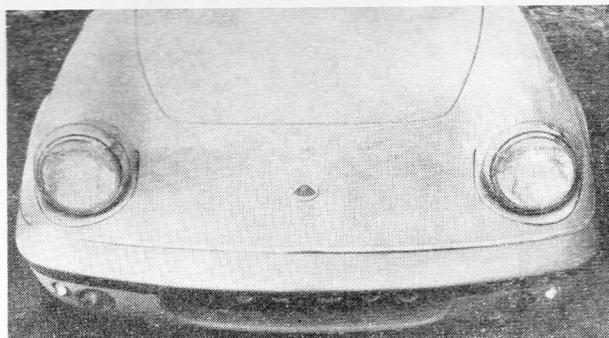
The Lotus Elan is a sports car which handles like a racing car. Yet, it has many of the virtues of an expensive touring car, while its small size renders it very suitable for London traffic. With the hood up, it is as cosy as any saloon, the heater being particularly effective, and the quiet running encouraged me to use the radio. When an engine developing 100 b.h.p. is placed in a car weighing 11½ cwt. something pretty dramatic is going to happen. If you add silence and flexibility to that sort of performance, the result is a car that will have a tremendous popularity, especially as it can be bought in component form for £1,095.



The retractable headlamps are rather fun . . .

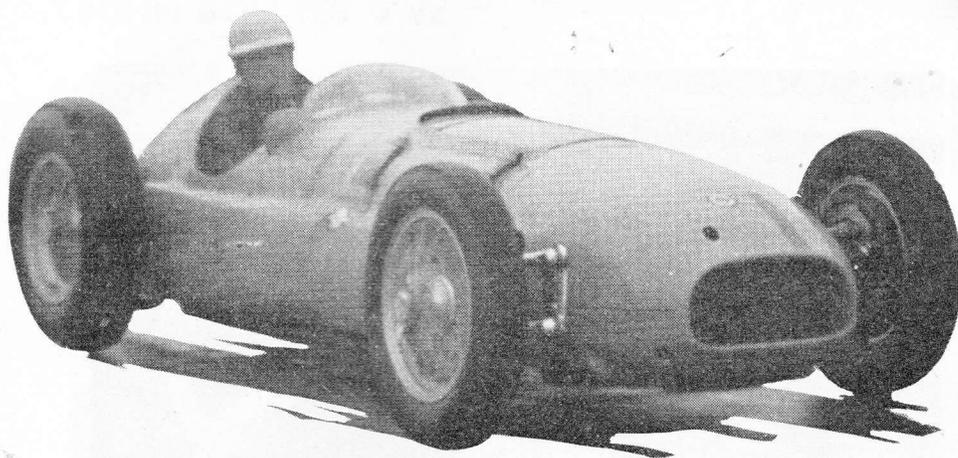


. . . a touch of the switch brings them up already flashing



FIRST VICTORY FOR B.R.M. was at Goodwood in 1950, when Reg Parnell drove the V16 in the wet and won from mediocre opposition.

AUTOSPORT pays tribute to the **B.R.M.**—the **Formula 1** **World Championship** **Manufacturer** of 1962...

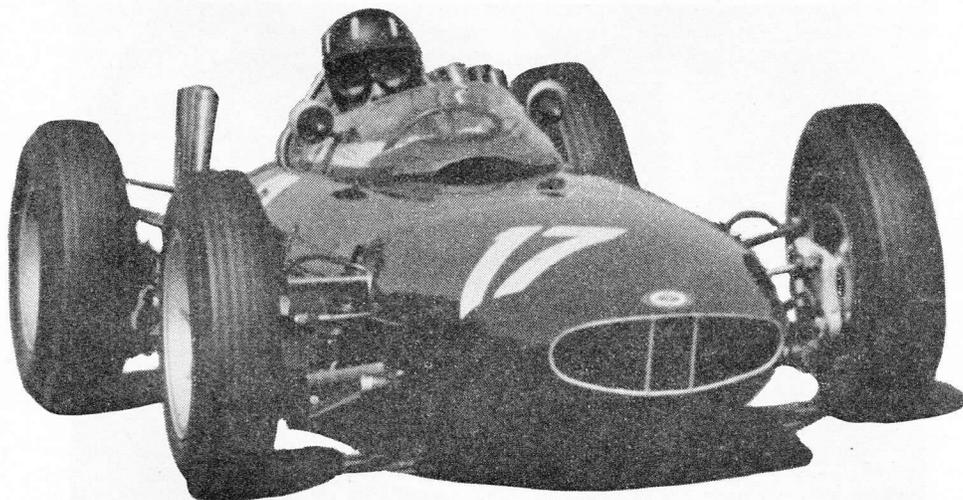
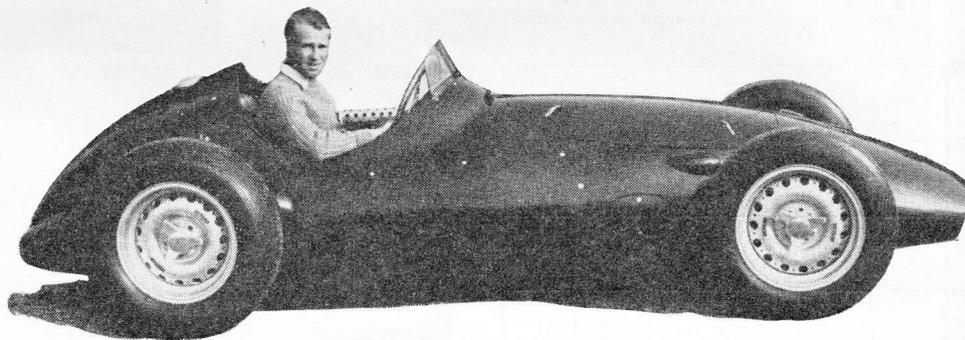


TRIBUTE TO B.R.M.

- **THE TECHNICAL HISTORY**—by John Bolster
- **THE CONDUCTORS**—by Gregor Grant

... From V16
to V8 ...

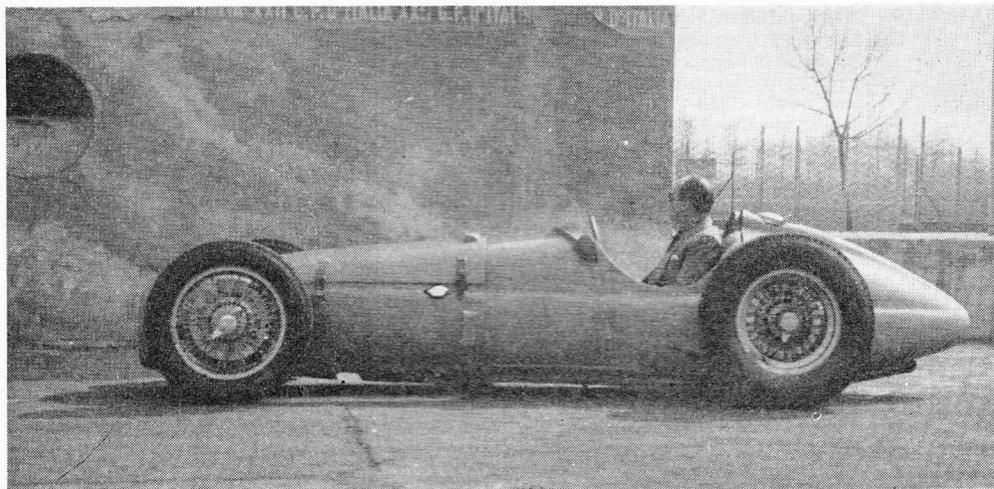
IN 1955 came B.R.M.'s four-cylinder car or the 2½-litre Formula 1. The late Peter Collins tries it for size.



... From
Failure to
Success ...

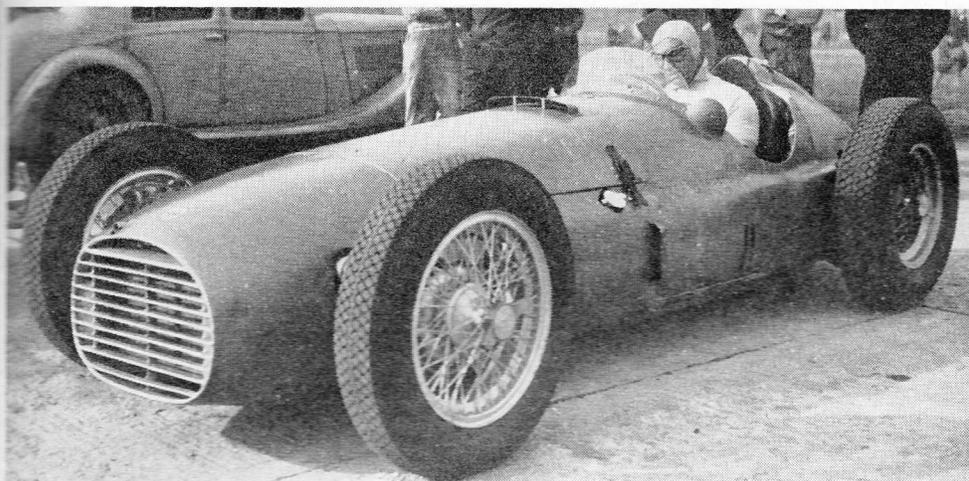
THE 1962 V8 Formula 1 B.R.M. gained for Graham Hill the World Championship of Drivers and for B.R.M. the World Championship of Manufacturers.

WHEN it first appeared the V16 B.R.M. possessed extremely smooth lines, but gradually the car was cut about and louvres and air scoops appeared all over the place, making the car much uglier.



BY JOHN BOLSTER

THE TECHNICAL HISTORY OF THE B.R.M.



**Tracing the History of the B.R.M.
—from the T.T. Vauxhall of 1922
to the V8 of 1962**

FIRST noticeable change to the bodywork was a modified nose which appeared on the 1952 cars. It can be compared with that of the original V16 which is depicted on the opposite page.

IN order to appreciate the continuity of B.R.M. design, it is necessary to seek for roots in the distant past. It would be absurd to say that Raymond Mays and Peter Berthon simply decided to build B.R.M.s, just like that. Obviously, their very considerable experience, gained from many years of developing and racing numerous cars, greatly influenced their thoughts when the project was first conceived.

I would say that the first car to consider is the T.T. Vauxhall, the engine of which was designed by Dr. H. R. Ricardo in 1922. This magnificent power unit had an all-roller bearing engine of which the built-up crankshaft carried its flywheel in the centre. The 4-cylinder, 3-litre engine had 16 valves inclined at an included angle of 90 deg. in a bronze head, and the twin overhead camshafts were driven by a train of seven spur gears.

Naturally, such a power unit had enormous potentialities for development, and in the late 1920s Mays acquired one of the cars and set Amherst Villiers onto supercharging it. Villiers had designed some very large Roots-type blowers for use on such cars as the 4½-litre Bentley. For the Vauxhall, he used alcohol fuel and an inter-cooler with a supercharger pressure which was very high at that date.

The Vauxhall-Villiers was certainly the

most potent racing car that existed prior to Hitler's fantastic projectiles. It could ridicule the current Alfa Romeos and Bugattis in a straight line, but it had a poor chassis with inadequate brakes. Certainly the experience gained with this car must have been invaluable to Mays and Berthon.

Deciding to adapt this experience to something more manageable, they applied their knowledge to the famous "White Riley", which was developed from one of the sports-racing cars that the Riley works team had been using. This long-stroke, 6-cylinder engine was of a much simpler design than the superb Vauxhall unit, but with a new high-speed Roots-type supercharger, designed by Murray-Jamieson, it was soon producing enough power to render the "White Riley" a most potent sprint and circuit car.

The engine of the "White Riley" became the prototype of the E.R.A. unit. In 1934, Humphrey Cook decided to finance a team of single-seater racing cars, principally to carry the green in Continental 1½-litre races, but also to compete in the 1,100 c.c. and 2-litre classes. T. Murray-Jamieson, Peter Berthon, and Thomson and Taylors set about the job, and soon the name of E.R.A. became famous on the circuits. The cars were also sold to private owners at £1,750 each.

The development of the E.R.A. was possible because the basic engine was so rugged, in spite of its pushrods and 3-bearing crankshaft. The very fragile Zoller supercharger was adopted, an expensive component with a short life which was extremely efficient for the development of high pressures. At anything much above 17 lb. of boost, the Roots blower became intolerably inefficient, though up to 22 lb. was possible for sprints.

With the Zoller supercharger, the 1,100 c.c. E.R.A. raced successfully in long-distance events with 40 lb. of boost. This was a tremendous step forward, and a knowledge of high-pressure supercharging was acquired which was to be most valuable later on. In particular, it was found that a detachable cylinder head could be used, whereas German and Italian engineers had previously insisted that a fixed head was essential for ultra-high boost pressures.

Shortly before the war, Peter Berthon designed the E-Type E.R.A., a low, modern racing car with the faithful old engine, but with a slightly shorter stroke. Raymond Mays left E.R.A. at this time and raced as a private individual with his own D-Type car, with considerable success.

After the war Humphrey Cook sold the E.R.A. works to Leslie Johnson, who was destined to achieve no success with he

E-Type E.R.A. Peter Berthon had long ago left E.R.A. and joined Raymond Mays in the B.R.M. project. The object of the exercise was to produce a Grand Prix car that would put Britain on top of the world. It was obvious that something entirely new was needed, for those of us who were driving the pre-war E.R.A.s were being trounced by the latest products of Italy.

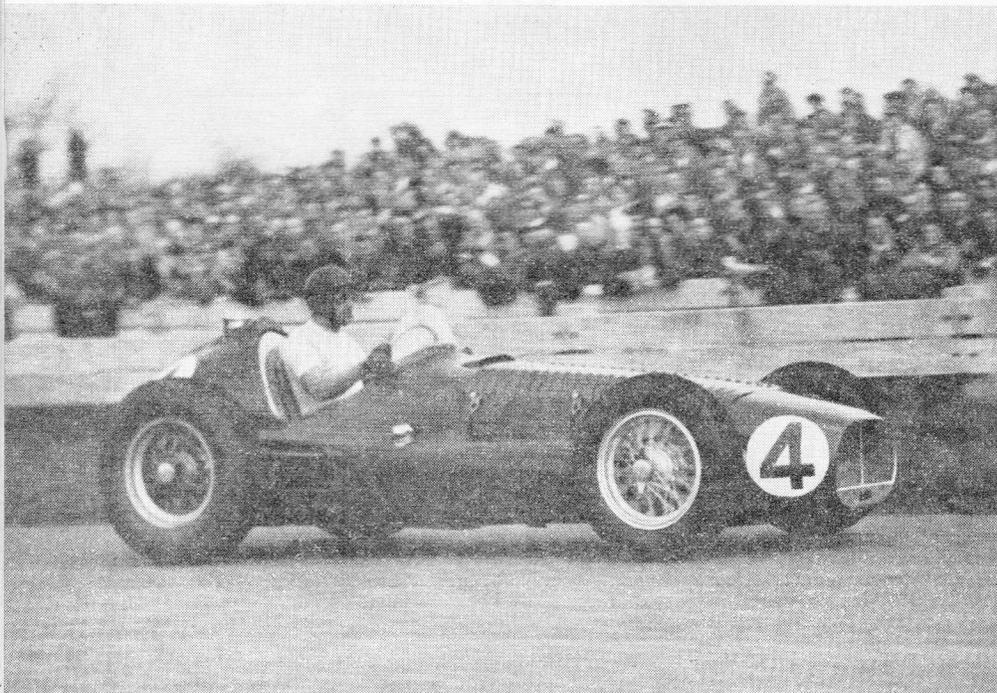
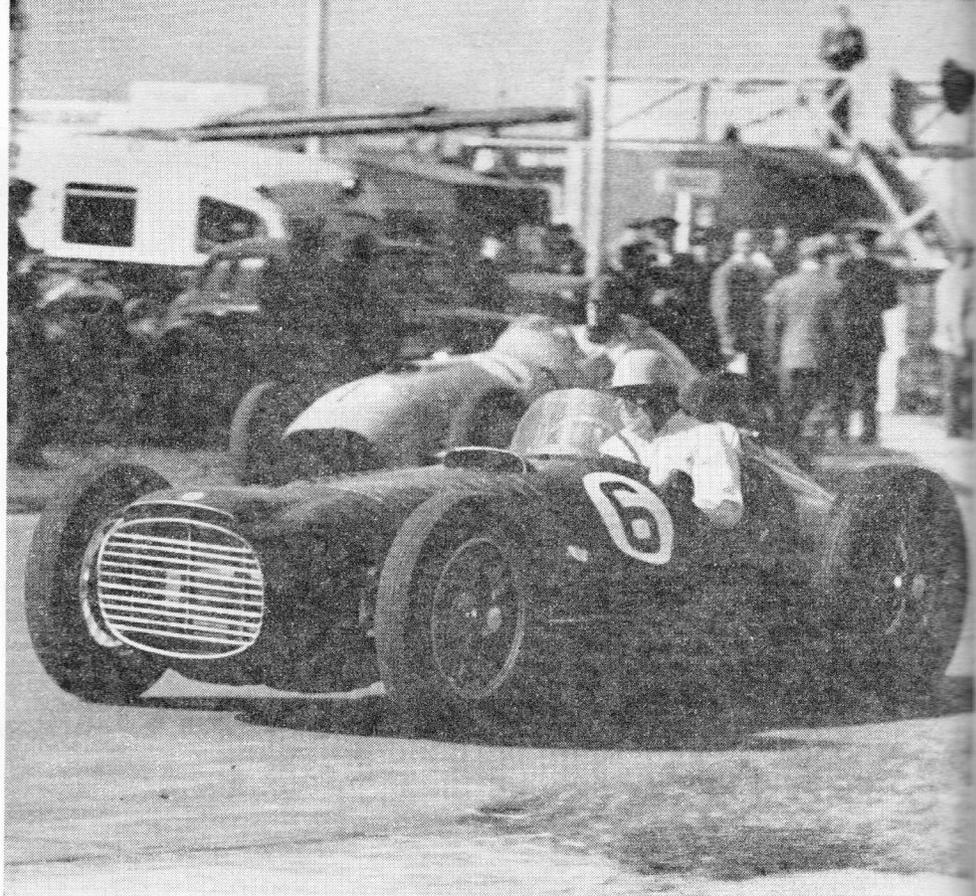
Formula 1 specified 4½-litres (unsupercharged) or 1½-litres (supercharged) as the engine size. Mays and Berthon decided on the supercharged type because of their hard-earned experience in this field. They chose 16 cylinders to get a really large piston area, for with sufficient boost, such an engine must produce much more power than the 8-, 6- and even 4-cylinder units that competitors were using.

This is a technical article, and so I shall not go into the reasons why the car took too long to develop and never raced suc-

TOWARDS the end of 1952 the V16 B.R.M. had grown more openings (right). Reg Parnell takes his B.R.M. to second place in the Goodwood Trophy in September behind Froilan Gonzalez and ahead of Ken Wharton.

★

FOR 1954 a Mark 2 version of the V16 B.R.M. appeared for short British Formule-Libre events (below). This car was more compact than the original version and was raced up until the time when the new 2½-litre Formula 1 car was race-worthy.



cessfully while the Formula for which it was built was current. It achieved its potential in later years when it was raced in short-distance *Formule Libre* British events, and it was certainly exceeding 600 b.h.p. at the end of its life. The fact remains that, even if it had been ready in time, the V16 would never have been a Grand Prix winner.

In the long-distance Grand Prix races of that era the enormous thirst of the supercharged B.R.M. would have meant pit stops for fuel while the 4½-litre Ferraris sailed past. Most serious, however, was the steeply rising power curve of the engine, which was inseparable from the use

of centrifugal supercharging. This rendered the excessive use of the gear lever unavoidable, and made it unsafe to drift corners on power, for the slightest increase of revolutions could suddenly cause wheel-spin that was almost uncontrollable. I timed the B.R.M.s through a curved section of a circuit, and found that they took 7 secs. compared with the 4 secs. of other cars that could be drifted. The centrifugal 2-stage blower was wonderfully compact, however, and eventually gave 70 lb. of boost!

Nevertheless, the V16 engine is of great interest because the victorious V8 of today is its lineal descendant. The V16 had an

included angle between the cylinder axes of 135 deg. compared with the 90 deg. of the V8, but if one studies the drawings of both power units there are many similarities. It is well known that the connecting rods of the old V16 are still used on the V8, though as the current pistons are of 68.5 mm. diameter, compared with 49.53 mm., the big end bolts have had to be modified to take the increased inertia loading. Actually the increase in piston weight is not as great as would be expected, for thicker crowns are essential in a highly supercharged engine and three rings were used against two—a Dykes ring and an oil-control ring. Incidentally, the latest pistons, with their small thrust surfaces, somewhat resemble the Ricardo slipper-type pistons of the T.T. Vauxhall of long, long ago.

The train of camshaft driving gears has also been transferred from the old engine to the new. Compound gears are used to obtain a 2 to 1 reduction without employing a pinion of large diameter. There is much in common between the two V-type B.R.M. engines in the matter of lubrication and the use of plain Vandervell main and big-end bearings, with the rods arranged side by side. However, the valve gear of the two engines differs very greatly, much having been learnt the hard way from the intervening 2½-litre 4-cylinder unit. Whereas the V16 had rocking fingers and hairpin-type springs, the V8 has short piston-type tappets and helical springs. It is well known that a vast amount of trouble was experienced with the cylinder liners of the V16, which cracked and leaked water, sometimes with catastrophic results to other parts of the engine. This was due to the use of compression-type liners with bottom sealing joints, the 4-cylinder 2½-litre having liners screwed into the head and the V8 relying on retention by the top flanges, with free expansion allowed longitudinally through paired rubber rings. This arrangement is completely satisfactory.

In general I have bracketed the V16 and the V8 because they have certain similari-

ties. They were both designed by Peter Berthon, whereas the intervening 4-cylinder engine was originally derived from a design by Tresillian. It was at first intended to be used in the Connaught car and had a 16-valve head. When Connaughts found themselves unable to construct it, the design was taken over by B.R.M., but the 16-valve head was changed to one having eight large valves. This was certainly a mistake, for the valve gear of the 2½-litre was always its Achilles heel, and with valve heads some 2¼ ins. in diameter this is scarcely surprising. It was stated that trials with a single-cylinder test rig proved that the 4-valve head was inferior, but Honda now use 4-valve heads for cylinders of only 62 c.c. capacity, so one wonders.

The 2½-litre B.R.M. engine was only a "four", but in order to obtain a large piston area without the complexity of multi-cylinders, an extremely large bore was chosen, the dimensions being 102.8 mm. × 74.9 mm. In addition to its weak valve gear, the 2½-litre engine had a 4-bearing crankshaft that rendered it very "rough", and it took a long time to find out why the unit became "tired" in the course of a race, until Harry Weslake pointed out that the water jacketing round the cylinders was inadequate. The 2½-litre B.R.M. engine was sometimes fast, sometimes reliable, but seldom both. Nevertheless, by the time it was obsolete the B.R.M. technicians knew

a sturdy frame with trailing arms in front and a de Dion axle behind. The vast weight of the 16-cylinder engine, elaborate transmission and enormous fuel tanks, meant that this single-seater 1½-litre racing car weighed over a ton on the starting line. Such a monster could not be cornered like a smaller machine, but the chassis design was adequate. The transmission, of which the shaft was stepped down by gears at both ends and followed an oblique course across the frame, must have wasted an enormous amount of power.

The 2½-litre B.R.M. had a much more efficient transmission system at the expense of a rather high driver's seat over the shaft. The pneumatic suspension system, which had been relatively successful on the heavy 16-cylinder car, was unsatisfactory for a lighter vehicle owing to the friction of the seals. The pot-type universal joints also caused friction that affected the suspension, and Mike Hawthorn had a bad accident when one of these joints lost its oil and seized. Ordinary splined shafts got over that one, and Colin Chapman was called in to re-design the suspension.

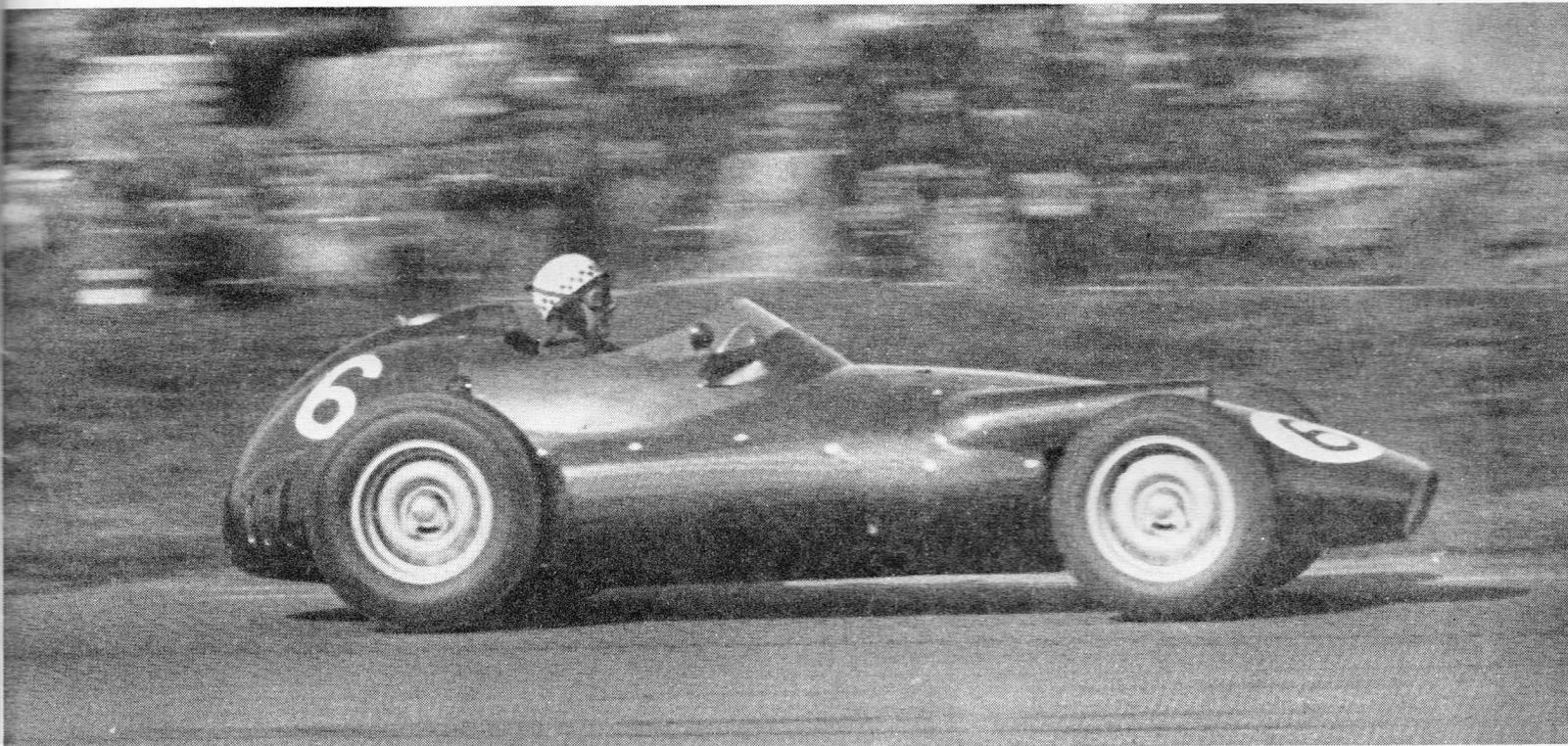
Brakes were at first the curse of the 2½-litre. A most temperamental servo system played all sorts of tricks until it was deleted. A theory was held for a long time that a single transmission brake would be adequate at the rear, but although the disc was internally cooled it tended to reach most

wheels had carried the weight and did most of the braking, but the greater rear-end adhesion of the new model caused the single disc to overload the gearbox. The gear-driven jack-shaft that drove the brake could not take the load, and so convention was followed once again and discs were mounted on the rear hubs.

The 2½-litre engine had so much torque that 4 speeds were more than sufficient. However, when 1½-litre engines had to be adopted, the space previously occupied by the pinions driving the brake was used to provide a fifth speed.

If anything had been learnt from the two earlier models of B.R.M., it was that you can develop either a new engine or an unconventional chassis, but not both. So, the new chassis for 1½-litre racing had only well-proved features, and it was raced with a "cooking" 4-cylinder Coventry Climax engine until the V8 was ready for action. Thus it was known that the car would steer and stop, which meant that every valuable moment could be lavished on the power unit.

The V8 has been a splendid engine almost from the beginning. It started with a 13 to 1 compression ratio and 160 b.h.p. or so. Much other development work, plus a drop to 11½ to 1, gave a better combustion chamber shape and over 180 b.h.p. Then, a new "wild" camshaft needed more clearance between valves and piston crown, so the ratio went down to something like



as much about unsupercharged engines as they had previously known about highly boosted, alcohol-burning machinery.

The 1½-litre V8 engine which followed contains all that could be salvaged from the V16 and the 2½-litre. Perhaps it was in learning what *not* to do that those units had played their most valuable roles, but after six months of the most concentrated work ever, Peter Berthon at last produced a winner, the 1½-litre V8 B.R.M.

In chassis design much has been tried and many pet theories have been rejected after heartbreaking failures. The V16 had

unhealthy temperatures. Still, the 2½-litre front-engined B.R.M., with its tubular chassis reinforced with a stressed-skin body, eventually became quite a reasonable racing car, though its cost had been rather out of proportion with the results obtained.

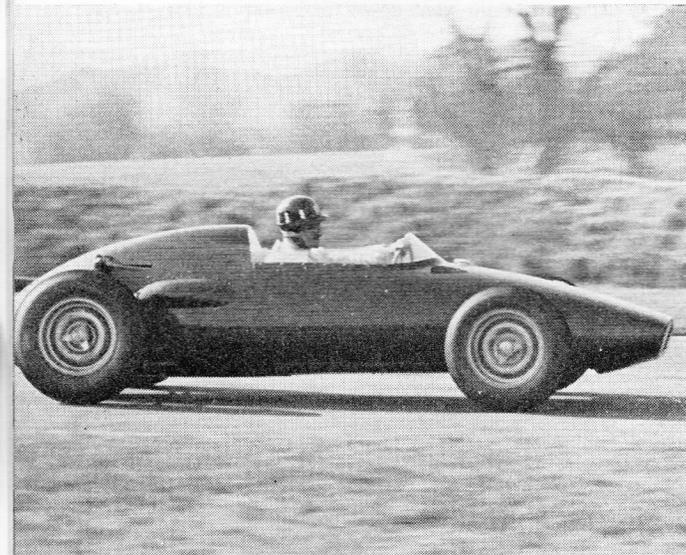
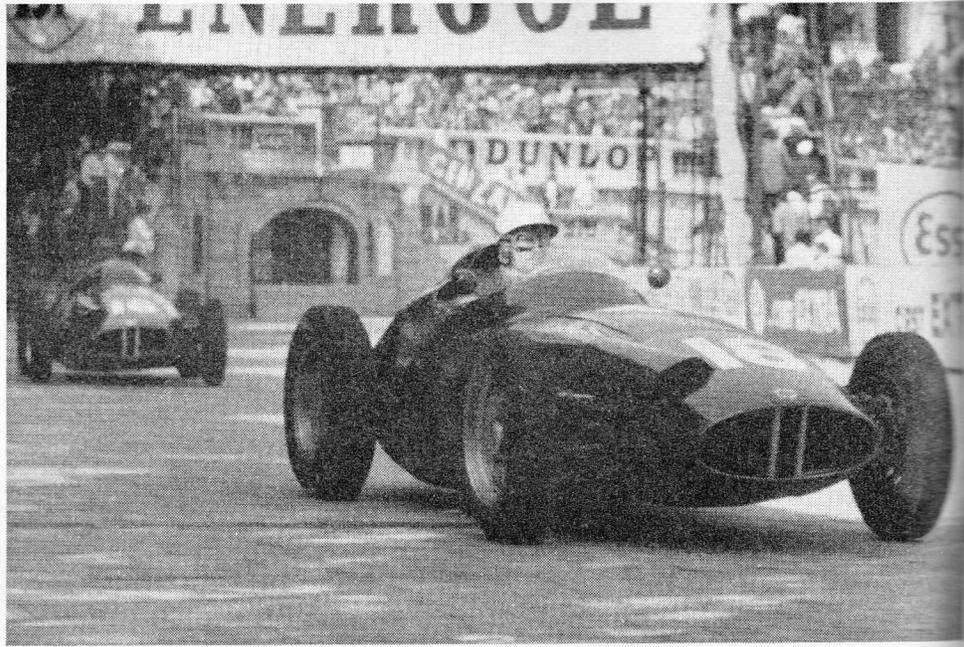
When a new, conventional tubular chassis was developed to carry the 2½-litre engine at the rear, the B.R.M. immediately handled at least as well as, and probably better than, any other Grand Prix car. The greater concentration of weight at the rear, however, meant that a new braking arrangement had to be developed. Previously the front

TWO VICTORIES for the 1957 2½-litre B.R.M. in non-Championship events were achieved by the late Jean Behra at Caen and Silverstone

10¼ to 1. The power went up to 197 b.h.p. and the engine could run continuously at over 11,000 r.p.m., but—and this is the astonishing thing—it was found that, even with the earlier camshaft replaced, the low-compression pistons gave the best results. Therefore, combustion chamber shape is more important than compression ratio, at least with an over-square engine.

The piston sealing of the V8 is so efficient that there is virtually no blow-by at all. Indeed, the crankcase is kept in a state of partial vacuum, simply by having a bigger scavenge pump than the pressure pump of the dry-sump system. Holes were drilled for a forest of breathers, as is common upon the crankcases of V-type engines. On the B.R.M. engine every one of these breather mountings is now blanked off by a small round plate, a triumph of correct design that is reflected in the reliability of the unit. The B.R.M. engine is available "bare" at £4,000, the electronic ignition system, carburetters, or fuel injection, being additional to the above. These engines can be sent back to Bourne for overhaul or modification to the latest specification as necessary.

For 1963 I expect that Peter Berthon and Harry Weslake have found even more revolutions. A lighter and slimmer car is a certainty, but the day has gone when a new B.R.M. just had to be full of untried novelties. At last the slightly "mad genius" atmosphere has evaporated and, under the leadership of Tony Rudd, the B.R.M. outfit are really with it. There is every hope that the champions will go on to further victories, and I for one will throw my deerstalker in the air when they do.



LAST FULL SEASON for the front-engined 2½-litre B.R.M. was 1959. Jo Bonnier leads the late Harry Schell at Monaco (top, right) eight days before he scored the first Grande Epreuve win for a B.R.M. at Zandvoort.

★
*FIRST REAR-ENGINE*D B.R.M. was produced at Monza in 1959, but it did not race there. Graham Hill puts in a few laps at Goodwood (above, left) during testing early in 1960. This was Graham's first year as a B.R.M. works driver.

★
THE 1961 FORMULA 1 called for 1½-litre cars and while their V8 engines were being built B.R.M. relied on four-cylinder Coventry Climax engines to propel a new type of chassis that first raced in 2½-litre form at the very end of 1960. Tony Brooks is seen at Spa (above, right).

★
CHAMPIONSHIP-WINNING drive of Graham Hill at last year's South African Grand Prix (right). Graham had a most successful season, which included B.R.M. victories at Zandvoort, the Nürburgring, Monza and East London.



SINCE the original V16 B.R.M. appeared at Silverstone on that fateful August day in 1950, many drivers have handled the Bourne cars in both minor and major races. Raymond Mays never actually raced in a B.R.M., his contribution in that line being a couple of demonstration laps at the *Daily Express* International Trophy meeting (the "Royal Silverstone") in May, 1950.

It was one of the most humiliating experiences ever to befall an organization when Raymond Sommer took the starter's flag for the B.R.M.'s very first race, and the silver car shuddered to a standstill after moving at the most a couple of inches. This was a catastrophic beginning, and it is quite true to say that for many years this

Ferrari. It was found later that Fangio's engine had been assembled incorrectly; into third place came Wharton, who collected five firsts in short-distance races. In 1954 Wharton was sent to New Zealand and took a second and a third place. His team-member that year was Ron Flockhart, who won short races at Goodwood and Ibsley.

To give drivers experience in actual Grands Prix the Owen Group, who now controlled B.R.M., purchased a Maserati, which was considerably modified and fitted with Dunlop disc brakes. Wharton drove this car at Rheims (retired), Berne (sixth), and Barcelona (eighth).

Early in 1955 Ken Wharton joined

out with an oil leak in the transmission, whilst Brooks had a highly spectacular crash when his throttle stuck open at Abbey Curve. The car was completely destroyed by fire, and Brooks was indeed fortunate to get away with his life. Neither driver remained with B.R.M. for 1957, and when the season opened the conductors were Flockhart and Roy Salvadori, but the latter went to Coopers after the Monaco G.P., where he failed to qualify, mainly owing to braking problems. He was replaced by Mackay Fraser, who tragically lost his life in a sports-car race at Rheims. Fraser did well at Rouen until the car was withdrawn with a suspected seizure in the differential gears.

For the British G.P. at Aintree B.R.M.

B.R.M.—THE CONDUCTORS

BY GREGOR GRANT

failure hung like a pall over everything that B.R.M. attempted.

Sommer, who had had practically an identical experience with France's ill-fated C.T.A.-Arsenal in the French G.P. at Lyons in 1947, never drove for B.R.M. again. For that 1950 season cars were entrusted to Reg Parnell and Peter Walker, the former raising hopes high by winning a couple of short-distance races at Goodwood on 30th September. The same pair went to Barcelona for the Spanish G.P., but neither car finished.

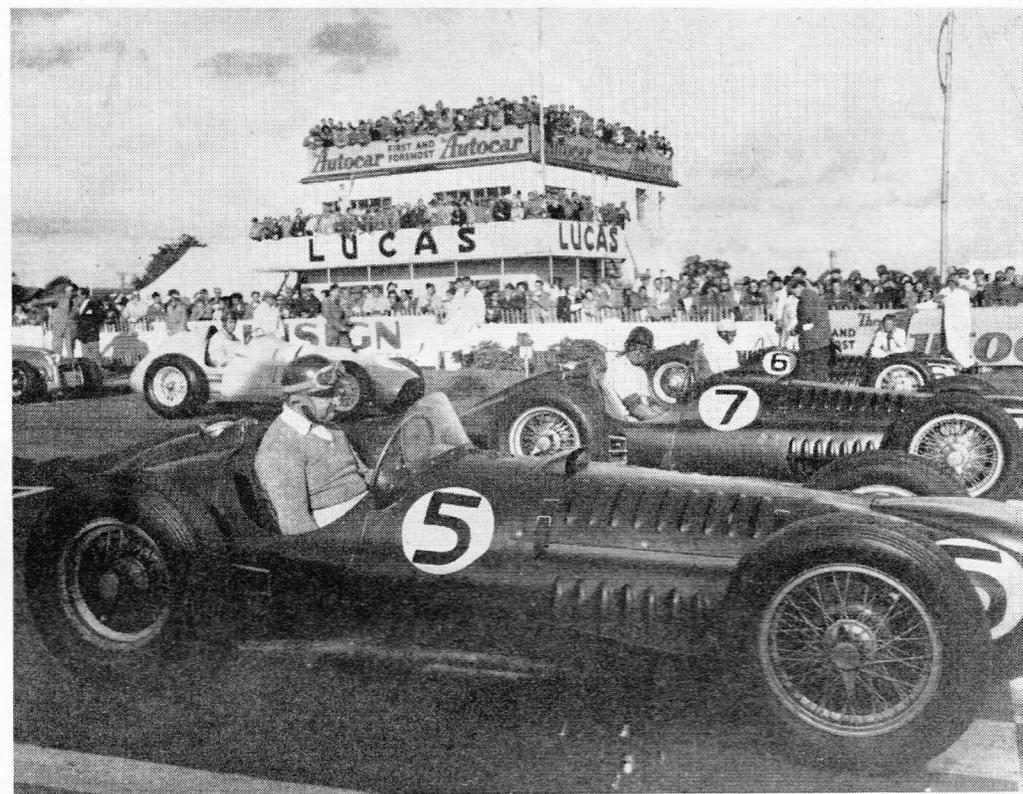
In 1951 supercharger pressures were lowered and the cars generally "de-tuned" in the interests of reliability for the British G.P. at Silverstone. Parnell and Walker managed to finish 5th and 7th respectively, but owing to tremendous cockpit heat both were subjected to physical strains which only their personal courage was able to overcome. The cars were withdrawn from the Italian Grand Prix at Monza with mechanical troubles. Ken Richardson was refused permission to drive, and his car was taken over in practice by Hans Stuck, who had the gearbox break. Parnell's car was also suspect.

Although 1½-litre supercharged G.P. racing was practically at an end, B.R.M. went ahead with an ambitious programme of non-Championship races for 1952, with drivers including Juan Manuel Fangio, José Froilan Gonzalez, Reg Parnell, Stirling Moss and Ken Wharton.

Fangio and Gonzalez demonstrated the fantastic speed of the V16 cars at Albi, Fangio breaking the lap record by over 11 secs., but both cars went out with overheating problems. Fangio and Moss were the drivers for the Ulster Trophy at Dundrod, but again both cars failed to finish. In that year, the chequered flag fell for Parnell at Turnberry, Ayrshire, and twice for Gonzalez at Goodwood.

Apart from Albi, 1953 was confined to minor races. Fangio, Gonzalez and Wharton put up a superb show at Albi, but the tyres, coupled with tremendous heat, could not cope with the power of the V16 engines. The cars were miles an hour faster than the rival V12 Ferraris, and at one time were 1-2-3, until the tyres started throwing treads. Wharton had a most spectacular crash at over 150 m.p.h., and was lucky to escape with bruises. Fangio had to abandon with suspension trouble aggravated by tyre bursts, but Gonzalez eventually struggled through to second place, after changing wheels.

Fangio also went very fast at Silverstone in a *Formule Libre* event, but not quite fast enough to beat Farina in the Thinwall



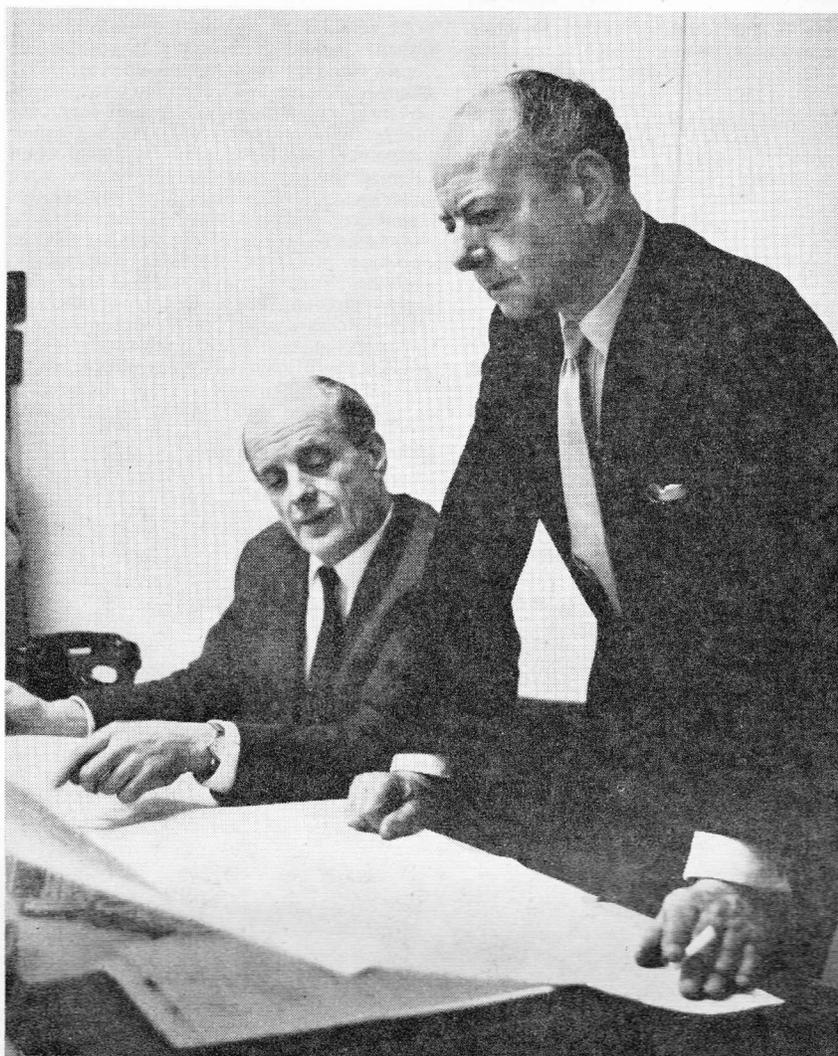
Vanwall, and B.R.M. signed up Peter Collins and Flockhart. Collins won the International Trophy at Silverstone with the Owen-Maserati. This was the last year of the V16, the sight and sound of which had added tremendous interest to British circuit racing, but was no longer suitable for competitive events. For 1956 the four-cylinder 2½-litre B.R.M. was built for Grand Prix racing, but development was held up for some considerable time owing to a serious road accident to designer Peter Berthon. Collins drove one at Oulton Park, where it went like a rocket for 10 laps, looked like being an easy winner, then went out with oil pressure trouble—later found to be a faulty gauge!

For 1956, the team was Mike Hawthorn and Tony Brooks. In the May Silverstone Mike set up a new circuit record at 102.3 m.p.h., led the field for 14 laps, then retired with a broken timing wheel. Flockhart had a third car for the British G.P. at Silverstone, where Hawthorn and Brooks shot into the lead. Mike eventually went

ON THE GRID before the magnificent 1-2-3 success at the September Goodwood meeting of 1952 are the V16 B.R.M.s of Froilan Gonzalez, Ken Wharton and Reg Parnell. Gonzalez won from Parnell and Wharton, but success came too late to prevent the selling of the cars. Fortunately, they were sold to Alfred Owen, whose aim was to continue where the B.R.M. Research Trust had left off. B.R.M.s have been run by the Owen Organization until this day.

had cars and no drivers; Flockhart had been badly injured in a sports car race at Rouen. Les Leston and Jack Fairman drove at the Liverpool circuit, but neither finished.

As a result of a talk in the Adelphi Hotel, Jean Behra borrowed a car for a Caen race, and a second was made available for Harry Schell. Behra won at record speed, and up went the spirits of the men of Bourne. With no drivers available it wasn't till September at Silverstone that B.R.M. raced again, this time with Behra, Schell and Flockhart



content to finish second, 14.2 secs. behind the bearded Swede.

There is little doubt that this success put new life into B.R.M. Mechanics could lift up their heads again, whilst the O.R.M.A. people, who had steadfastly supported B.R.M., could wear their membership badges with pride.

Moss drove the pale green B.R.P. B.R.M. at Rheims, and Bonnier, Schell and Flockhart were in the works cars. Moss, going very well, had to abandon when his clutch linkage broke, and he was unable to restart a stalled engine. Bonnier cracked his cylinder head, whilst Flockhart and Schell arrived sixth and seventh respectively, both with facial cuts caused by stones.

Moss again drove the B.R.P. car for the British G.P. at Aintree, and was second in a near photo-finish with McLaren (Cooper-Climax), both setting a record lap. The race itself went to Brabham (Cooper-Climax), Moss being delayed with a tyre change, and then owing to a misunderstanding about the amount of fuel in the tanks. Flockhart spun off, but Schell managed to finish fourth despite a tyre change.

At Avus Hans Herrmann wrote off the B.R.P. car when a brake pipe fractured, and was lucky to escape with his life. Schell and Flockhart were fifth and seventh respectively, Bonnier retiring with fuel feed bothers. It was on this circuit that Jean Behra lost his life in his sports-racing Porsche.

RAYMOND MAYS (right) and Peter Berthon who were with the B.R.M. project since the beginning soon after the war (left).

★

SIR ALFRED OWEN, who bought B.R.M.s in 1952 and has raced them ever since 1953, chats with Graham Hill shortly before the South African Grand Prix, the race which decided the 1962 Formula 1 World Championships (below).

in the International Trophy race. All three qualified for the final, then Behra led home a 1-2-3 at 101.4 m.p.h., a new record average for Silverstone.

Jo Bonnier and Flockhart drove at Modena, but both cars went out with mechanical troubles. For the Moroccan G.P. at Casablanca Trintignant was engaged to back up Flockhart, and managed to finish third. For 1958 B.R.M. announced that Behra and Schell had been signed.

It was a year of great expectations, but, alas, not a solitary victory was registered, the best being Schell's second place in the Dutch G.P. at Zandvoort. Towards the end of the season Bonnier joined the team, and obtained a fourth place at Casablanca in the famous race where Moss (Vanwall) made his never-to-be-forgotten bid for the World Championship, only to have his fantastic effort nullified by smart teamwork for Ferrari by Phil Hill and Mike Hawthorn.

The C.S.I. dropped its 1½-litre bombshell; B.R.M. had no plans for a 1,500 c.c. car to replace the "2½" for 1961, and Behra had quit to join Ferrari. Again the search for drivers continued, and Bonnier was eventually signed along with Schell and the ever-faithful Flockhart. Ron did well in New Zealand, and in Great Britain Rob Walker was assembling a Cooper-B.R.M. for Moss to drive. Unfortunately this car was not a success, but later in the season the British Racing Partnership was lent a



G.P. B.R.M. for Moss's use. Stirling actually drove a works-entered car in the International Trophy race at Silverstone, but retired with a fractured brake pipe.

Yet it was in that year that B.R.M. had its first Grand Prix victory, when Bonnier drove a splendid race at Zandvoort, never putting a wheel wrong, and fighting off the sternest of challenges from Brabham and Moss in their Cooper-Climaxes. Moss eventually went in front, only to abandon with transmission failure; Brabham was

Meanwhile Berthon and his men had built a rear-engined prototype, which was tested rigorously at Monza. In England, Bruce Halford's name was added to the long list of drivers who had competed in B.R.M.s.

For 1960, Graham Hill and Dan Gurney were signed to drive the rear-engined cars with Bonnier. Schell had left to join Yeoman Credit, and Flockhart had also quit.

That year was a tale of so near and yet so far, with engines plagued by a mysterious

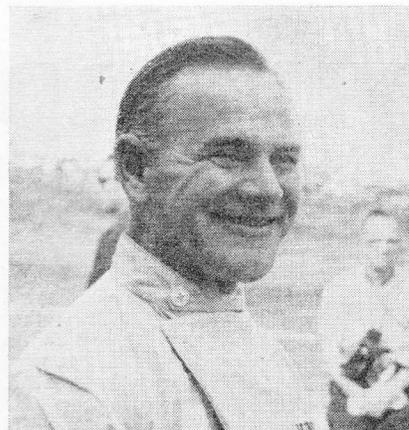
valve spring breakage problem. Hill took a third place at the May Silverstone meeting. At Monaco, Bonnier led for quarter of the distance, but had to give way on a wet track to Moss (Lotus-Climax). Finally, Bonnier pushed a crippled car over the line for fifth place, and Gurney retired with a broken wheel hub. Hill demolished the timekeeper's box, after a slide on the wet.

At Zandvoort Gurney's brakes failed approaching Tarzan Bend, and he shot over the banking. Bonnier spun off when oil seeped on to a tyre, but Hill managed to hold on to third place. Spa saw Hill's engine blow up on the last lap but one, when he was rapidly gaining on Brabham. Gurney and Bonnier both retired.

At Rheims, Hill's car was rammed by Trintignant, and the other two went out with valve spring breakages. B.R.M. and

Climax engines, until such time as a new V8 could be developed for Grands Prix. Bonnier, who was fifth at Riverside, left to join Porsche. Dan Gurney also quit after driving in New Zealand and in Australia. Tony Brooks was persuaded to rejoin B.R.M., but in G.P. racing, the Climax-powered cars were no match for their rivals. They were nothing more than stop-gap machines, but it was the only way in which the organization could be kept alive until such time as new cars were available. The V8 prototypes were produced for Monza, but overheating troubles in practice prevented their being used in the Italian G.P.

Now we come to B.R.M.'s great year, 1962. Brooks retired from racing, and his place in the B.R.M. was taken by Richie Ginther. How Graham Hill won the



"WILKIE" WILKINSON, the ex-Ecurie Ecosse chief mechanic (above), is in charge of the selling of V8 engines—and he has had several customers in recent months.

★

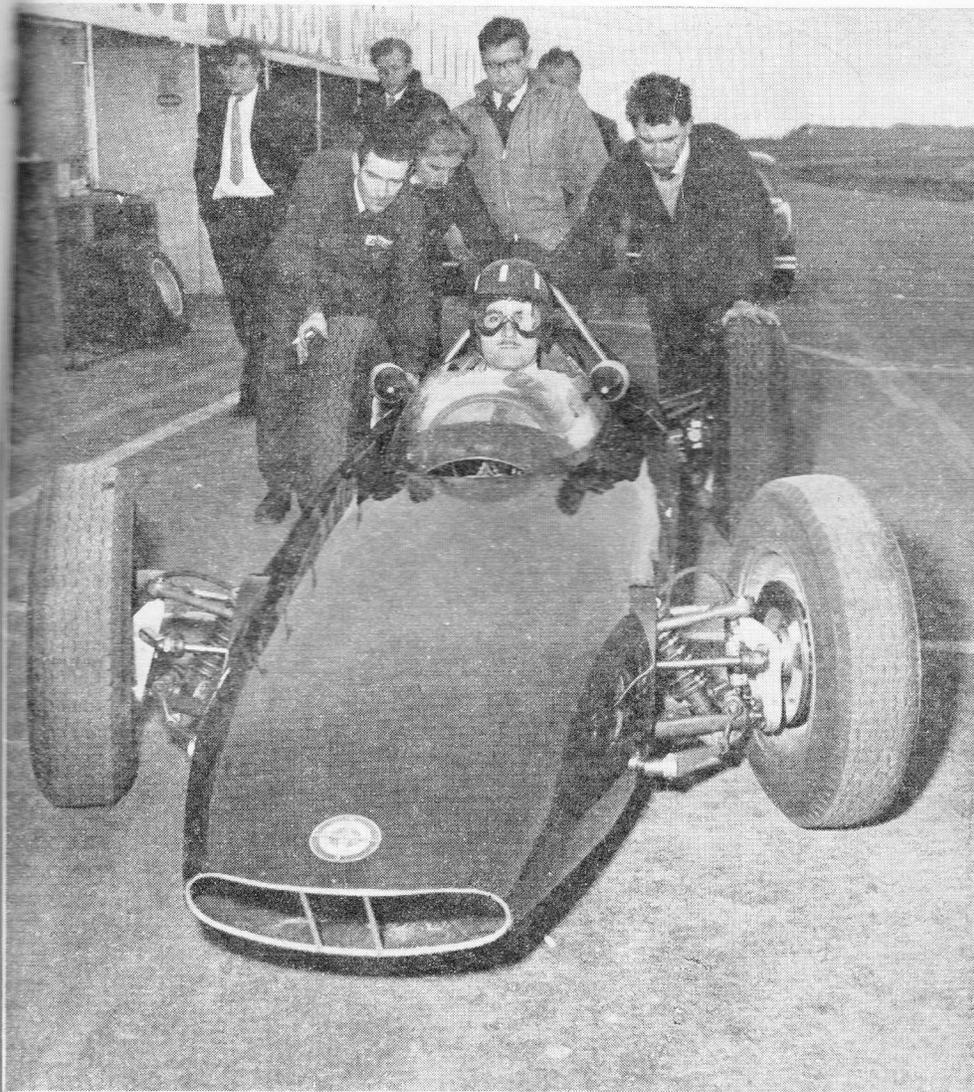
TONY RUDD watches B.R.M. mechanics push-start Graham Hill whilst testing the 1962 V8 car at Snetterton before it was taken to South Africa (left).

Hawthorn and Graham Hill). Bruce Johnstone drove for them at Oulton Park and in East London. In addition, Tony Marsh and Jack Lewis have driven in privately owned machines, whilst Ken Richardson and Hans Stuck did official practice at Monza with the V16 cars.

In the period 1950-1962, 29 victories were obtained in all manner of races. These were to the credit of the following drivers: Graham Hill (6), Ken Wharton (6), Ron Flockhart (4), Peter Collins (4), Reg Parnell (3), J. F. Gonzalez (2), Jean Behra (2), Jo Bonnier (1) and Dan Gurney (1).



DEEP CONCENTRATION. The American driver Richie Ginther thinks about his chances before the British Grand Prix last year. Richie remains with B.R.M. for 1963.



Graham Hill came within an ace of winning the British G.P. at Silverstone. With six laps to go, when leading from Brabham, he spun off at Copse Corner. During his remarkable drive, Hill set fastest lap at 111.6 m.p.h.

All three B.R.M.s went out in Portugal, two with valve spring trouble, and Hill with transmission. Gurney had showed his mettle earlier, by leading Surtees.

For the 1961 season, B.R.M. made the unusual step of fitting 1,500 c.c. Coventry

World Championship is too recent history to reiterate, and to Sir Alfred Owen went the immense satisfaction of winning the Formula One Constructors' title, the first time that a completely all-British car has done so. With the fitting of Lucas fuel injection, the last foreign-made component (Weber carburettors) went.

Looking back, it will be seen that 25 drivers have, at one time or another, been members of the B.R.M. team since 1950, including three World Champions (Faigo,

THE BRABHAM JUNIOR

Cutaway Drawing by THEO PAGE

JACK BRABHAM and Ron Tauranac know a lot about motor racing. It is thus scarcely surprising that the Brabham Formula Junior car was a success right from the start. Nevertheless, after a full season of racing some improvements have suggested themselves. Of these, the removal of the rear brakes from their inboard location is the most radical.

Inboard brakes reduce unsprung weight but they have many disadvantages. By removing them to the hubs, the improvement in cooling rendered the same 9 ins. discs so much more powerful that it was necessary to increase the front disc size by $\frac{1}{2}$ in. It is in making engine or gearbox changes possible, without disconnecting and subsequently bleeding the brakes, that the greatest benefit has been obtained.

The front of the chassis has been lowered a little and more movement has been given in bump to both the front and rear suspension. The multi-tubular frame has been stiffened up with tubular bracing of the scuttle, and the rear of the chassis is also more rigid than before. The front suspension employs short top and longer bottom wishbones, both tubular, with ball joint swivels and Triumph Herald stub axles, the top wishbones being adjustable. Both the anti-roll torsion bar and the rack and pinion steering gear, which is of Brabham manufacture, are ahead of the suspension parts but behind the radiator.

The rear suspension has two pairs of long tubular members pivoting well forward on the chassis. Lateral location is by adjustable straight tubular members above the half shafts and wishbones beneath, with their double ends pivoting on the light alloy hub carriers. The suspension is by inclined telescopic dampers and helical springs front and rear. The half shafts have Metalastic inboard joints, eliminating sliding splines.

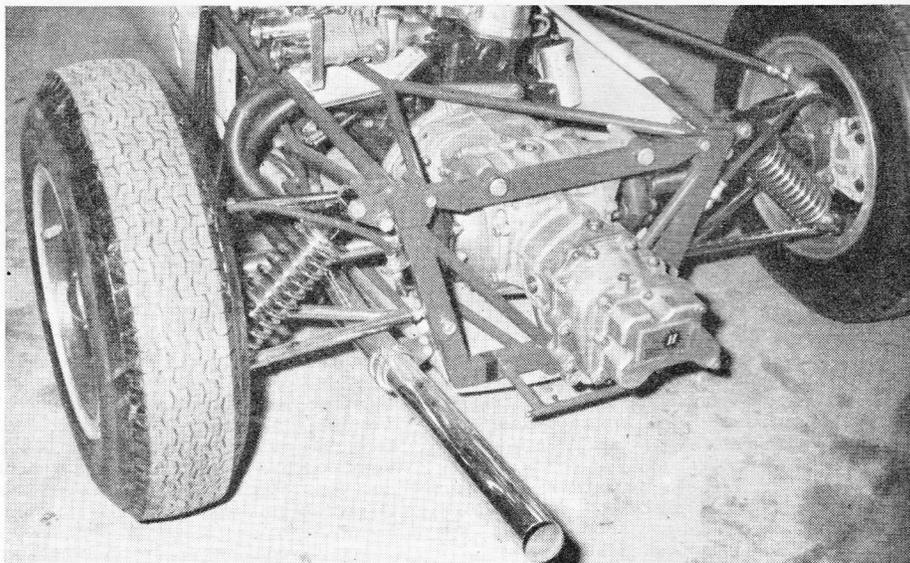
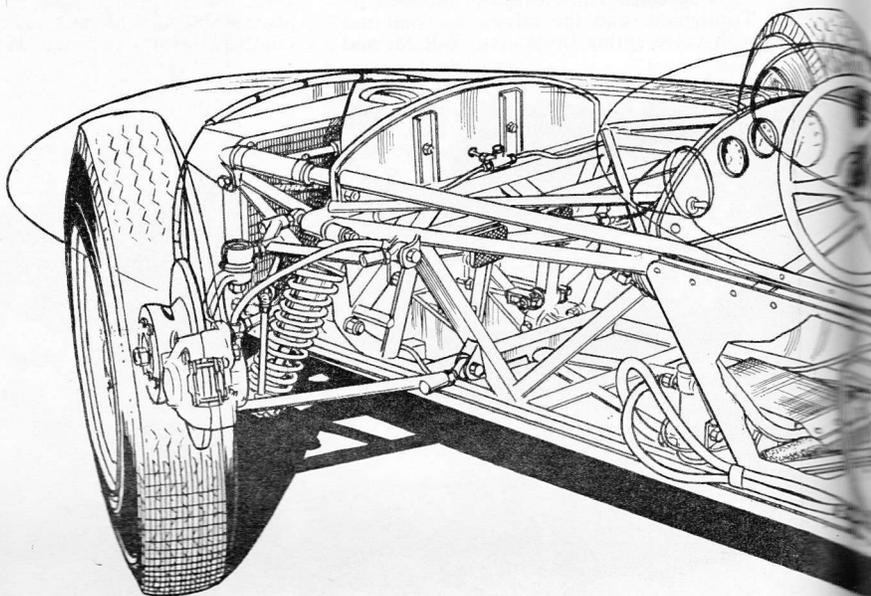
A simpler water cooling circuit without a header tank eliminates the "swill pot". A new seating position allows a lower screen to be used and the appearance of the car is particularly attractive. The battery is enclosed and carried under the driver's knees, which is becoming the standard position among cars of this category. A light alloy fuel tank is carried amidships and embraces the rear of the driver's seat.

The magnesium wheels are attached by four studs and carry 4.50×13 ins. and 5.50×13 ins. tyres at front and rear respectively. The exhaust pipe is carried well out behind to give a sufficiently long tuned length.

A Holbay-Ford engine is normally fitted with two twin-choke Weber carburetters. A Cosworth engine may be used if desired. The 5-speed gearbox is of Volkswagen parentage and 16 different ratios are available. The short gear lever is on the right of the driver and operates the selectors through a tubular universally jointed shaft.

The wheelbase is 7 ft. 6 ins., front track 4 ft. 2 ins. and rear 4 ft. 1 in. The price, without engine, is £1,280.

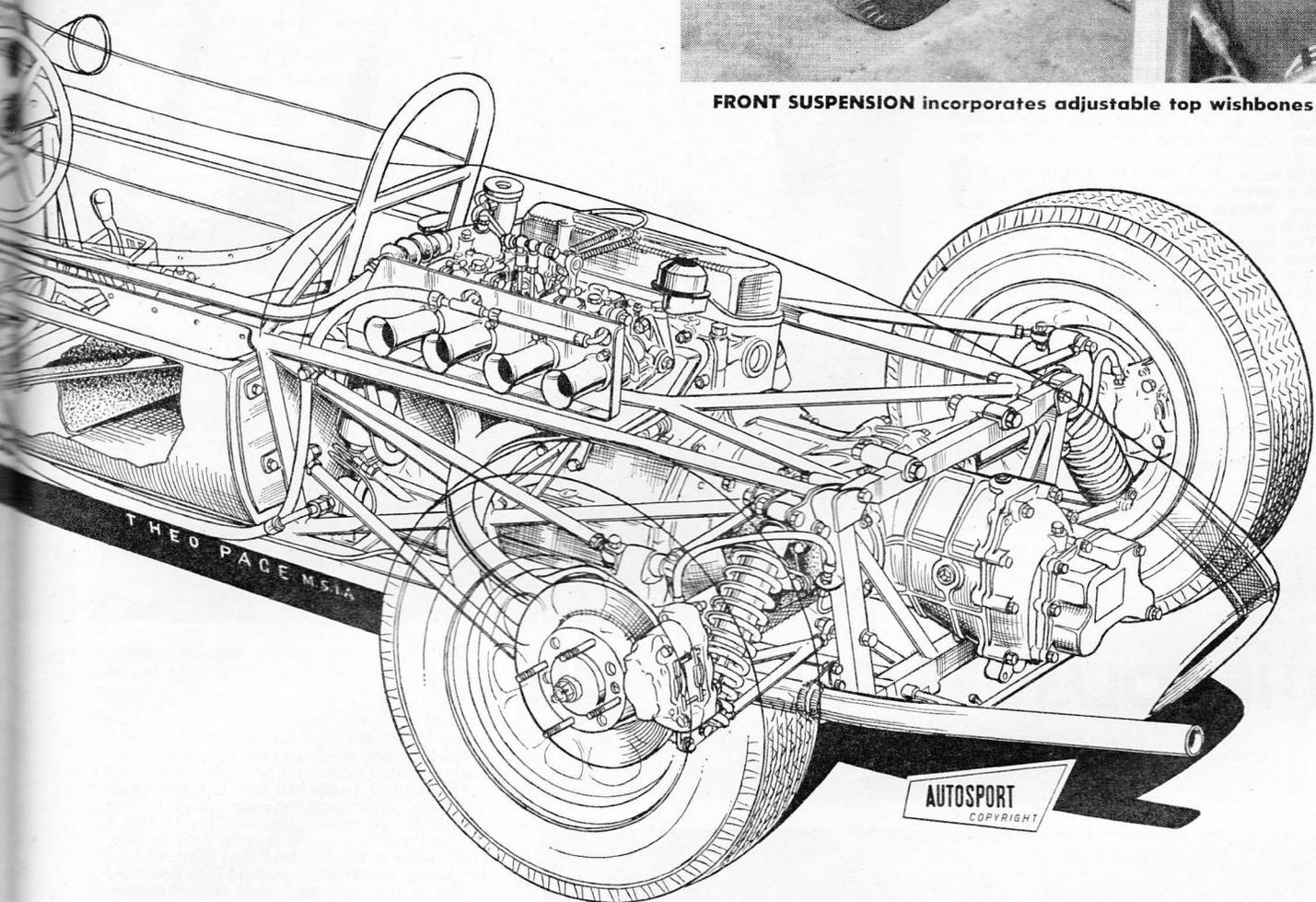
JOHN V. BOLSTER.



REAR SUSPENSION is shown in full detail



FRONT SUSPENSION incorporates adjustable top wishbones



Jack Brabham's Formula Junior car for 1963 incorporates some improvements, the most radical of these being the change to outboard brakes at the rear. As well as a works-entered car, the Ian Walker Racing Team will be fielding two Juniors this year. Jack's Juniors should be well to the fore.

YOUNG LEE CHAPPELL, whose passenger appears to be abandoning him, could not match the performance of "Dad" this time. Lee finished twelfth.

SUNBAC OR, to give the club its full title, the Sutton Coldfield and North Birmingham Automobile Club, held the Colmore Trophy Trial on Sunday, 24th February, in the Kineton area, some six miles from Stow-on-the-Wold. What a six miles, too! A narrow cutting between 9 ft. walls of frozen snow curtailed the onslaught of many spectators, that is until they found an easier way there, sometime later in the day.

It must be put on record that in the writer's experience, never ever has so much been done by any one club to put on a major trial! The entire course had been snow ploughed by members, the sections in many cases having been actually cut out by a bull-dozer from the solid snow and then hand brushed until the actual earth's surface was visible!

Three tours of 12 sections was the order of the day, the course devised in the main by trials expert Ron Kemp, who the day previously had driven over every section. However, a night's hard frost worsened things more than somewhat, only three clean climbs being recorded during the morning round out of 38 competitors.

The hills: No. 1 was short and straight, but with a severe gradient on snow brushed off to grass. Section eight was reached by only Don Rawlins and Lol Hurt.

The second was on a similar surface (as indeed were all sections), but included turns to the right and to the left around a bush. Hurt made section eight and Alex Francis and R. J. Allen reached the ninth. No. 3 dropped away to the left on a steep adverse camber with right and left hand turns over vicious bumps; no one succeeded in passing section nine.

The fourth comprised a deep cutting sited in between trees, the top being very, very steep. Francis, R. A. Jager and K. P. Humphries made section one, whilst Hurt failed in section two. No. 5 was a straight steep blind up the side of a hill; Jager was clean, Geoff Newman nearly so, whilst Francis and Rex Chappell just made section one.

The sixth hill was short, straight, steep and very bumpy, which allowed only Allen and Jager into section one. The seventh was similar in nature, but included left, right and left turns and a very big bump. Cleans were achieved here by Jager and Charles Pollard.



THE COLMORE GOES SOUTH

No Stopping Rex Chappell

BY FRANCIS PENN



Hill No. 8 ran straight and very steep. Jager got into section seven, the rest failing around eight and nine.

No. 9 turned left around a bush, then finished with two semi-circles, the first one going to the left and the other to the right. Only Chappell made section two, the others failing around seven.

Hill ten had a very bad start to a swerve on a hillside. It defeated the entire entry, no one getting out of section twelve. No. 11 was a bad one with two opposite turns near the top. Hard snow at the bottom failed most, section ten seeing only Hurt, Jager and Ivor Portlock.

The twelfth hill had right and left-hand turns in a deep snow cutting; Jager got into five and Francis, Chappell and Portlock made the seventh.

After this round Jager reigned supreme—a fine effort—but in the afternoon, with eased sections, the vastly more experienced Rex Chappell came into his own to win out by 13 clear marks from Jager, with Portlock in third place. It was a wonderful trial considering the awful conditions, with superb organization.

Results

1, Rex Chappell (Cannon), 173 marks lost; 2, R. A. Jager (Javis), 186; 3, Ivor Portlock (Cannon), 195; 4, Geoff Newman (Cannon), 200; 5, Lol Hurt (Ford Spl.), 204; 6, Don Rawlins (Cannon), 234; 7, Alex Francis (Alexis), 237; 8, Charles Pollard (Cannon), 241; 9, A. F. Robins (Cannon), 242; 10, R. J. Allen (Cannon), 252; 11, J. A. McLaughlin (Ford Spl.), 259; 12, Lee Chappell (Cannon), 261.

LOL HURT'S passenger has a completely different method! Lol was fifth in his Ford Special.

Carrick Trial

A BLIZZARD forced the Carrick-on-Suir Motor Club to cancel their P. Cooney Memorial Cup Trial last December. This Hewison Trophy Qualifying event was held in the afternoon of Sunday, 10th February. Some snow fell in the south Co. Tipperary area that morning, but luckily it held off for the trial, although it was very cold.

Austin-Coopers in the hands of Johnny Moore, John Hayes and Leslie Vard filled the first three places. Larry Mooney in a Volkswagen and Leslie Fitzpatrick in an M.G. Midget tied for fourth place overall. Mooney was faster in the first test and he was officially placed ahead of "Fitz" in general classification. Jack Fildes is now back in an M.G. Midget and he looks more at home than he did in the larger M.G. 1100 saloon. He was placed sixth overall. Shay Griffin failed the sixth test and this error dropped him to seventh place and third in his class. Volkswagens driven by Pat O'Callaghan, Brian Kehoe and Tom Burke filled the next three places overall. Des Cullen was back in an NSU Prinz again, in place of his "Scut-Sprite" which he has used since last October. This car is an NSU Prinz 2 powered by one of the latest and more powerful Prinz 4 engines. Before Cullen could demonstrate the potentialities of this car, the gear-lever broke off and he was forced to retire after managing only one test. Of the ten driving tests, Shay Griffin was fastest in four, John Hayes was fastest in two and tied with Leslie Vard for fastest in another, Johnny Moore was fastest in two, and Jack Fildes was fastest in one. Brian Kehoe won the Carrick Club Championship for the best performance in 1962 Carrick trials.

Results

Premier Award: Johnny Moore (Austin-Cooper), 351.2 marks. **1,000 c.c. Saloons:** 1, John Hayes (Austin-Cooper), 357.9; 2, Leslie Vard (Austin-Cooper), 365.6; 3, Don Grey (NSU Prinz 30), 396.0. **Over 1,000 c.c. Saloons:** 1, Larry Mooney (Volkswagen), 372.3; 2, Pat O'Callaghan (Volkswagen), 386.2; 3, Brian Kehoe (Volkswagen), 388.9. **Sports and Specials:** 1, Les Fitzpatrick (M.G. Midget), 372.3; 2, Jack Fildes (M.G. Midget), 382.7; 3, Seamus Griffin (Griffin-Ford), 384.1.

M.G. Experts' Trial

THE M.G. Car Club's Experts' Trial on Saturday, 16th February, was the last Hewison Trophy Qualifying event to be held in the Dublin area. The start was at Phoenix Park and the tests were spread out over two laps of a dyed course. Several of the tests were extremely tight and were considered quite unfair by drivers of Volkswagens and other rather long cars. Seamus Griffin won the Premier Award with 396.2 marks. Johnny Moore drove a completely standard Austin Seven instead of his Austin-Cooper and generally surprised everyone by taking it into second place. Stephen Griffin was third overall. T. P. O'Connell came all the way from Bundoran in Co. Donegal and he finished tenth overall. As he already finished in the first ten in two other Hewison events he has now qualified for the Hewison Final in March. Although O'Connell qualified in a Volkswagen saloon he will once again drive his VW Special in the Final. This car, which has the engine in the front, is being extensively revamped and will have a new aluminium body in place of the bulky and unhandsome glass-fibre one.

Results

Premier Award: Seamus Griffin (Griffin-Ford), 396.2 marks. **1,000 c.c. Saloons:** 1, Johnny Moore (Austin Seven), 396.6; 2, Leslie Vard (Austin-Cooper), 398.9; 3, John Hayes (Austin-Cooper), 423.6. **Over 1,000 c.c. Saloons:** 1, Larry Mooney (Volkswagen), 423.2; 2, T. P. O'Connell (Volkswagen), 426.0. **Sports and Specials:** 1, Stephen Griffin (G.T.S.), 398.3; 2, Des Cullen (Sprite Mk. I), 421.2; 3, Peter Jenkins (G.T.S.), 424.6. **Best M.G.:** Les Fitzpatrick (Midget), 427.8.

Kilkenny Traders' Cup Trial

AFTER being unlucky twice with the weather the Kilkenny Motor Club had a good dry day for their Traders' Cup Trial on Sunday, 17th February. The nine driving tests in this Hewison event were fast open ones on good surfaces. Some of the dicing was quite fantastic, particularly on the test around the village pump at Seven Houses. Charlie Gunn drove a l.h.d. Porsche and impressed all and sundry with the tremendous acceleration of this car which he will drive in the Circuit of Ireland Rally at Easter. Winner of the Premier Award in the standard Austin Seven that he drove the previous day in the M.G. Experts' Trial was Johnny Moore. Larry Mooney brought his Volkswagen into second place, only two-fifths of a second behind Moore. This must have been the closest finish for years. Stephen Griffin (G.T.S.) and Des Cullen (NSU Prinz) tied for third overall. Larry Mooney and Shay Griffin were fastest in three tests each, Stephen Griffin and John Hayes had one fastest each, and Volkswagen men T. P. O'Connell and Tommy Connolly shared fastest in another test.

Results

Premier Award: Johnny Moore (Austin Seven), 334.0. **1,000 c.c. Saloons:** 1, Des Cullen (NSU Prinz), 336.8; 2, John Hayes (Austin-Cooper), 340.0; 3, Brendan Kenna (Austin-Cooper), 341.2. **Over 1,000 c.c. Saloons:** 1, Larry Mooney (Volkswagen), 334.4; 2, T. P. O'Connell (Volkswagen), 358.4; 3, Billy Kilroy (Volkswagen), 362.2. **Sports and Specials:** 1, Stephen Griffin (G.T.S.), 336.8; 2, Seamus Griffin (Griffin-Ford), 337.0; 3, Irwin Catherwood (Sprite Mk. 2) 356.

**New Racing Team**

SUPATUNE, LTD., the recently established performance specialists in Dublin, will field a team of four cars in Irish Speed events this season. Jack Olding, director of Supatune, will drive his Alexander-Turner with a Ford 1,500 c.c. engine giving almost 100 b.h.p. A highly modified Triumph TR4, with a vane-type Peco-Judson blower, will be driven by the Hon. Mervyn Wingfield. A 948 c.c. M.G. Midget with engine tuned to Formula Junior specification will be driven by Alan Romano, a Spaniard who is currently studying languages at Trinity College. The fourth Team Supatune car is an Alexander-modified Austin-Cooper with a big-bore engine of 1,132 c.c. to be driven by motor-cycle trials expert Brian Lambe. Team Supatune should certainly add spice to the speed events, particularly that blown TR4 which is reported to be giving b.h.p. figures of circa 160-170. I am glad to record that this potent device will be equipped with a stout roll-over bar!

New Club House

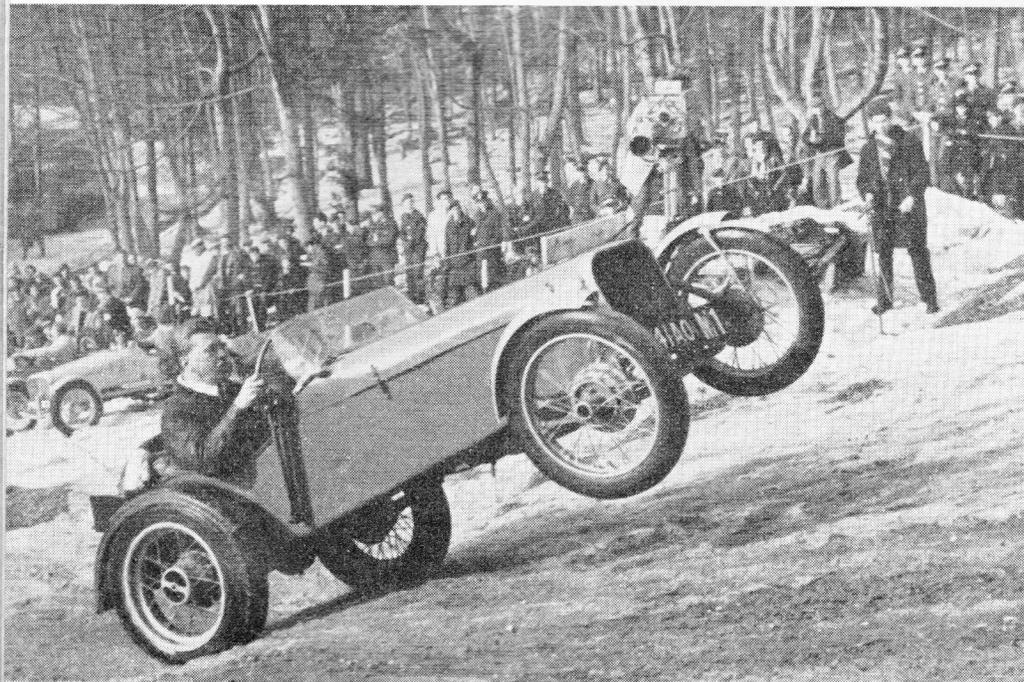
ALTHOUGH the City of Dublin is particularly well equipped with a large variety of hostels the need has long been felt for a Club House, on similar lines to London's famous Steering Wheel Club, where enthusiasts could meet regularly and burn the alcohol. Irish Motor Racing Club are making an all-out "ten-tenths" drive to establish a permanent Club House. A model-car racing circuit, a skid pan and, I almost forgot, a bar, etc., will be incorporated in this Club House and hopes are high that it will become a reality within the next few months. Further news of this noble project anon. In the meanwhile genuinely interested enthusiasts may contact the Irish Motor Racing Club at 15 South William Street, Dublin.

BRIAN FOLEY'S Report from Eire

DOUG GLOVER'S very neat Firecrest was the centre of attraction at the M.G. Experts' Trial. It is based on Austin-Cooper components with front-wheel-drive, etc.

New Date for Dunboyne

As explained in AUTOSPORT of 15th February, Leinster Motor Club could not obtain a road closing order for the Dunboyne Circuit in Co. Meath on 13th July due to the big horse races at nearby Navan on the same date. Irish Motor Racing Club agreed to swap their Phoenix Park date of 27th July but now they have discovered that on 13th July a big cycling event is due to be held at Phoenix Park! Leinster Motor Club have therefore no option but to hold their Leinster-Martell Meeting on 20th July, the same day as the R.A.C. British Grand Prix. The Park Meeting will be held on 27th July as originally fixed. The Saloon Car Race, and the two heats of the Gold Flake Trophy *Formule Libre* Handicap at Phoenix Park, will be increased in length by approximately 50 per cent.



Ice and snow made the half-dozen hills slippery and unpredictable. Tony Marshall was in great form for the North, but splendid efforts by Rex Chappell and the irrepressible Barden, gave the Southerners a five points lead, when the teams lined up for the final hill. Scores were: South, 85; North, 80; Midland, 75. Thus, it was as close a contest as any in former years.

The North breathed again, when Chappell just failed to get into the "10" section, particularly when Midlands skipper, Ivor Portlock could not improve on this. Marshall made an all-out attempt for the North, but spun to a standstill inside the 5 marks area. Scores: South, 90; North, 85; Midlands, 80.

Then came a set-back for the South, when Peter Highwood failed to reach the first marker (0 points). However "zeros" were also recorded by Lol Hurt (North) and Ron Kemp (Midlands). So it all depended on the third men. Percy Barden treated it like a speed hill-climb, with clever use of the hand-brake to lessen wheelspin after hitting the big bump, foot hard down, and the blue Cannon just rocketed past the top marker, to cheers from the big crowd of spectators. With 100 marks, the South could not be touched. Both Charles Pollard (Midlands), and Edward Harrison (North) got past the "5" marker, but Barden's remained as the only clean climb of the day.

Introduced by Raymond Baxter, the fine TV Trophy was presented to the winners by World Champion Graham Hill, who, afterwards, was besieged by autograph-hunters.

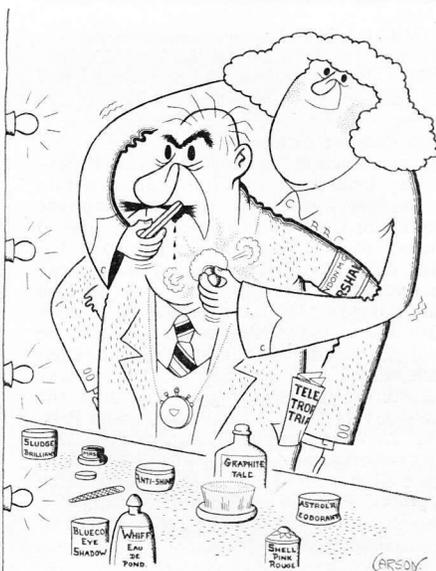
TELEVISION TROPHY FOR THE SOUTH

by GREGOR GRANT

Photography by GEORGE PHILLIPS

MAINLY due to a tremendous climb on the final hill by Percy Barden, the South wrested the Television Trophy from the Northern holders, at the B.B.C. trial at Aston Hill, Wendover last Saturday, organized by the London M.C.

IVOR PORTLOCK, who drove for the Midland team, is about to take his Cannon into outer space (above). EDWARD HARRISON slithers to a halt in his Harford (below). Edward represented the North. WATCHED by the miniature camera used by the B.B.C., Percy Barden ascends a hill for the Southern team (bottom).



CORRESPONDENCE

Tied to a Stake!

It is as if one was tied to a stake watching a person sink slowly to his doom in a quicksand, being unable to be of any help at all and feeling utterly futile and helpless.

That's how I feel every time I go to see a Formula 1 motor-race. To me, and apparently to a host of other correspondents in your magazine, present day racing has lost most, if not all, of its flavour.

Whilst I appreciate it is inevitable that the progress in design and the limitations of the formula force cars to all become similar to each other, to me, as a spectator it is extremely dull to watch them. They all look the same, behave the same—and if all the crash-hats were the same colour too . . . ! The spectator is absolutely lost without a programme.

The rot started, in my opinion, in 1958 when the 2½-litre formula was just four years old. Petrol companies said that there was to be no more alcohol and cars were to run on petrol; at the same time *Grandes Epreuves* were reduced in distance from 500 kms. to 300 kms. or from three hours' duration to two hours, whichever was the longer. Designers, not having nearly so much weight to contend with, revised their ideas and thought along the Cooper principle. Now, obviously, we cannot turn the clock back in design, but can we have longer races again—as they did in 1954-57? This would make for much brighter racing, entailing (I hope) a stop for new tyres, fuel, etc., and, therefore, making the race a real case of *teamwork*. Nowadays the word "pit-stop" to a new enthusiast means a coal-miner's strike!

Or, failing this, the European Grand Prix could have the extra distance—it would mean that an otherwise meaningless title would have some importance.

SOMERTON, SOMERSET.

G. E. BOND.

Works Drivers

YOUR recent leading article and my friend Sydney Allard's letter to you prompt me to ask why Rally Organizers—if they are *really* worried about the predominance of the "works" drivers (as they should be)—do not reintroduce a clause which, not so many years ago, appeared in nearly all Regulations, under the heading of "Organized Assistance" and was intended to eliminate that very thing. Not only would it protect the private competitor but it would certainly also save the factories a lot of money. I am sure everyone would be pleased to see the end of the quite ridiculous service circuses so conspicuous in the recent Monte Carlo and R.A.C. Rallies. If the "pros" could then still beat the "amateurs", they would really be proving something. . . .

THAMES DITTON, SURREY.

J. H. SUTER.

Brands Hatch and the Yorkshire Rally . . .

It is surprising to find a person as experienced as M. S. Wilson suggesting that the arrangements made for the Brands Hatch event on 9th February may be a breach of the R.A.C. General Competition Rules.

The full procedure for the granting of an organizing permit is not in any case specified in the General Competition Rules, but all that happened in this instance was that the normal procedure was speeded up. Indeed, as an indication of the care taken to ensure that, apart from an acceleration, the normal procedure was complied with is the fact that the B.R.S.C.C. were co-opted into the organization of this event, as the London Motor Club, who were associated with its concept, were not entitled to be granted a permit of this status. As no other speed event was scheduled for this day there was no question of any other club being entitled to object to the granting of the date.

Mr. Wilson also seems to be under the impression that a complaint has to be made to the R.A.C. before any action can be taken under the General Competition Rules. In fact, any possible breach of the rules which comes to the attention of the R.A.C. is investigated.

ROYAL AUTOMOBILE CLUB, LONDON, S.W.1. D. H. DELAMONT,
Manager, Competitions Department.

The Canadian Winter Rally

I NOTE with interest your preliminary report and photograph of the above rally in AUTOSPORT of 21st February. Your caption to the photograph quotes "Eric Jackson the only non-Canadian in the Winter Rally . . . Eventually he retired."

I would like to point out to you that my brother of Burnley, Lancashire—Derek Harling—competed in the above rally in his private entry, an M.G. Midget.

Moreover, he did better than Jackson by finishing the rally with a loss of 126 marks, mainly due to slower driving on the glare ice, early on the Sunday morning, with non-studded tyres.

Actually he was navigated by an American and finished second in the small sports car class. He also hopes to enter in the Trans-Canada (Shell 4,000) Rally on 20th-27th April this year.

SWAINSHILL, HEREFORD.

DAVID G. HARLING.

Watch Jack Brabham . . .

I HEARTILY endorse your editorial comment that "the World Championship roll has not by any means seen the last of the name of Brabham!"

Jack Brabham possesses an outstanding ability and an outstanding record—both appear to be rising. We will hear a great deal about Brabham, man and machine, this season.

VENLO, THE NETHERLANDS.

RICHARD L. KUNDSON.

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

PERFORMANCE

The latest expression of the Lotus theme, the SUPER 95 is specifically designed for peak road performance. Fantastic acceleration from the 95 b.h.p. Coventry Climax O.H.C. engine, more stopping power from the new 4-wheel servo assisted disc brakes and greater flexibility from the all synchromesh close ratio gearbox. These and many other new refinements combine to present the finest and fastest light G.T. car in the world. Why not telephone the Factory Sales Department, at Waltham Cross 26181, and arrange a demonstration run. When purchased in component form, the SUPER 95 can be assembled for £1,595.



Club News

By MICHAEL DURIN

THE Romford E.C.C. are extending the scope of their competitive events by organizing a race meeting, thereby achieving an ambition of many years. It will take place at Snetterton on Easter Monday, 15th April—a crowded day in the motor racing calendar. However, it is the intention to encourage the club man to have a go and an effort will be made to make this an informal meeting. There are to be races for 1172 and 750 Formulae cars combined with M.G. T-types, sports and G.T. cars, sports-racing cars, racing cars and saloon cars and there will be an invitation race for the fastest 15 cars during the afternoon's racing as well as a High Speed Trial. The meeting is being co-promoted by the Cambridge C.C. and the Eastern Counties M.C. and entries are to be sent to Ian Jefferies, 36 Mashiters Walk, Romford, Essex. Entry list is limited to 75 and closes on 1st April. . . . Restricted rally of the Romford E.C.C., the Clockwatcher's Rally, happened to coincide with one of the January blizzards and had to be postponed only five hours before the start. The date of this rally is now 30th-31st March and the regs. stay the same, but there are still a few places (about 15) to make the entry up to 75. Philips have put up a shaver for both the driver and the navigator of the winning entry and are also organizing a "shaving bar" at the breakfast stop at Stansted Airport. Invited clubs are B.R.S.C.C., Basildon New Town M.C., Chelmsford M.C., Essex Ladies M.C., London M.C., North London E.C.C., Ford Sports M.C., Stone Cross A.C. and West Essex C.C. Secretary of the meeting is Ian Jefferies, 36 Mashiters Walk, Romford, Essex, from whom the regs. may be obtained. . . . The North London E.C.C. and Allard O.C. are holding a restricted sprint meeting at Brands Hatch on 21st April. It is of the traditional two lap variety. Invited clubs are B.R.S.C.C., B.A.R.C., Herts County A. and Ae.C., Maidstone and Mid-Kent M.C., M.G.C.C. (S.E. Centre), Seven-Fifty M.C., Sevenoaks and D.M.C., Triumph Sports O.A. and United Hospitals and University of London M.C. There are classes for production, improved, G.T. and sports cars and regs. may be obtained from Mrs. G. F. Viola, 12 Smitham-bottom Lane, Purley, Surrey. . . . The Annual Dinner-Dance of the British Motor Racing Marshals C. will be held on Friday, 22nd March, at the Mollington Banastre Hotel, Chester. A great night is scheduled and among others joining members for the fun will be Jack Reese and Paddy Denton. Prizes are piling up for the Tombola and the high jinks are scheduled to go on well into the small hours! There might be room for a few more if you contact Northern Region Secretary, E. G. Etheridge, 60 Sawnside Road, Liverpool, 14—but hurry—and tickets cost £1 5s. each. . . . North London E.C.C. have their Jacobean Trophy Trial on 17th March. This is an R.A.C. Championship event. Regs. may be obtained from K. B. Lindsay, 57 Athenaeum Road, Whetstone, London, N.20. . . . East Surrey M.C. have their Teamsters Rally on 23rd-24th March. This replaces the well-known Martini Rally of previous years—the club state: ". . . it is our view that, as far as club rallying is concerned, the days of the grand 120 car event are coming to an end. Hence, we introduce the offspring of many successful Martinis, the Teamsters Rally. This event is breaking new ground in terms of club rallying, retaining a very high standard of awards in General Classification and, at the same time, elevating the nominated club team awards to equal status. This rally presents a challenge not only to the individual entrant but to each invited club." The entry list is to be restricted to 75 competitors and the route is approximately 230 miles on metal roads divided into a number of sections. Invited clubs are B.A.R.C. (Surrey C.), Bexley L.C.C., Chester M.C., Farnborough D.M.C., London M.C., Mid-Thames C.C., Sevenoaks and

D.M.C. and Sutton and Cheam M.C. Regs. may be obtained from D. T. Lee, 167 Woodcote Valley Road, Purley, Surrey, and entries close on 17th March. . . . First speed event in Wales is the Castel Farm Hill-Climb on 24th March. This is a closed-to-club event promoted by the South Wales A.C. and there are classes for racing cars, sports-racing cars, Group 1 Touring cars, Group 2 Touring cars and Groups 3 and 4 G.T. and Group 4 sports cars. Entries are to be sent to D. J. Powdrill, 210 Lake Road East, Roath Park, Cardiff. . . . Hill-climbing enthusiasts intending to have a "holiday" at Easter should travel to Wales. On Easter Sunday the Swansea M.C. have their Pembrey Sprint, while on the Monday the South Wales A.C. have another hill-climb at Castel Farm. . . . B.A.R.C. (S.E. Centre) have their March Hare Rally on 16th March. This is a closed event having a route not exceeding 100 miles. Entries must be received by 11th March by D. Peck, 6 Queens Gate Place Mews, London, S.W.7. . . . "That Was The Rally That Was"—the Gossip and D.C.C. inform us that their Hob Hey Rally has had to be postponed from 9th-10th March until some time in May. With drifts 6 ft. deep on all the "good" roads, it was felt that the spirit intended to be generated by this year's rally would have been lost! . . . Regs. are now to hand for the Sporting Owner D.C.'s 6e Rallye Dubonnet, details of which were given three weeks ago. They may be obtained from J. S. D. Ayers, 65 Ullswater Crescent, Kingston Vale, London, S.W.15 and entries close on 12th March. . . . Results of the Ecurie Cod Fillet "Rally of the Year" vote are as follows. Because of the odd number of votes cast the results are expressed as percentages.

1. Express and Star Rally	32%
2. Bolton Rally	28%
3. Regent Rally	18%
4. Godiva Rally	9%
5. Mini Miglia Rally	4%
6. Dusk 'Til Dawn Rally	3%
London Rally	3%
Welsh Rally (South Wales A.C.)	3%

The Circle C.C. are holding a Midnight Film Matinee at the Essoldo Cinema, Belmont Circle, Kenton, Harrow, Middlesex, on 22nd March. Motoring films will, of course, be featured throughout! Doors open at 10.45 p.m. Tickets at 5s. each (proceeds are to be donated to the British Polio Fellowship) are obtainable from Mrs. Margaret Paul, 44 Elm Park Court, Pinner, Middlesex. . . . Sutton and Cheam M.C.'s Tempest Rally, which was postponed on 26th-27th January because of the weather, will now take place on 16th-17th March. The route has been kept as originally planned and, with Jimmy Gregson as Clerk of the Course, a tough, non-nonsense rally is promised. The following clubs have been invited: B.A.R.C. (Surrey Centre), B.R.S.C.C., East Surrey M.C., London M.C., Metropolitan Police M.C., Mid-Thames C.C., Rochester, Chatham and D.M.C., Sevenoaks and D.M.C., Tunbridge Wells M.C. and A.C.S.M.C. Rally Championship competitors. Competitors can still be accepted and full details can be obtained from I. G. Forrest, Fordwater, Cuddington Way, Cheam, Surrey. . . . The Darlington and D.M.C.'s Grinton Picnic Rally takes place on 17th March. The event is open to all the clubs on the Association of North-Eastern and Cumberland Car Clubs and, as always, Clerk of the Course is Alan Stephenson. Secretary of the meeting is Mrs. K. Stephenson, 11 Flora Avenue, Darlington, from whom the regs. are available. This event counts towards the A.N.E.C.C. Championship.

OUR report of the Oxford University M.D.C.'s Targa Rusticana Rally has been delayed due to the fact that our correspondent Vic Elford having been struck by 'flu. His report will, however, appear in next week's issue.

The Targa Rusticana started at Welshpool and finished at Llangollen. Winners were Pat Moss and David Stone in an Anglia 1200, second were Tony Fisher/Brian Melia (Mini-Cooper), third Phil Simister/Graham Robson (Allardette 1340) and fourth Ralph Broad/Sheila Taylor (Morris 1100).

Coming Attractions

9th March. B.A.R.C. (N.W. Centre) Chairman's Rally. Starts Park Hotel, Netherton, Worcs., at 8 p.m.

9th-10th March. Blackfriars M.C. 6th Crocus Rally. Starts Aylesford, near Maidstone, Kent, at 10 p.m.

432 M.C. Showers Rally. Starts Hand Hotel, Llangollen, Denbigh, at 10.30 p.m.

Kilmarnock C.C. Dunlop Rally. Starts Bobbin Filling Station (M.R. 67/510369).

United Hospitals and University of London M.C. Rosette Rally. Starts Blue Boar Service Station, M45, at 8 p.m.

Southsea M.C. and C.S.M.A. March Hares Rally.

Vickers-Armstrongs (Hurn) C.C. Viscount 200 Rally. Starts Design Office Car Park, Hurn Airport (M.R. 179/108989), at 10 p.m.

West Lanes M.C. Cross Keys Rally.

Plymouth M.C. Mancunian Rally.

10th March. Cambridge U.A.C. Sprint, Snetterton, near Thetford, Norfolk. Starts 12 noon.

M.G.C.C. (S.E. Centre) Sprint, Brands Hatch, near Farningham, Kent. Starts 1 p.m.

Yorkshire S.C.C. 4/44 Trophy Trial. Starts The Pack Horse Hotel, Southowam, near Halifax, Yorks (M.R. 96/112236), at 10.30 a.m.

Bolton-le-Moors C.C. National Inter-Club Driving Tests Meeting. Starts Norbreck Hydro, Blackpool, Lancs, at 9.30 a.m.

East Anglian M.C. Winter Trial. Starts Smer Hall, near Hadleigh, Suffolk (M.R. 149/994473), at 2 p.m.

Falcon M.C. March Hare Trial.

Severn Valley M.C. Trial. CANCELLED.

South Yorkshire S.E.C. Three Counties Rally.

N.A.L.G.O. M.C. 5th Chairman's Cup Rally. Starts Cheam Baths, Cheam, Surrey, at 10 a.m.

10th-11th March. Sandown Park, Australia (F.L.).

13th-17th March. Portuguese Rally.

16th March. B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.

Hagley and D.L.C.C. Sprint, Wellesbourne, near Stratford-on-Avon, Warwickshire.

B.A.R.C. (S.E. Centre) March Hare Rally. Starts The Sheffield Arms Hotel, Chalvey, Sussex (M.R. 183/412249), at 8.30 p.m.

16th-17th March. Wolverhampton and South Staffs C.C. National Express and Star Rally.

Starts Staffordshire Motor Tyre Co., Ltd. Wolverhampton, Staffs., at 9.30 p.m.

Sutton and Cheam M.C. Tempest Rally. Starts Addington, Surrey.

Sporting Owner D.C. 6e Rallye Dubonnet. Starts The Packhorse Garage, Kensworth, Beds. (M.R. 160/051177), at 6.30 p.m.

Lagonda C. North Riding Rally. Starts near Northallerton, Yorks.

Forces M.C. (Kent and Sussex Group) Jack Frost Rally. Starts The Gate Inn, Dunkirk, Canterbury, Kent (M.R. 173/089587), at 11 p.m.

Mini-SeTen C. Sir Walter Rally. Starts Blue Star Garages, Ltd., Great North Road, St. Neots, Hunts (M.R. 134/183623).

Austin-Healey C. (S. Counties Centre) 10-10ths Rally.

Windsor C.C. Piccolo Nocturnal Rally. Advertising M.C. Rally.

17th March. Atlanta, U.S.A. (T.).

Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.

Tunbridge Wells M.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.

B.A.R.C. (Surrey Centre) Sprint, Blackbushe Airport, Camberley, Surrey. Starts 1.30 p.m.

Torbay M.C. Hill-Climb, Oddicombe, Torbay, Devon. Starts 10 a.m.

London M.C. Spring Slalom, Finmere, near Buckingham.

North London E.C.C. Jacobean Trial. Starts Engine Hole Pit, Ware, Herts, at 10 a.m.

Liverpool M.C. Production Car Trial.

Welsh Counties C.C. Production Car Trial. Starts Weycock Cross, Barry, Glam., at 10 a.m.

Sporting VW C. Production Car Trial. Starts Canada Heights, Swanley, Kent, at 11.30 a.m.

Workshop and D.M.C., Nottingham S.C.C. and Eastwood C.C. Spring Autocross. Starts Oldcoates, Worksop, Notts (M.R. 103/571894).

Darlington and D.M.C. Grinton Picnic Rally. Starts Scotch Corner Hotel, A1.

21st-23rd March. Sebring Formula Junior Race, Sebring Three Hours (G.T.1) and Sebring 12-Hours (G.T. 2-3, P.).

30th March. Snetterton M.R.C. International Snetterton Race Meeting, near Thetford, Norfolk (F1, F.J., S., G.T., T.).

31st March. Bossier City, U.S.A. (I.C.F., F1, F.J., S.).

7th April. Brussels Grand Prix, Belgium (F1).

ASHFORD (KENT) M.C.

JONES RALLY

IN presenting his annual Jones Rally last weekend, Clerk of the Course Julian Chitty adopted his favourite and well-tried formula for "sorting 'em out in Kent". He scorned the use of route checks and planned instead no fewer than 123 time controls in three less miles. In fact only 90 of these controls were manned, but the resultant pressure was such that only three cars out of 47 collected time-cards from every marshal, and one of these was endorsed "W.D."

All this involved the use of but one map—172. To be more precise, it involved only a proportion of the sheet, for at no time was the route more than 15 miles from the start/finish at The Swan Hotel at Charing.

In normal conditions the winning crew might just have scraped round "clean", but although much of the route was dry, even dusty, some of those notorious Kentish lanes were choked solid with ice and were extremely slippery, and those who got away with their flirtations with the scenery can commiserate with those less fortunate who found trees and other solid objects in their unwitting course. In the circumstances, John la Trobe and Mike Butler did remarkably well to circulate with a loss of only 15 minutes, second place men Doug Harris and Ron McCabe having lost 48. The latter crew were Cooper-Mini-mounted instead of E-Type-equipped, a change for which they must have been grateful in such conditions.

There was, of course, not the slightest semblance of a run-in section—the pressure came on from the outset and by Control 19 most people were glad that the special stage had had to be cancelled, the nine minutes of "dead time" for the alternative route of one mile proving very useful in building up time in hand, against the eventual necessity of control-cutting. The special stage, using the white road at Pested Farm, was snow-blocked, but its loss proved to be no embarrassment to the organizers!

Soon after this came the first encounter with the course of the M2 Motorway—a road which is not yet to be found on any printed map available and the fun and games with diverted, closed and rebuilt roads began. The hint had been plainly dropped in the Final Instructions, but very few "recces" have yet been made of the terrain and much time was lost. Even Mike Butler, carrying perhaps the best marked map of the area, wrong-slotted mildly. The route involved itself in this fashion for some 30 controls, and by the time Control 79 was reached most surviving crews faced the necessity to cut and run, in deference to their overall permitted 30 minutes of lateness, rather than face the intricacies of the notorious Queen Down Warren. Here the cunning of the organizers was fully demonstrated, for to get back in again it was essential to omit nearly 20 controls, or suffer penalties for wrong-approach. Only seven cars succeeded in reaching the furthestmost control just beyond Bredhurst, and those who shortened their route were anticipated by the organizers in a most uncanny fashion, for the majority of them elected to re-enter orbit at Control 94, only to find this, and the next six controls, unmanned, what time the route had described almost a complete circle back to the location of 94!

After this the pressure eased for the first time and most competitors made up time on the run back to the finish. Of necessity, one or two controls were questionably sited.

Opinions are sharply divided over the validity of using unmapped roads. Should there be any possibility of a National rally being run on this map in the near future, intending entrants might well think a "reccé" worth while. Mike Butler's map (or the one he was using) is not available!

RON AMBROSE.

Results

1, J. la Trobe/M. Butler (Volkswagen), 15; 2, D. Harris/R. McCabe (Mini-Cooper), 48; 3, P. Gilbert/P. Valentine (Mini-Minor), 80; 4, K. Jagers/R. Moody (Mini-Cooper), 167; 5, J. Pocock/D. Bailey (Rapier), 260; 6, L. Cathcart/K. Ward (Rapier), 270; 7, P. Collins/A. Horton (Saab), 294; 8, J. Boulden/K. Taylor (Cresta), 444; 9, D. Stevens/G. Alcorn (Anglia), 471; 10, T. Skelton/D. Johnson (Sprite), 501.

DE LACY M.C.

SEVEN DALES RALLY

THE Seven Dales Rally of the De Lacy Motor Club was run on the night of 23rd-24th February on its usual ground of Derbyshire and parts of Yorkshire and Cheshire, and attracted 63 entries.

The state of the roads over the past weeks made the organizers' job very difficult as they were determined to find a route that was "on" without any two-way motoring, and yet difficult enough to sort out the entry without the use of special sections or trick navigation. That they succeeded was evident from the results; only four crews were without fails.

Starting with a bang, there were three half-mile sections near Denby Dale followed by several closely-spaced controls near Holmfirth. A long run down main roads brought crews to Chapel Milton where a white road with huge snow cliffs on each side gave competitors the impression of being on the Cresta Run. The surface of most roads in this area was rutted frozen slush and the snow banks showed evidence of how some cars were staying on the road. Eric Jackson, last year's winner, was leading by two minutes when the crankshaft pulley of his Anglia disintegrated leaving him without lights.

The Bradfield area provided the bulk of the second half of the rally, and competitors had no sooner finished with the snow than they had to find their way through thick fog back to the clubhouse at Ferrybridge where the results were announced after breakfast.

There were no protests and the general opinion was that it was the fairest and best rally run in Yorkshire this year!

NEIL TAYLOR.

Results

Overall Winner: A. Cooke/J. Wood (Cooper-Mini), 0 f., 34 m. Experts: 1, C. Whitehead/E. Millman (Volkswagen), 0 f., 44 m.; 2, A. Rathmell/J. Ashton (Cooper-Mini), 0 f., 52 m.; 3, R. Fall/D. Fawcett (Cooper-Mini), 0 f., 53 m. Semi-Experts: 1, R. Gartside/H. Watson (Anglia), 5 f., 112 m.; 2, G. Baker/Mrs. J. Guy (Mini), 7 f., 88 m.; 3, G. Tuft/H. Barton (Volvo), 10 f., 97 m. Novices: 1, R. Dickinson/K. Billows (Hillman), 8 f., 96 m.; 2, P. Jasper/P. Cope (Cortina), 19 f., 117 m.; 3, S. Fiske/J. Wilkinson (Herald), 23 f., 114 m.

M.G.C.C. (SCOTTISH CENTRE)

SLALOM

A MOST suitable venue for driving test meetings—that was the verdict after the M.G.C.C. (Scottish Centre) held their "Progressive Driving Test Meeting" at the Edinburgh Corporation Bus Depot car park on Sunday, 24th February.

In cold, sunny weather, watched by a large crowd of spectators, the event commenced with a dash from the starting line through one set of pylons to a scissors movement and a return to the finish. For each stage an additional set of pylons was inserted until stage four when a "wiggle-woggle" was effected with six scissor movements.

Despite the exhaust of his new lightweight Mini coming adrift on stage three, Jim McCaig was unbeatable and once again headed the field. Team mate Duncan Paterson (M.G.A.) had the top of his gear-lever come away in his hand at the same stage, but despite completing the event with a mere stub he managed to win his class and the pair won the team award.

R. R. Wilson used his A35 to good effect, despite increasing transmission noises, and scored a most creditable class win over more modern machinery, which included two M.G. 1100 saloons.

New members Phil Watt (Morris) and young W. W. Wood (M.G.T.C.) gave creditable performances in this their first event and should find normal driving test meetings much easier on both cars and themselves.

R. G. MICKEL.

Results

Closed Cars. Up to 1,300 c.c.: R. R. Wilson, (Austin A35). Over 1,300 c.c.: Mrs. Agnes Mickel (Hillman Husky). Open Cars. Up to 1,300 c.c.: David Hall (Midget). Over 1,300 c.c.: Duncan Paterson (M.G.A.). "Mini" Class: Jim McCaig (Morris). Team Award: D. Paterson and J. McCaig.



80 BENNETT ROAD, BRIGHTON SUSSEX.

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SPRING TROPHY RALLY

THE evening of Sunday, 17th February saw 130 competitors assembled at the Wigan and St. Helens Car Club headquarters at Gathurst, Wigan, for the start of the Spring Trophy Rally, an event co-promoted with the Wigan Club and West Lancs. M.C. The rally was somewhat optimistically named, and the wintry weather kept the entries down.

The first car left at seven o'clock on a 60-mile route in the south-west Lancashire area, many of the well-known white roads being included in a very tight time schedule. Cars went in a westerly direction to T.C.1 at Holland Lees, then to the well-known white road at Holland Moor where T.C.2 was placed on a steep downhill stretch—very dodgy in the icy conditions! Then the rally went farther west through Skelmersdale to T.C.3 at Lyelake Farm, still moving towards the coast T.C.4 was situated near Aughton. A link section followed bringing competitors to the Halsall Moss area and the meat of the event. T.C.5 was on a white road incorpora-

ting really vicious bends crossing the Leeds-Liverpool Canal at 100/370094. A quick dash then to T.C.6 at the end of the Barton White Road was followed by a one-minute section to T.C.7 at 322094. A longer section followed to the centre of the Moss and then came some very rough work, T.C.8 being particularly difficult at 334129. The route to T.C.9 followed an undulating route through the white road at 350139.

The next four Time Controls were quite straightforward and on respectable roads, bringing the competitors to Hoscar Moss Wood, the white road at 468130 being the "graveyard" of many in the past; it doesn't "go"! However, the route clearly avoided this hazard and T.C.14 to T.C.15 at 472120 was a two-minute dash. The event was virtually over by this time, the last two controls being run in sections back to the Wigan Club's headquarters.

Worthy winners were Keith Woods/Alan Bryant of the West Lancs. Club, followed by Stan Crough/Gerry Lomax also of the West Lancs. Club, third being Mike Stuttard/Leslie Ackerley of the Southport Club. It had been a good do, according to the competitors, though the icy roads slowed people down.

N. F. MURGATROYD.

EASTWOOD AND D.M.C.

EASTWOOD RALLY

THE Eastwood and District Motor Club held its 8th Eastwood Rally last Saturday night under somewhat exacting conditions. For the fourth year in succession over 100 crews set out on what is generally considered to be the best rally in the East Midlands area.

For the first time the organizers had decided that certain entries should be seeded in view of the slippery road conditions and this proved very much to the liking of all competitors. The rally was split up into three quick sections of approximately 50 miles each, with half-hour breaks between.

Section One was in the S.E. area and in spite of some ice patches roads were mostly dry and most sections were easily "on" to the experts. R. Clark dropped only 2 mins. overall but spoilt his chances by getting a W.D. at a craftily placed check near Highoredish. Most of the expert crews, however, avoided this.

Section Two proved more of a sorter-outer. This was on the west side of Map III and road conditions were certainly more sporting. Two hills in particular were difficult to get up and all but one of the expert crews were down to 20 mins. lateness at the end of this section. It was still anybody's rally.

Section Three didn't show us any new roads but a well-known and feared downer and upper (with hairpins) was the downfall of most crews, the only two competitors managing this being R. Clark, who did it backwards, and J. Glazebrook's with his studded VW, the latter car travelling on his 29/30 mins. lateness for the remainder of the rally and justly deserving his ultimate reward.

A. N. LOWE.

Results

1, J. Glazebrook/J. Pownall (Volkswagen); 2, R. A. Clark/J. Porter (Mini-Cooper); 3, C. B. Taylor/A. B. Eley (Triumph); 4, D. L. Matthews/D. Dislop (Sprite).

HAGLEY AND D.L.C.C.

EVENING RALLY

THE short, tough, 45-mile closed mid-week Evening Rally was again organized by the Hagley and District Light Car Club, despite weather conditions which made prior route preparation almost impossible and did in fact reduce the intended length of the competition. Classes catered for both experts and novices, with a special competition for the Queen's Own Warwickshire and Worcestershire Yeomanry, T.A., with army type vehicles.

Amongst the experts were such names as R.A.C. Champion Tony Fisher (Cooper-Mini), Tim Baker (M.G. 1100) and John Handley (Mini), but it was a dark horse in the form of Garth Weaver (Volkswagen) who showed all the regular men the way home with an inspired drive that cost him only 10 marks. Runner-up was A. Taylor (Cooper-Austin) who lost 20 marks after a fine drive. In third place was the John Handley/John Rollason Mini with 30 marks lost.

Other notable performances on the ice-bound roads were those of Christine Embley who took eighth place and the Ladies' Award with her VW, and that of M. Leake, the best novice, in an Austin Mini. The special award for the Queen's Own Warwickshire and Worcestershire Yeomanry, T.A., was won by Lt. A. W. Wiggins, who did well with his heavy vehicle in these conditions.

The event ended with a driving test to decide ties at the Chateau Impney Hotel, Droitwich, this being followed by an excellent "get together" by competitors and marshals.

MAX TRIMBLE.

Results

Experts: Narkover Cup: W. G. Weaver, 10 marks lost; 1st Class: A. Taylor, 20; 2nd Class: J. Handley, 30; 8th and Ladies' Award: Miss C. Embley, 280. Novices: Dunster Cup: M. Leake, 170; 1st Class: F. I. Newby, 740; 2nd Class: M. N. Chesterman, 1,460. Queen's Own Wks and Wores.: Special Award: Lt. A. W. Wiggins, 1,950.

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

SPRING RALLY

THE entry list for the Hastings, St. Leonards and East Sussex Car Club's annual restricted event, the Spring Rally, fell to 27 this year, due mainly to the date clashing with other events in the South-East last Saturday. Nevertheless, crews entered from six clubs tussled with a difficult route of 138 miles which really sought out the men from the boys!

Navigation was by six and eight figure map references only and there were 69 controls, of which 24 were manned. The tightly timed sections made the drivers really work to arrive at anywhere near the time allowed. Their lot was not made happier by the sheets of ice on some bends, which accounted for three non-finishers who overdid it in a big way! In all, only 12 of the 27 starters survived the night, which proves again that the Wilds of Sussex can be a "bloody battle-ground"!

However, the organizing club is to be congratulated on a well-run, enjoyable event, which finished at an hotel in Camber with eggs and bacon demolished at a high average speed.

RICHARD WILSHIN.

Results

1, B. Fletcher/D. Thornton (Austin Mini); 2, A. Kemp/J. Mace (Morris 1100); 3, P. Lucas/P. Pearson (Morris Mini); 4, S. W. J. Thomsett/J. R. Thomsett (Triumph Herald). Team Prize: Tunbridge Wells M.C.

NORTH CORNWALL M.C.

PARSONS CUP TRIAL

THE North Cornwall Motor Club's Annual Parsons Cup Trial was run on Sunday, 3rd March and was ably organized by Mrs. Nancy Parsons and Miss Audrey Wilton. Attracting a record entry of 54, ranging from Robert Parson's tiny Fiat to the fiery looking 3,622 c.c. Allard of M. Evans, the event started at Prouts Garage, Launceston, and took competitors through nine interesting sections with one extra in Ashmill Woods for Land-Rovers and specials. It finished at The Ace of Clubs, Lewdown. Tamartown 1 stopped a large proportion of the entry at the 7 or 8 marker, as did a very greasy grass hill at Ashwater. The latter, in fact, was only climbed by G. S. Edwards, A. Howard, G. Hutley, J. Dell, Mrs. Dell and the ultimate outright winner, B. Rush. Perhaps the most deceptive section was the one in Ashmill Woods, which had to be attempted by everyone. Once past the very difficult first few yards it appeared to have been conquered until a tricky chicane was encountered by the 2 marker, and this caught the majority. The final result to decide the outright winner was calculated on a system selecting the competitor who was the highest percentage above the average of his class.

L. J. DELL.

Results

Parsons Cup: B. Rush (Land-Rover), 0 penalties. Class Winners: G. S. Edwards (Giles Special), 0; B. Staker (Volkswagen), 8; C. Blackmore (Austin Tourer), 6; L. J. Sandercock (Ford), 7; J. Dell (Mini-Minor), 1. 1st Class Awards: G. T. Hutley (Cannon), 6; A. W. W. Piper (Austin Tourer), 8; C. Lennox-Jones (Sprite), 8; J. Hoare (Ford), 7; Mrs. S. Dell (Mini-Minor), 3.

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SPRITE, 1960, 22,000 miles, radio, dozen extras, beige, needs respray. £320.—Harold, MOUn-tain 7396, after 7 p.m.

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(Continued overleaf)



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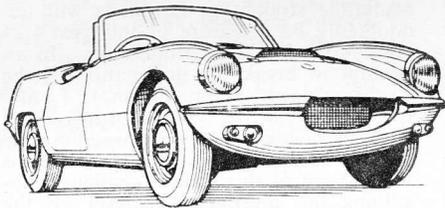
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Classified Advertisements—continued

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B.M.C. AEA544 F.J. cam, £10; Mini crank, £5; 3-B.M.C. FJ rods, £6; 3 + 60 B.M.C. "A" flat top pistons, £5; 1 pr. low ratio final drive gears, Mini, unused, £10.—Phone: Slough 23782.

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Classified Advertisements—continued

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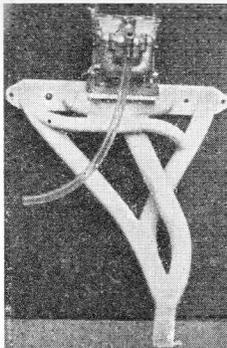
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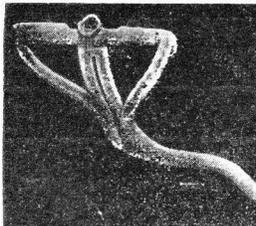
Twin S.U. Carburettor Units, £22.10. WEBER 34, twin choke on special heated inlet and extractor exhaust, £27.10. WEBER 36 two stage on special heated inlet and tuned length extractor exhaust for Coopers (7 B.H.P. more), £32 or standard Minis (17 B.H.P. more), £36 inclusive complete exhaust system.

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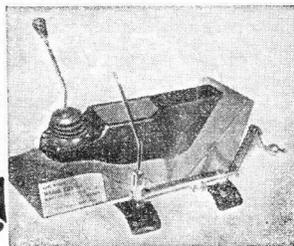
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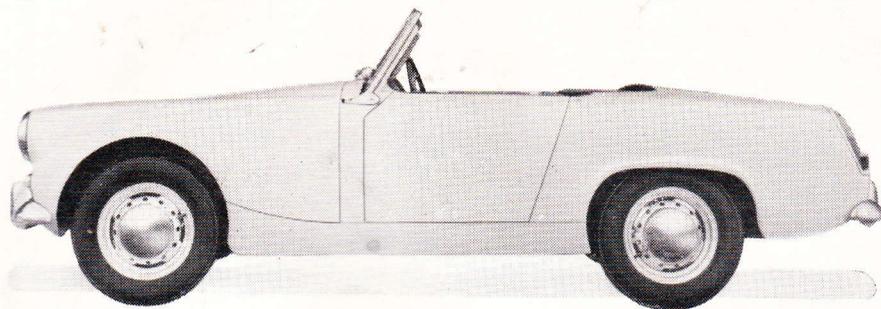
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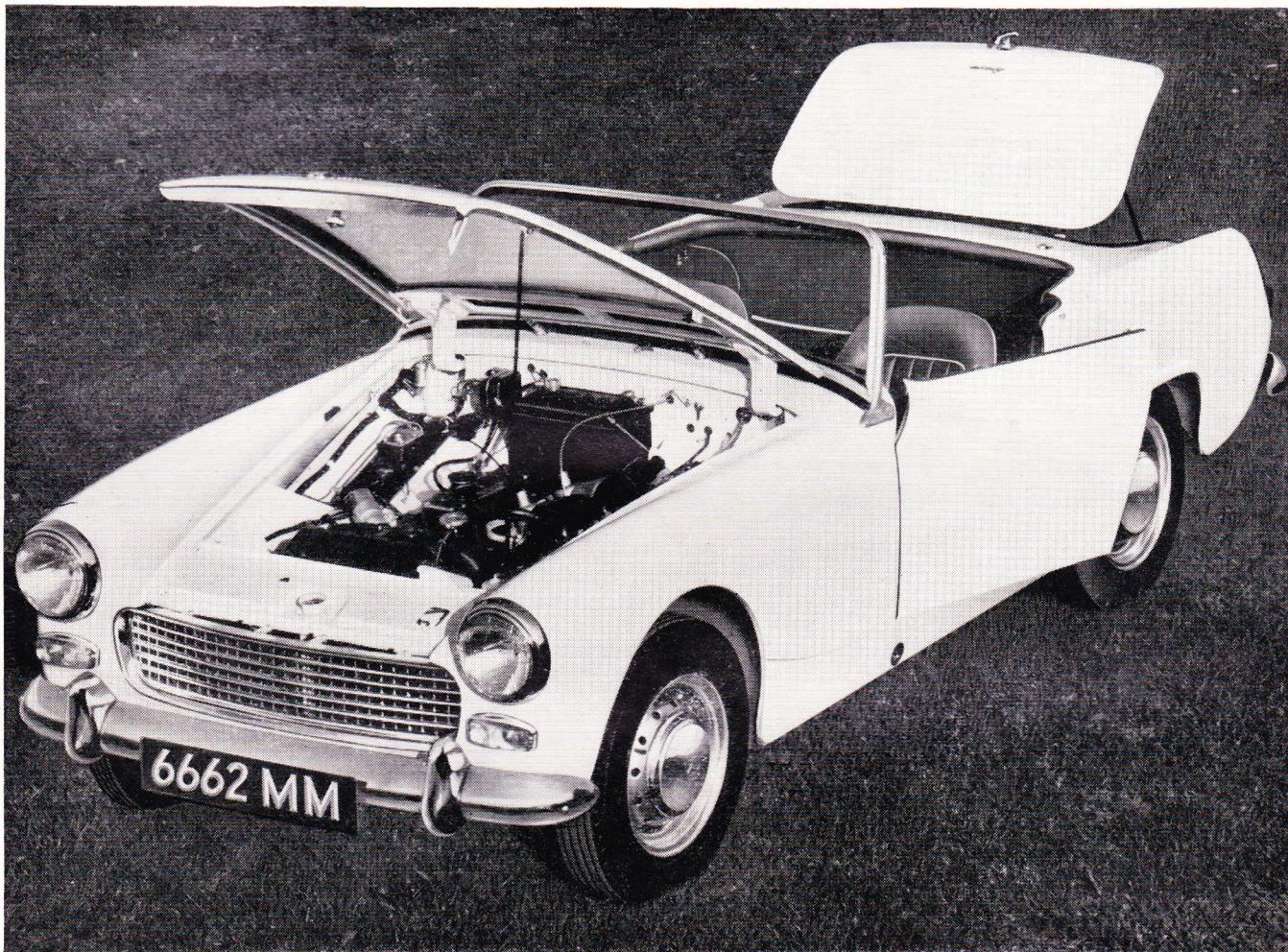
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