

R.A.C. RALLY REPORT

AUTOSPORT

NOVEMBER 22, 1963

AUTOSPORT

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Vol. 27 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY

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



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R.A.C. RALLY WON ON DUNLOP

1st

T. TRANA/S. LINDSTROM
VOLVO

MANUFACTURERS' TEAM PRIZE
FORD CORTINA

LADIES' PRIZE
Miss P. MOSS/Miss J. NADIN
FORD CORTINA G.T.

and five class winners

(Subject to official confirmation)



DUNLOP

**FOR TOP SAFETY
TOP MILEAGE**

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

November 22, 1963 Volume 27 Number 21

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EDITORIAL

ANOTHER SWEDISH R.A.C.

THAT was quite a rally that was! The 1963 R.A.C. International Rally was, according to all competitors, just about the most difficult event ever held in this country. With its innumerable special stages, the majority in Forestry Commission land, Scandinavian drivers certainly came into their own. For the fourth year in succession, the rally was won by a Swede in a Swedish car, but this time it was not the fabulous Eric Carlsson in a Saab, but Tom Trana, accompanied by S. Lindstrom in a Volvo, who carried off the top honours. In the leading ten crews, no fewer than six were Scandinavian. Highest-placed British entry was the Mini-Cooper S of Paddy Hopkirk and Henry Liddon in fourth place, behind the Kullstrom/Haggbom Volkswagen 1500, and the Carlsson/Palm Saab. Finland's Timo Makinen, in fifth place, was the leading G.T. entry with his Austin-Healey 3000, and took the AUTOSPORT Trophy. Ford of Dagenham had a good rally, winning the Lombank Cup for the best manufacturers' team; Pat Moss/Jennifer Nadin (Cortina G.T.) won their class, and also the Ladies' Cup (Tyresoles Trophy). All through the event crews had to work extremely hard, but without the help of the many officials this type of rally could not possibly be staged. A word of praise must also go to the support crews, many of whom covered vast distances, and did remarkable repair jobs to keep their charges in the rally. Yet, to be perfectly frank, the unfortunate private entrants were faced with some pretty rough terrain. It would be difficult to put on an event of this calibre with full International status without introducing the rough stuff, and it must be admitted that everyone who entered had a pretty good idea of the type of going that would be experienced. The thought of a "Tour de Grande Bretagne" on the lines of the big French event sounds attractive, but would this help the private entrants? AUTOSPORT doubts this, for with the accent on speed events the factory teams would still have a great advantage in service and support crews. It is pretty obvious that, in the U.K., road sections can be regarded only as a means of adding distance between stages, and that the Government may insist on competitions being kept off the public highways, even on little-used roads. The use of Forestry Commission land is perfectly logical, and Jack Kemsley and his enthusiastic band of helpers are to be congratulated on completing successful negotiations. It could well be, however, that the pattern of future International R.A.C. rallies will be based on a mixture of special stages and of circuit events, the latter giving the general public the chance to watch crews in action, with attendant benefits as regards publicity. Anyway, the status of the "R.A.C." has never stood higher and the general opinion is that the 1964 event will have to be a cracker to better the standard set this year.

OUR COVER PICTURE

IN A HURRY. The winning Volvo of Swedish drivers Tom Trana and Sven Lindstrom gets a move on in the Quantocks special stage during the latter part of the R.A.C. Rally. It was fourth fastest car over this stage—which at this point resembles terrain more suited to Production Car Trials than Rallies!

Photo: George Phillips

CASTROL WINS IN R·A·C RALLY LADIES' CUP

Pat Moss & Jennifer Nadin (Ford Cortina)

MANUFACTURERS' TEAM PRIZE

FORD CORTINA

also 3 class wins

CLASS 2

1st L. Morrison/R. Finlay
(MORRIS COOPER)

2nd T. Hunter/J. King
(MORRIS COOPER)

CLASS 6

1st P. Moss/J. Nadin
(FORD CORTINA)

2nd P. Riley/T. Nash
(FORD CORTINA)

CLASS 7

1st T. Makinen/M. Wood
(AUSTIN-HEALEY 3000)

2nd D. Morley/E. Morley
(AUSTIN-HEALEY 3000)

3rd B. Parks/R. Dixon
(RELIANT SABRE)

(Subject to official confirmation)



***Follow the experts—refill regularly
with fresh clean Castrol***



AUTOSPORTSMAN by Gus
No. 28: Jim Hall

THE new Formula 1 should be decided at the Paris meeting of the C.S.I. on 28th-29th November. It is now expected that the existing 1½-litre Formula 1 will not be continued and that a larger-capacity formula will be decided upon.

REG PARNELL has bought the two Scirocco-Powell Formula 1 cars raced during the past season by Ian Burgess and Tony Settember. It is likely that the engines and gearboxes will be taken from the cars and put into other frames.

THE European Rally Championship is to be brought back next year and will be based on 14 qualifying events. A European Rally Trophy for national teams will also be decided from the results of the Monte Carlo, Midnight Sun and Polish rallies.

BBRITISH starters from Minsk, Russia, in the "Monte" will include Paddy Hopkirk (Mini-Cooper S), and Sydney Allard and Allen Allard in Ford Cortinas.

SPIES from Italy are sending messages to the effect that Carlo Abarth's Formula 2 engine for 1964 is already developing 119 b.h.p. at 8,400 r.p.m.

THE British Formula 1 constructors hope to arrange a meeting with the organizers of the World Championship races on 27th November to discuss a revised scale of starting money. This has been brought about by the rising costs of racing.

AMONGST the 1964 rallies which will make increasing use of special stages are the Tulip, Scottish and Circuit of Ireland events. The last-named will not have driving tests.

DAN GURNEY TO STAY WITH BRABHAM FOR 1964

DESPITE rumours to the contrary, Jack Brabham is to field a two-car team in the next season's World Championship races. Drivers will be as this year—Dan Gurney and Jack Brabham—and the cars will be improved versions of the 1963 machines, powered, once again, by Coventry Climax V8 engines, five of which have been ordered. Many reports have suggested that Brabham was going to use Honda engines in his cars, but this has now been denied.

The first appearance of the 1964 car will probably be at Goodwood on Easter Monday.

THE Midland Centre of the B.R.S.C.C. are holding their Midnight Matinée Film Show at the Cinephone Cinema, Bristol Street, Birmingham, on Friday, 13th December. Tickets, priced at 7s. 6d. each, are obtainable from Barry Skinner, "Low Thatch", Weston-on-Avon, near Stratford-on-Avon, Warwickshire.

IT appears as though government help will not be forthcoming, as was once rumoured, for the construction of a French Formula 1 car. The reason? Too much money. At one time the Société Hispano-Suiza, who recently bought control of the Bugatti works, were thought the likely people to build the cars.

DAYTONA "Continental" 2,000-km. race on 16th February, to be run over the 3.81-mile course, will be for Grand Touring cars only. It will be America's longest race (1,243 miles). On the previous day the 250-mile American Challenge Cup—run on the same course—will cater for G.T. cars over 2,000 c.c., G.T. Prototype cars, Appendix C sports cars and S.C.C.A. modified category and classified cars over 1,300 c.c.

BETTE HILL has succeeded Eba Grant as Chairman of the "Doghouse Owners' Club". The latter is now Hon. Secretary, and Rosemund Hardie-Smith becomes Hon. Treasurer. Sheila van Damm is the club's President.

TEAM ELITE have entered a Lotus Elite in the Nassau Speed Week races, to be driven by John Wagstaff. This is the ex-Le Mans and Nürburgring car, which is entered for the Governor's Trophy, Bahamas Tourist Trophy and the main event, the Nassau Trophy.

FORMULA 2 NEWS

AT a recent meeting of the newly formed Formula 2 Association, which supersedes the Formula Junior Constructors Association, Alexis, Brabham, Cooper, Lola, Lotus and Merlyn indicated that they intend to build, sell and race Formula 2 cars next year, while Elva and Gemini will make a decision later. The majority of the constructors also said they would be building Formula 3 cars.

JUAN MANUEL BORDEU, the Argentine driver, may be seen in a privately owned Formula 1 car next year. It is also rumoured that in the 1964 *Gran Premio Argentina* he will drive a Chevrolet prepared by Toto Fangio, the ex-World Champion's brother.

LODOVICO SCARFIOTTI, who was injured during practice for the French Grand Prix and subsequently announced his retirement from motor racing, may make a come-back next year.

ALAN BARTON (Morris Minor) has won the Association of North-East and Cumberland Car Club's Speed Championship for 1963. Jill Hutchinson (Terrier-Ford Mk. 2) was placed second.

PIT and PADDOCK

THE homologation sub-committee of the C.S.I. will meet five times next year, compared with the four meetings of 1963. Applications for homologation of cars must be received by national automobile clubs by 1st January, 1st April, 1st July, 1st September and 1st November and the committee will meet within 15 days of these dates.

GUESTS at the dinner-dance in the Pavilion, Bournemouth, following the R.A.C. Rally were presented with packets of coffee by the Kenya Coffee Industry and a folder of tabulated results prepared by Lombank.

RONNIE HOARE, of Ferrari and Maranello Concessionaires fame, was host at a post-R.A.C. Rally reception in the Palace Court Hotel, Bournemouth, last Friday.

PRINCE CARACCLIOLO DI CASTAGNETO of Italy has replaced Comte de Liedekerke Beaufort as president of the F.I.A. M. Baumgartner remains president of the C.S.I.

CLIVE BAKER will be driving an Austin-Healey 3000 in the Nassau Speed Week in the three main events.

PAT MOSS JOINS SAAB

AFTER but one year with the Ford team, Pat Moss will join her husband Eric Carlsson in the Saab rally team for 1964. It is expected that her first event as a works driver will be in the Monte Carlo Rally.

According to reports Pat says that she is joining her husband's team so that she can be with Eric more often. Also this will mean a substantial "pay cut". Mr. and Mrs. Carlsson recently bought a house at Thame, near Oxford, and they have been married four months.



MR. AND MRS. ERIC CARLSSON are to be in the Saab works rally team next year, so the Swedish cars look like having lots of successes.

THE C.S.I. recently came to a decision when rating the Wankel engine for competitions. Such engines are to be rated on the basis of the capacity of two of the three lobes of the engine's working chamber.

FRANK GARDNER has just purchased Denis Hulme's highly successful Brabham Junior. Following Nassau, where he is to drive a collection of different cars including one of Shelby's A.C. Cobras, he will take the Brabham to Australia fitted with alternative 1,500 and 1,600 c.c. Ford engines.

FORD WINS AGAIN!

CORTINAS TAKE TEAM PRIZE IN R.A.C. RALLY!*



CORTINA G.T. STORMS THROUGH SPECIAL SECTION No. 10—SCOTLAND'S LOCH ARD FOREST.

☐ Britain's toughest, most punishing event. Over 2,000 miles with 150 of the world's top cars and drivers competing for top honours. High speed race track sections; special stages on Forestry Commission and War Office dirt tracks. This was the 1963 R.A.C. International Rally. The toughest ever, and the best!

☐ And once again Fords prove the reliability of their cars under extreme conditions, against the toughest yardstick of all—other cars.

☐ Rally winning cars are tough and dependable, and Ford are determined to make the Ford you drive the finest and most reliable car you've ever owned.



*MANUFACTURERS TEAM PRIZE!

1ST Pat Moss/Jennifer Nadin
Henry Taylor/Brian Melia
Peter Riley/Tony Nash

CORTINA G.T.
CORTINA Developed by Lotus
CORTINA G.T.

PLUS LADIES PRIZE!

1st Pat Moss/Jennifer Nadin
2nd Anne Hall/Pat Spencer

CORTINA G.T.
CORTINA G.T.

PLUS CLASS WIN!

(Class 6, Group 3, 1151-2500 c.c.)

1st Pat Moss/Jennifer Nadin
2nd Peter Riley/Tony Nash

CORTINA G.T.
CORTINA G.T.

(Results subject to official confirmation)

PROOF YET AGAIN THAT ALL FORDS ARE MADE TO WIN—AND LAST!

URSULA WIRTH TO RETIRE

IN Buenos Aires, at the conclusion of the *Gran Premio Argentina* in which she partnered Ewy Rosqvist in the Mercedes-Benz 220SE which finished third overall, Ursula Wirth made it known that this very, very successful partnership is to be shortly dissolved to make way for her marriage, in June or July next year, to a German.

In a television interview, on their arrival back in Germany on Saturday, 9th November, Karl Kling, racing manager, Eugen Böhringer, overall winner, and Ewy Rosqvist gave some interesting information on the experiences in South America. Ewy said that Ursula had remained in Buenos Aires to have a holiday and, in answer to a question from the interviewer, Ewy said that she had driven the whole distance and that she expected to be a starter again next year, with a new partner.



MICROPLAS detachable hard top for the Triumph Spitfire 4 is manufactured in glassfibre. De luxe versions are also obtainable in a range of moulded colours. Prices are £19 15s. (standard) and £27 10s. (de luxe) and there is no charge for fitting at Microplas, 132 Western Road, Mitcham, Surrey.

FORDS were the most successful marque in the American NASCAR Grand National stock car races during the 1963 season. Fourth last year, Ford jumped into the lead this season, having scored 23 wins in 55 races. Second were last year's winners Pontiac with 19 wins, although, with fewer entries, they made the best showing on average. Points score was: Ford, 166; Pontiac, 110; Plymouth, 79; Chevrolet, 75; Mercury, 52; Dodge, 51; Chrysler, 17.

B.R.S.C.C. FILMSHOW

NICK SYRETT introduced the first performance of the British Racing and Sports Car Club's seventh annual filmshow at the Warner Theatre, Leicester Square, last Friday. In the excellent programme were two rally films, *Works Entry* and *Seven Survivors*, and the film showing the career of Britain's greatest racing driver, Moss, *The First Ten Years*. *The Winning Ride* showed the fabulous Daytona 500 stock-car race held round the 2½-mile banked Daytona track at an average speed of over 150 m.p.h.! Large American cars spinning off at these speeds leave one a little short of breath.

Highlight of the evening was, of course, the B.R.S.C.C.'s annual film, *Circuit and See*, presented by Roscoe Films. Well up to the expected high standard, we were privileged to see the last win chalked up by Roy James before, as you might say, "The Weasel" went "Pop"!

SPORTS NEWS

SYD HENSON, who was for many years Competition Manager of Ferodo, and later of Ford, now offers specialized services at Syd Henson Motors, Glossop, Derbyshire. Naturally enough, all Ford sales and service facilities will be available, also the complete range of Les Leston sporting equipment.

F.I.A. G.T. CHAMPIONSHIP

THE three classes for the 1964 Grand Touring Car Manufacturers' Championship have been altered and are: up to 1,300 c.c., 1,301-2,000 c.c. and over 2,000 c.c. Each main class will be split into two sub-divisions, these being 1,000 c.c., 1,600 c.c. and 3,000 c.c. The scoring co-efficients of the qualifying races have been modified also, although the hill-climbs and rallies which did much to over-complicate the 1963 championship have been retained. The co-efficients are as follows: Le Mans, co-efficient 2; Sebring, Targa Florio, Nürburgring 1,000 kms, Paris 1,000 kms. and Tour de France, 1.6; other circuit events, 1.3; hill-climbs and other events included in the championship for the first time, 1.

HILL-CLIMB and Trials exponent Malcolm Eaves has sold his Lotus 20 and next year intends to compete seriously with a 1,600 c.c. twin-cam Ford-engined Lotus 22. Adrian Andrew of Ketton has acquired a Lotus-Climax 18 and is to fit a much lighter aluminium body on it for speed hill-climbs.

OUR American contemporary *Motor Racing* thinks that racing started getting expensive when the Romans started importing Arabian horses!

PRODUCTION of the Bond Equipe G.T. has already doubled since its introduction earlier this year. Orders worth over £50,000 have been received from Portugal.

NEW CASTROL FILMS

LAST Thursday Castrol showed their new films in the May Fair Hotel cinema to a selected audience of people prominent in motor and motor-cycle sporting activities. Easily the most outstanding was the two-wheeler feature of the Scottish Six Days' trial, expertly photographed and with a superb commentary written by Alan Jeffries. This captured the real spirit of the "Scottish", showing in detail the terrors which go by the name of hills in the Highlands. A short film of the Westland SR2 hovercraft was extremely interesting, but the two motoring features fell short of previous Castrol standards.

A rather dreary documentary of a *Journey Without Incident* showed George Eyles of the Institute of Advanced Motorists in a trip from London to Bath. This seemed pretty pointless; there were suppressed cheers from the audience when he remarked that he was now going to build up his speed on the Motorway—and actually had the Jaguar doing 65 m.p.h.!

Works Entry dealt mainly with the Ford and B.M.C. teams in the 1963 "Alpine", but despite some fine colour photography by Stanley Schofield, did not quite catch the atmosphere of the Rally, and apart from a shot of a Reliant Sabre going up a bank on a Col, was devoid of incident. Raymond Baxter supplied a professional commentary.

These films are available for club showing from 1st December, without charge.

THE Rank Organisation have announced that they are very willing to offer hospitality to rallies at many of their increasing number of Motor Inns and Motorway Service Areas. Naturally, this can only be done within the framework of Ministry of Transport, Local Authority, and existing R.A.C. rulings.

If any Club Secretaries would like to know more details of what The Rank Organisation can offer in the way of starting and stopping points, or merely 24-hour refreshments, perhaps they would ring or write to Donough O'Brien, The Rank Organisation, Top Rank Motor Inns and Motorway Services Division, 11 Belgrave Road, S.W.1. Victoria 6633.

TOUR de Corse rally, held on 9th-10th November, proved to be a victory for French champion René Trautmann in his Citroën DS19, his co-driver being Chabert. Schlesler/Vanson (A.C. Cobra), Greder/Greder (Ford Falcon), Verrier/Rives (Citroën DS19) and Consten/le Guezec (Lotus Elan) were next in order in general classification. Only 19 finished out of 72 starters in this thinly disguised "road race" around Corsica.

S.R.M. SCALE RACEWAY MODELS

THE new S.R.M. Electric Scale Raceway gives model enthusiasts the opportunity to own a first-class complete racing kit at a new low price. The cars are models of Formula 1 Grand Prix racing cars and have front-wheel steering, all-round independent suspension, windscreens and drivers.

The cars are accurately scaled-down to 1/40th and scale speeds of 240 m.p.h. are reached. A patented snap-together device has been used for the track sections. Interlocking claws locate and lock the sections in one simple movement and can be just as easily disengaged. The basic kit contains sections for a figure-eight track, including crash barriers for the curves and a set of bridge supports. S.R.M. are also producing extra track accessories so that a really extensive circuit can be built up.

The hand-operated speed controller is little larger than a matchbox and in addition to variable control (from stop to full speed) it has four speeds, each of which has fine adjustment.

A NEW company, Samengo-Turner Garages Ltd., has been formed. Chairman is Paul Samengo-Turner and other members of the board are Bryan P. Barrie, J. A. Pike and John Surtees. Surtees has also joined the board of Continental Cars (Maidenhead), Ltd., an associate company.

BY arrangement with Honda's European Company, and Hodgkinson & Associates, *This is Honda* is now available for club showing. It should be pointed out that the special CinemaScope equipment is required, but facilities are available to lend the necessary apparatus.

OUR South African contributor Dale Gordon is to marry Helen Goldin on 12th December. Congratulations!

MEMBERS of the B.R.S.C.C., for the very reasonable rate of £77, have been offered a chance of a trip to the Daytona 500 stock-car race on 23rd February. Price includes jet flights from London to New York and Jacksonville to London, refreshments and meals on board the aircraft, bed and breakfast in New York, a grandstand seat at Daytona, coach trips from New York to Daytona and Daytona to Jacksonville, and insurance to cover personal accident, medical expenses and baggage.

FROM time immemorial attempts have been made to evolve a formula to give relatively cheap racing. I was in on the ground floor of 500 c.c. racing, which appeared to be the answer at first. Then "double-knocker" Nortons, nitro-methane, and international status made Formula 3 into just another rich man's sport. Formula Junior, which came from Italy, had the same intention and a similar fate. Now, at last, we have a foolproof formula for the man of moderate means.

The Monoposto Register fosters racing for single-seater cars with 1,172 c.c. side-valve Ford engines. You can tune your engine, but only within limits, the standard crank, rods, timing gears, and block being retained. Camshafts, heads, and valves can be what you please, but you are not allowed to use o.h.v. conversions, or to reverse the function of the ports or to de-Siamese them.

An engine developed to the limit of this formula is powerful enough to provide exciting racing only if the car is kept really light, so starters and dynamos are not required, and the cars are open-wheeled single-seaters. This renders the Monoposto a suitable stepping stone to real hairy single-seaters and ultimately the Grand Prix stuff. Anyway, racing is twice as much fun when you can sit in the middle and watch the front tyres on the road.

I recently visited Brands Hatch and saw the Monoposto boys at play. Some of them have made their own chassis and some have used rear-engined Coopers and the like, which they are allowed to do if the device is five years old or more. The recently superseded front-engined Junior chassis are allowed irrespective of age. You choose your own transmission, but the engine is always Henry Ford's "Popular".

A most dramatic racer is John Moore's Warwick Mk. 2. This has the engine crosswise in the chassis, which is a space-frame design. The drive is by an exposed chain to a complete Mini-Minor transmission unit, the drive being to the independently sprung rear wheels. This most unconventional machine is fast and

MONOPOSTO REGISTER

JOHN BOLSTER recently visited Brands Hatch to see the Monoposto boys at play in their cheap formula racing cars...

reliable, being the Monoposto Champion of 1962.

Embryo is the brain-child of Chris Nicholson. It is a wide car of almost two-seater shape, though the Register is tending towards a maximum-width clause. Very well made, the Embryo has the advantage of allowing the driver to sit down beside his transmission, the front engine being inclined with short individual exhaust stubs. The opposite approach is exemplified by Dave Have-lock's Nimrod, which is a fairly high single-seater with a tail extension behind the driver's head.

Old 500 c.c. chassis are ideal for Monoposto racers and Bob Mitchell was in action with Apex, a car built on this plan. Tony Scriven likes swing axles and has them at both ends of his Tervin, another rear-engined car.

The 1963 Monoposto champion is Terry Hardy, who has a front-engined machine of most professional appearance called Project X. The engine, tuned by Arden with an Alan Wershat camshaft, has a compression ratio of 11 to 1, though how this is achieved in a side-valve engine I am unable to say—I'd love to have a peep when the head is off but perhaps it's Top Secret! Anyway, with 1.325 in. inlet valves lifting 0.360 in., 1.1 in. exhausts lifting 0.312 in., and 50 degrees of overlap, she gives 64 b.h.p. at 5,500 r.p.m. The carburettor is a twin-choke Weber and the tuned-length exhaust pipe terminates in a small megaphone.

The wheelbase is 7 ft. 2 ins. and the car weighs 6 cwt. 3 qrs. dry. The frame is multi-tubular with wishbones in front and paired radius arms behind, lower wishbones and stressed half-shafts completing the geometry. The Ford engine

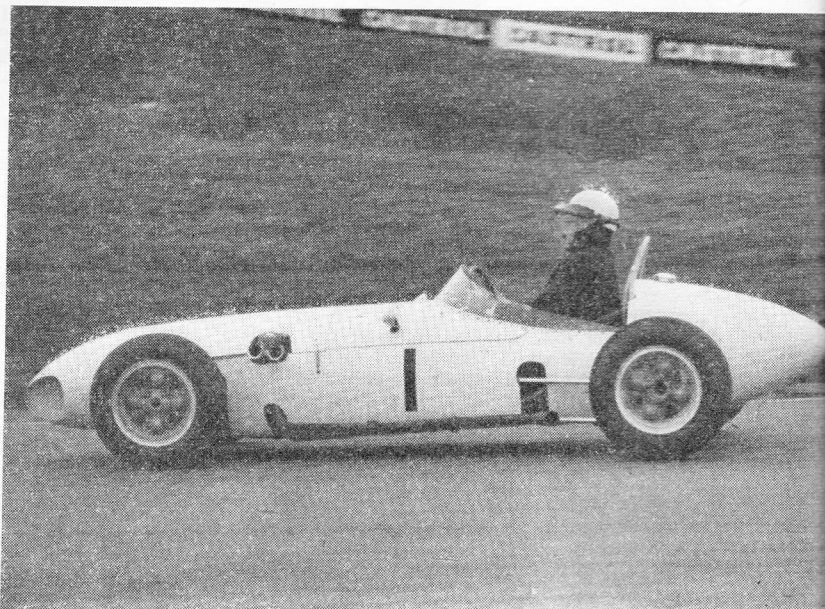
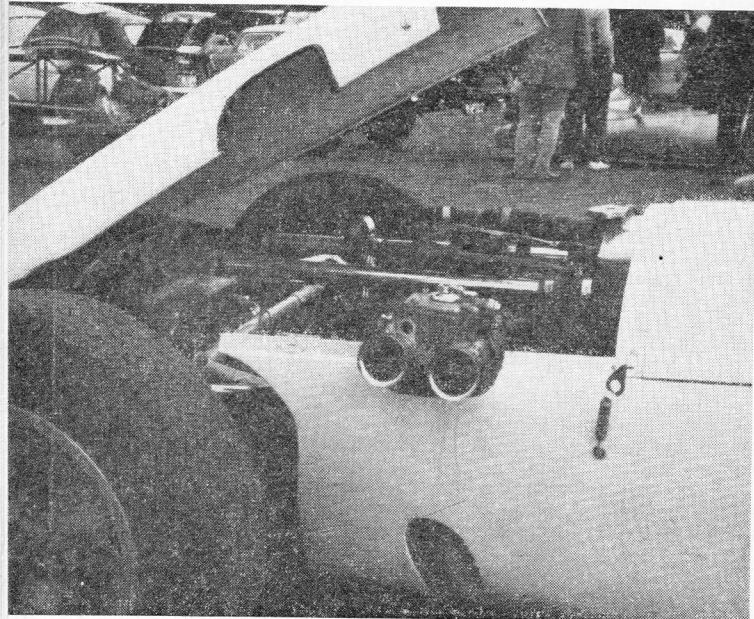
has a Borg and Beck clutch on a special steel flywheel, a new bell housing having been evolved to marry up with a B.M.C. A-series box with close-ratio gears. An Elva drop-box lowers the shaft line and the chassis-mounted final drive unit has a ratio of 4.875 to 1, though a 4.55 "cog" is installed for faster circuits. Disc brakes are fitted in front, the rear drums being inboard.

I had the pleasure of driving this champion car at Brands Hatch. I greatly enjoyed the experience and can state that the Monoposto is a serious racing car, which is confirmed by its good showing in open events. I was greatly hampered by a very wild electronic rev.-counter, which is due to be replaced by a mechanical instrument. Standard Ford connecting rods are unsafe above 6,500 r.p.m., so one has to "lift" even on the short straight at the Hatch, and I was so nervous of overdoing it that I dared not try for fast lap times.

Apart from this little worry, the car impressed me greatly. It oversteered initially but understeering could be brought on by cornering faster, a paradoxical response which was disconcerting initially but added up to fast and controllable cornering. The machine remained steady under hard braking and felt very much all in one piece. The sensation was of driving quite a fair-sized car, and it was so nice to be in the middle again, with exposed wheels at the end of a long bonnet.

If the Monoposto formula interests you, get on to Frank Tiedman at "Peak Revs." 185 Swakeleys Road, Ickenham, Uxbridge, Middlesex. For the man who wants to break into racing, this may well be the answer.

JOHN BOLSTER driving Terry Hardy's Monoposto Champion Project X (right). FORWARD-MOUNTED, side-valve Ford engine of Hardy's car is beautifully finished (left). It is tuned by Arden and has a Wershat camshaft.



Keane's Sexton Trophy

FRANK KEANE, popular 30-year-old general manager of Mount Merriem Motors, has won the Sexton Trophy for the 1963 Eire Speed Championship. The Dubliner made his competition debut at the wheel of a D.K.W. in the 1957 Enniskerry hill-climb, and on that occasion he won the saloon handicap. For a number of years he dived regularly, sometimes wildly, but usually successfully in "Deeks", Volkswagens, Lloyds, and a Borgward Arabella. He also built a D.K.W. Special, a two-seater on a tubular ladder-type frame with a doorless aluminium body. Frank enjoyed little success with this temperamental machine on which he lavished lashings of *lire*! Last year he was faced with his great moment of truth—either get something decent or give it up altogether. Happily, he chose the former course of action and purchased Edmund Gill's Formula Junior Lotus 18. His first drive in the Lotus was at Kirkistown in September of last year, and he must have recorded a record number of spins. He enjoyed an extremely successful season this year and the fact that he did not even notch up one gilhooley more than suggests that he certainly "got the message" with the Lotus.

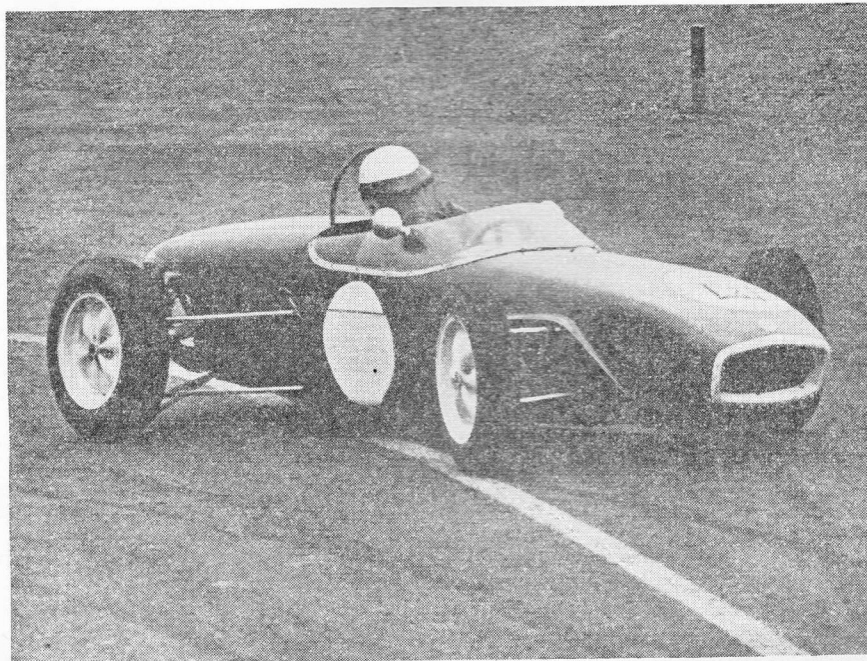
As well as good luck, Keane attributes his Sexton success to the excellent tuning and preparation of the Lotus by his mechanic, Martin Egan. Keane is selling the Lotus and hopes to obtain another single-seater, with a bigger engine, with which he intends having a crack at the hill-climb records set up by Dan McAlister and Tommy Reid (McAlister used a 1½-litre Cooper-Climax and Reid a 1½-litre Lotus-Ford 18). Frank would also like to do some Continental events, which of course appears to be the natural ambition of most racing men. Keane also feels that the most serious barrier to racing in Ireland is the complete absence of "works" support and the complete lack of any form of financial support or assistance from the trade. Drivers thus have to go it alone, and the cost of racing a single-seater racing car is becoming prohibitively expensive.

Keane's Sexton total amounted to 278 points. He won the Open Handicap in no fewer than four events—the Dungarvan, Calary and Rathmoylan hill-climbs and the Clonmel sprint—as well as collecting numerous class awards. His best performance was in the Clonmel hill-climb, in which he set up a new record in the course of establishing B.T.D. He drove steadily to finish in the 100-mile Formula Junior race at Phoenix Park, but he was forced to retire with a cracked sump in the Leinster Trophy at Dunboyne. He had gearbox trouble in the September meetings at Rathdrum and Kirkistown.

Captain John Burke finished second in the Sexton with his 1½-litre Gordini, which must now be at least ten years old! Burke went great guns up to the Tralee hill-climb in August, when he was unlucky to roll the Gordini. Another strong challenger to Keane was Johnny duMoulin. He led the Sexton at the end of May, but missed out a few events as he sold his 1,650 c.c. Ford Anglia. He later appeared in an Austin-Cooper, and went on to win the saloon car Sexton. Dan McAlister, who won the Sexton twice in a row, also suffered misfortune in the Tralee hill-climb when he bent the rear of his Cooper. He missed some events due to difficulties experienced in obtaining suitable belts for a supercharger, and he eventually finished well down in eighth position overall. Dickie Barrett and Ronnie Noble finished second and third to duMoulin in the saloon section.

Previous Sexton winners are as follows: Dudley Colley (1948), Joe Kelly (1949 and 1954), Pearse Cahill (1950), Irwin Catherwood (1951), Joe Flynn (1952, 1957 and 1960), Dickie Odum (1953), Mike Heather (1955), Bill Bradshaw (1956, 1958 and 1959), and Dan McAlister (1961 and 1962).

Northern Ireland drivers, such as John Pringle, Tommy Reid and Bertie McElhinney who compete regularly in Eire events, are not eligible for Sexton points as they do not hold R.I.A.C. competition licences.



1963 SEXTON TROPHY WINNER. Frank Keane in his Lotus 18 rounds a hairpin in the Clonmel Hill-Climb in August, where he set up a new record.

BRIAN FOLEY'S

Report from Eire

SEXTON TROPHY COMPETITION

1. F. A. Keane (Lotus-Ford 18), best 3 races, 106, best 3 hill-climbs, etc., 172, total, 278; 2. Capt. J. A. Burke (Gordini), 105, 130½, 235½; 3. J. C. duMoulin (Ford Anglia and Austin-Cooper), 77, 147½, 224½; 4. M. Ivis (Austin-Cooper), 102, 119, 221; 5. R. J. Heeley (M.G. Midget), 113, 65½, 178½; 6. R. T. Noble (Austin-Cooper), 40, 132, 172; 7. R. Barrett (Austin Seven and Austin-Ford), 21½, 144, 165½; 8. D. F. B. McAlister (Cooper-Climax), 22, 141½, 163½; 9. B. Dempsey (M.G.A.), 80, 79, 159; 10. J. E. Fildes (M.G. Midget and M.G. 1100), 33½, 94½, 127½; 11. J. C. Hayes (Austin-Cooper), 38½, 85½, 124½; 12. C. J. Holohan (A.-H. Sprite), 75½, 40½, 115½.

Autosport now 2s. 3d.!

SINCE the Eire Government introduced a 2½ per cent turnover tax on 1st November, Eire readers of AUTOSPORT now find that this magazine costs 2s. 3d. per week (previously a 2d. tax was levied on all imported magazines). Petrol has gone up from 4s. 10½d. to 5s. per gallon for Premium. Car prices have all gone up by 2½ per cent.

FRANK KEANE competing at Mount Venus Hill-Climb last year in his D.K.W. Special.





"IAN WALKER powered by Ford" has always been the principle right from the start. Ian coaxes his Ford Prefect around a Silverstone corner on two wheels during his first season of racing.



EX-GRAHAM HILL
Lotus-Ford 11 was used during the 1957 season. Ian is seen on his way to breaking the lap record at Mallory Park, just one of his many successes with the car. He had 13 wins with it and became the AUTOSPORT Champion.

Hill Lotus 11 which was painted bright yellow and was known as the "Yellow Peril". The car's first event was at Brands Hatch, and in spite of some alarming activities during practice, owing to a variety of tyre pressures, it finished third in the 1,172 c.c. class. Aided by Ernest Unger, who is now with Fords, he scored 13 firsts and became AUTOSPORT Champion in his first full season.

The next season the 11 was sold and replaced by the prototype Lotus Elite. With this machine, winning motor races became a habit and when it came to the final of the AUTOSPORT Championship Ian was unbeaten in his class; however, during the "Three Hours" a radius arm broke, resulting in some back-to-front motoring at high speed down Norwich Straight. But had the car waited on the line instead of being pushed behind the pits, thus incurring automatic retirement, Ian would have been Champion for the second successive year!

In spite of his numerous circuit activities, a full rally season with the Ford team, and business activities, were maintained.

With the loss of two cars at a single meeting early in 1959 Ian temporarily retired from the circuits and concentrated on rallying. However, as everyone knows, once well and truly bitten by the "bug" there is no cure and, not surprisingly, the following year saw Ian behind

Ian Walker Racing Limited



SIXTEEN first, seven second, five third and five fourth places in 40 races entered is the enviable record of the Ian Walker Racing Team in only their second full season. The team raced in eight different countries on both sides of the Atlantic—and they never incurred a single non-start.

But, to start at the beginning, Ian Walker himself first commenced competitions in 1954. His mount was a very potent Ford Prefect, which was later modified with a Yates overhead-inlet-valve head; however, there were no suspension mods., so when the driver was cornering on two wheels, quote: "I knew I was on the limit!" Although Ian competed in every event possible—sprints, hill-climbs, autocross, etc.—his main interest was in rallies, and through a meeting with Gerry Burgess on an M.G.C.C. rally Ian received an invitation to join him on the '55 Tulip Rally. This was Ian's first international rally and the team included such notables as the effer-

vescent Archie Scott-Brown, Jack Sears, Ken Best and Pat Moss, also on her first international. Unfortunately all three works Austins left the road in the final classification when well in the running for the team prize. Undaunted, Ian con-

**The First of a Series of
Articles Giving Inside
Information on Britain's
Many Racing Teams
BY ROBERT GRANT**

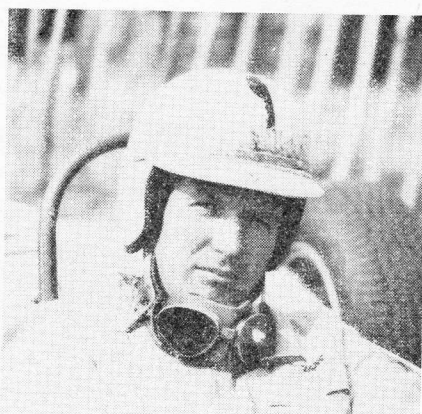
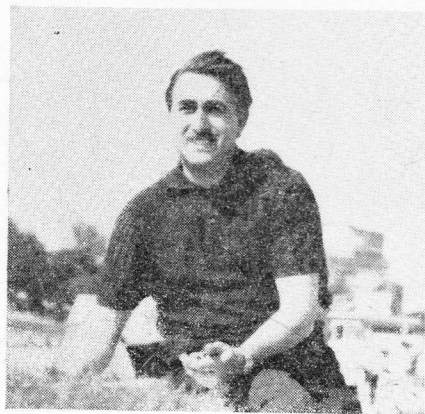
tinued to co-drive with Gerry Burgess and the following year their programme included the Monte, Tulip and R.A.C. rallies.

In 1957 Ian decided that if he went circuit racing he would improve his rallying, so he bought the ex-Graham

the wheel, this time in a Lotus 18. His most notable performance in the 18 was in the British Empire Trophy at Silverstone. The race was run under appalling conditions and a vizor was definitely the order of the day. But when Ian pitted to collect one he lost not only half a lap but set off without either goggles or vizor, to finish fifth.

For 1961 the Lotus was replaced with a Sprite—the name was about the only thing common with a Sprite in a motor dealer's showroom! This incredibly rapid motor rushed round numerous circuits and set up a lap record at every venue at which it competed. It was during this ownership of the Sprite that Ian's organizational interest was first roused. A team of privately owned Sprites was formed for the Nürburgring 500 Kms. With Paul Hawkins as his co-driver, Ian led the team to third, fourth and seventh places, the Manufacturers' Prize and the Club Team Prize—definitely signs of things to come. It

LE PATRON, watch in hand, awaits one of his cars at Crystal Palace (left). The drivers for 1963 were, of course, Frank Gardner (centre) and Paul Hawkins (right). Chief mechanic John Pledger, on Paul's left, always had the team cars immaculately turned out.



was here that Ian fully realized Paul Hawkins's ability, since he bore the brunt of the driving and even led for part of the race—causing some embarrassment to one Carlo Abarth. Therefore, at the end 1961, Ian decided to pack up driving and form his own team.

Paul Hawkins was signed on as a driver/mechanic and Lotus Elite 22 and 23 machines were purchased. The cars retained the favoured yellow, and the now familiar green stripes were added. While attending a Lotus test day at Goodwood the second team driver was discovered and signed on, namely, Mike Spence.

The team's racing headquarters were established at Temple Fortune and right from the start it was obvious that a certain colour scheme was going to feature rather frequently amongst the leading

Bruce Johnstone and Peter Ashdown at the Nürburgring; they led home their class by over two laps.

At the beginning of this year two of the new F.J. Brabhams were ordered and one 1,600 c.c. Brabham sports car together with a further Lotus 23 of the latest type. Paul Hawkins, having had such a successful first full season, remained with the team. Mike Spence, having driven most consistently throughout the season, left for Team Lotus. In March this year another tough Australian—this being proved by the fact that he was doing press-ups on the night of his Oulton Park shunt—Frank Gardner, joined the équipe. Frank first raced in New South Wales, Australia, during 1955 and out of 24 starts with a C-type Jaguar he scored 23 wins. He was N.S.W. sports car champion in '56 and

being manhandled on to the dodgem car circuit at Zandvoort earlier this year!

Now with two Australian drivers, one Australian mechanic, Ian Gordon, and a New Zealander, John Olsen, also as a mechanic, the team soon became known as Team Anglo-Pommie—with Ian Walker and John Pledger all set to apply for naturalization papers.

During the past season the team attended some 30 race meetings and never non-started, in spite of a number of unfortunate crashes and competing on successive weekends. At the Tourist Trophy meeting the cars competed in the B.A.R.C. Formula Junior Championship and the following day they finished second and fourth at Zolder in Belgium. Graham Hill drove for the team in the Canadian Grand Prix, finishing second overall and winning the up to 2-litre class; he also finished fourth at Riverside and Laguna Seca.

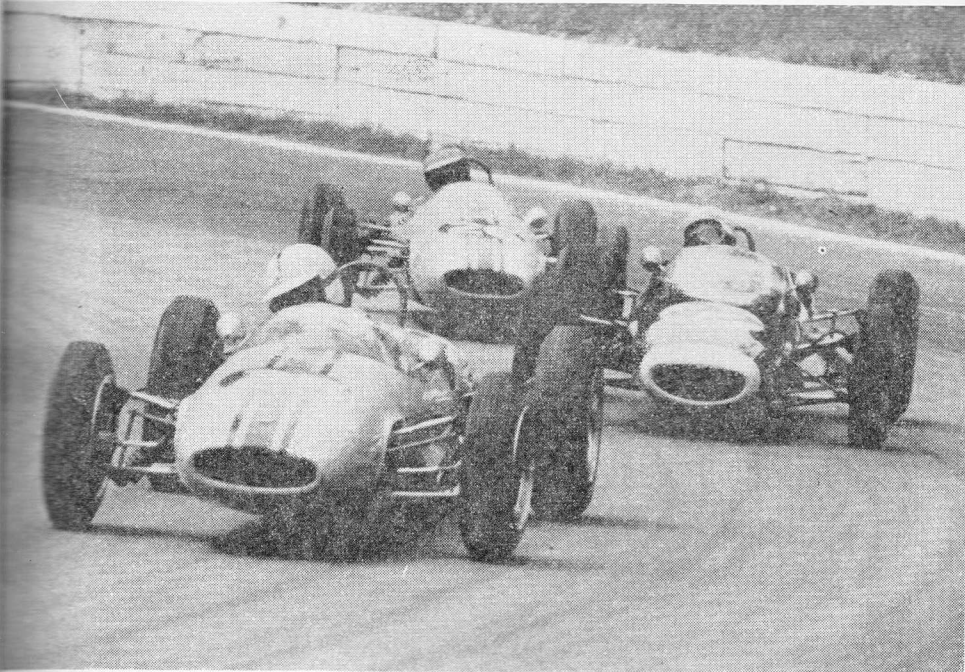
It was in preparation for the Canadian G.P. that the team's mechanics showed just how efficient they are. A week before, at Oulton Park, Frank Gardner, having unofficially broken the outright sports car record in practice, went end-over-end during the race, completely wrecking the car. By 9 o'clock that night the car was back at the workshop, completely stripped. Over the weekend it was rebuilt and by Tuesday evening was en route for Mosport! During the race Frank Gardner, when well placed, had to retire, owing to a stone entering the carburettor and holding open an inlet valve.

The team have now not only achieved numerous successes, but Ian Walker's ambition for the team, to be accepted by not only race organizers but also by the public, has been fully realized.

While in America Ian had his belief confirmed that next year's trend will be towards large-capacity sports-racing cars. Three cars, incorporating a very small rigid chassis, are already on order, two with the American Ford "289" V8 engines. In addition to the two big machines there will be a small-capacity version. Ian feels that this type of racing will provide the noise and spectacle that the public want. This year's sports-racing cars were sold after Laguna Seca, but the Juniors have yet to find new homes. Paul Hawkins has now joined Willments, but Frank Gardner remains with the team and negotiations for the services of two graded drivers are now in progress.

In spite of all these furious activities, Ian still finds time to maintain his interior-decorating, precision model-making and Air Taxi businesses. His ultimate aim is to sponsor a Grand Prix team, but certainly not before the new formula has been decided upon—a far cry from a Ford Prefect!

TEAM'S TRANSPORT is also Ford-powered; Ian flies to and from meetings, however.



WELL TO THE FORE. Frank Gardner leads Richard Attwood and Paul Hawkins at the Crystal Palace International meeting last Whitsun. The team's Brabham Juniors had a successful year.

cars. Five lock-up garages were merged into one and soon transformed into a comprehensive workshop, the cleanliness of which would give pleasure to a Harley Street surgeon. John Pledger, having seen an advertisement in *AUTOSPORT*, left Lotus and joined the team as chief mechanic. During the course of the season the team enlarged to two Lotus 22s and two 23s. This resulted in a transporter, again painted in the appropriate colours, its only fault being that it understeered violently at over 60 m.p.h.! The South African Bruce Johnstone was signed on as a sports car driver. Also the brilliant young Canadian Peter Ryan joined to drive the Formula Junior cars with Paul Hawkins and Mike Spence. Peter Ryan was one of the few to beat Peter Arundell that year and in doing so at Mallory Park he set up a Formula Junior record which will now never be broken. Tragically, Ryan was killed the following month at Rheims when it was obvious that the day was not far off when he would be driving in Formula 1. Ian Walker had made it plain at the start of the season that the team would have to be successful to stay in business. He needn't have worried, for 10 firsts, six seconds and six thirds were scored. One of the most convincing performances was that of

'57. After these two seasons Frank completely gave up motor racing and came to England solely as a tourist. However, he soon became an Aston Martin mechanic and then worked for Jim Russell and was soon promoted to a driver, winning seven Junior races in 1961. Last year Frank went to Jack Brabham as a driver-mechanic and terminated the year with a very successful "down-under" season. Frank has a tremendous sense of humour—unfortunately a fairground owner couldn't appreciate this when he observed a Mini-Cooper

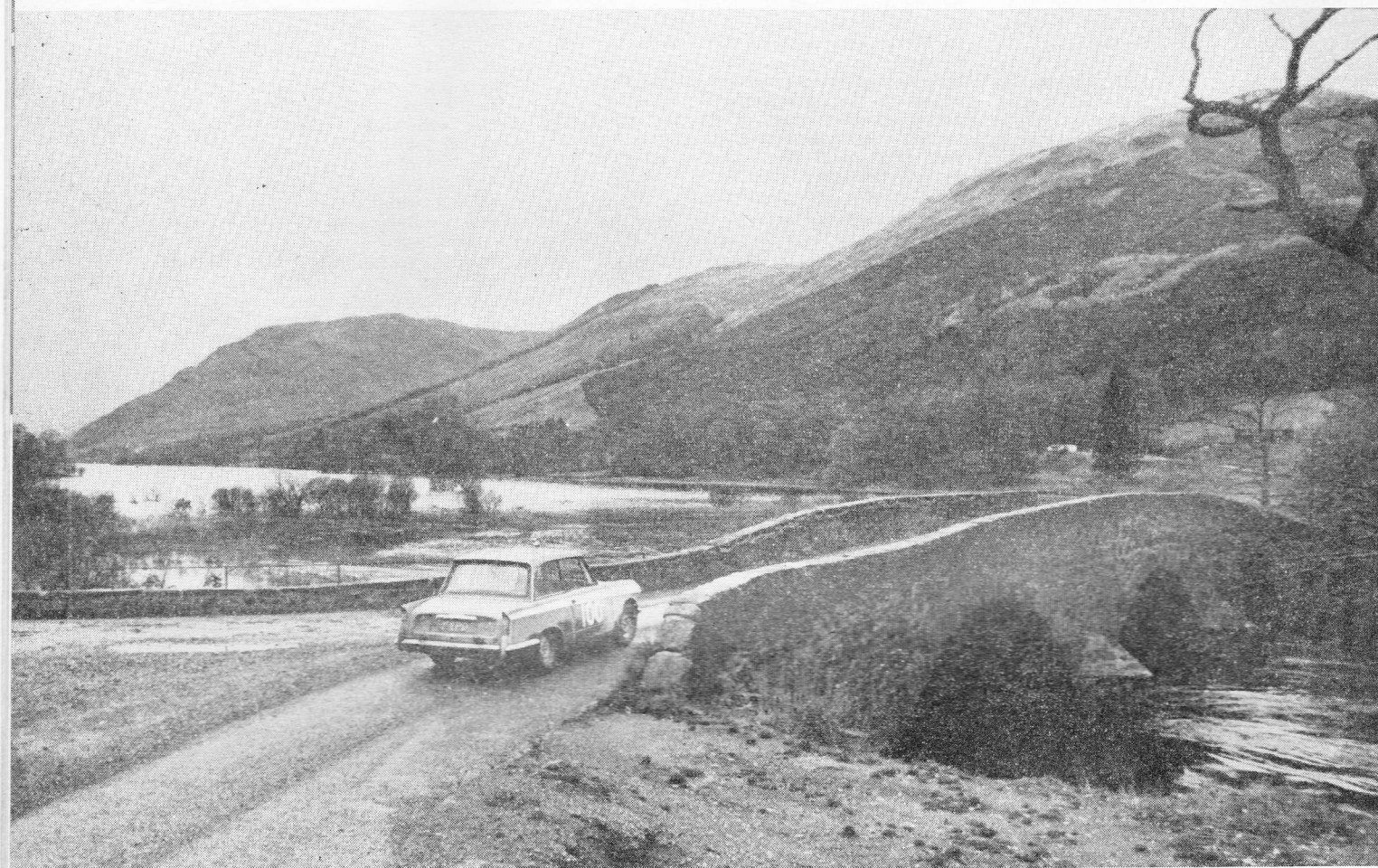


Scandinavians Dominate "R.A.C."

Trana/Lindstrom (Volvo) Slide to Victory in Toughest Rally Ever Run in Great Britain

By MICHAEL DURNIN

Photography by GEORGE PHILLIPS, FRANCIS PENN and MICHAEL DURNIN



NOT since the days of the Vikings has a Scandinavian raiding party plundered this country quite so thoroughly! No fewer than eight of the first dozen places in last week's classic R.A.C. Rally fell to the welcome invaders, who found conditions so much to their liking that they positively dominated the event from beginning to end. Tom Trana/Sven Lindstrom (Volvo) won by a clear margin from Harry Kullstrom/Gunnar Haggbom (VW 1500S) and Eric Carlsson/Gunnar Palm (Saab), with Paddy Hopkirk/Henry Liddon in their Morris-Cooper S best British crew in fourth place.

It is becoming a monotonous task to describe each successive R.A.C. International Rally as the best of the series, but the event improves and matures each year. This year Jack Kemsley and his devoted band of organizers and marshals produced a wonderful event which embraced some 400 miles of special stages in its 2,200-mile route and so arranged the linking road sections that competitors had no need for undue haste on the public roads. This formula made for an event which can have caused no trouble to the public yet gave competitors the highest ratio of stage:road mileage which the "R.A.C." has produced to date and which amply justified the first-class foreign entry.

Early on Monday evening the Geoff Mabbs/John Brown Austin-Cooper S led the 161 starters away from the Blackpool starting ramp (a notable non-starter was the Gilmo/Olsen Saab which had fallen off a jack while having its wheels changed prior to scrutineering and was too badly damaged to compete) on a simple 60-mile run via Carnforth and Newby Bridge to the first special stage in Grisedale Forest. Straight-away the form which this "rally of the

forests" was to follow was set with an 8.1-mile blind over the undulating and rough tracks which wound through the forest—slippery and muddy enough for the early numbers and complicated for later runners by the deep ruts which were soon carved into the shifting shale of the corners. This stage claimed the fancied Swedish crew of Bromark/Tjerneld whose Saab landed badly from a high-speed "yump" and vanished into the trees, where it remained, with suspension too badly bent to continue. Jimmy Blumer/Paul Steiner rolled their Cortina end-over-end down a 20-foot bank, landing in a shallow pool. Jimmy escaped unhurt but Paul suffered a badly cut hand, safety straps and an anti-roll hoop certainly having helped to minimize the shunt. An hour later the Cortina was further damaged when the Mini of Baker/Jones landed on top of it! A puncture caused the Raymond Baxter/Ernest McMillan Reliant Sabre to go off: Raymond suffered a dislocated shoulder but Ernest escaped unscathed. The engine of the Logan Morrison/Ross Finlay Morris-Cooper choked when a stone completely flattened its exhaust pipe and 10 minutes were lost in repairs while the new works Citroën of Lucien Bianchi/Peter Roberts showed the first signs

TRIUMPH VITESSE of Bob Sanson/ Bill Rosson on the Balquidder Bridge not far from Lochearnhead, during the early stages of the 1963 R.A.C. Rally of Great Britain.

of the electrical bothers which were to cause retirement later in the night.

Grisedale: 1, Tom Trana/Sven Lindstrom (Volvo), 12 m. 26 s.; 2, Eric Carlsson/Gunnar Palm (Saab) and Timo Makinen/Mike Wood (Austin-Healey 3000), 12 m. 55 s.; 4, Harry Kullstrom/Gunnar Haggbom (VW 1500S), 12 m. 57 s.; 5, A. Andersson/P. G. Axdal (Saab), 13 m. 10 s.; 6, Paddy Hopkirk/Henry Liddon (Mini-Cooper S), 13 m. 14 s.; 7, Bengt Soderstrom/Bo Olsson (Ford Cortina), 13 m. 19 s.; 8, Bertil Soderstrom/R. Roysson (VW 1500S), 13 m. 29 s.; 9, Carl-Magnus Skogh/Lars Berggren (Volvo), 13 m. 30 s.; 10, Gunnar Andersson/Douglas Johns (Volvo), 13 m. 31 s.

There was a high wind and torrential rain as the route led via Ambleside and Kirkstone Pass (where John Preddy/Peter Smith wrote off the steering of their Allardette shooting brake on a rock) to the second stage, over 5.8 miles of the tracks in Greystoke Forest which, although smooth enough for the early numbers, deteriorated sharply with use, especially on the corners and at the ends of the longer straights on which the fast cars were reaching speeds of up to 100 m.p.h. The Morris-Cooper S of Pauline Mayman and Valerie Domleo left the road and landed in deep mud from which marshals were eventually able to extricate it, but not without the loss of many minutes. Sir Peter Moon/Rob Mackie (Healey 3000) and John la Trobe/Julian Chitty (Rapier) both had punctures,

while Brian Culheth/Tony Straker lost second from the gearbox of their Mini-Cooper, never to regain it. Tiny Lewis/Robin Turvey were less lucky and retired their anti-radar equipped Sunbeam with a split fuel tank which could not be repaired in time.

Greystokes: 1, Trana/Lindstrom, 7 m. 15 s.; 2, Andersson/Axdal and Makinen/Wood, 7 m. 24 s.; 4, Rauno Aaltonen/Tony Ambrose (Austin-Healey 3000) and Kullstrom/Haggbom, 7 m. 26 s.; 6, Berndt Jansson/E. Patterson (VW 1500S), 7 m. 29 s.; 7, Hopkirk/Liddon, 7 m. 31 s.; 8, Pat Moss/Jennifer Nadin (Ford Cortina), 7 m. 35 s.; 9, Andersson/Johns and Skogh/Berggren, 7 m. 38 s.

Towards midnight came a group of three stages near Keswick, up and down through the mountainside forests of Dodd (3.5 miles), Wythop (3.3) and Whinlatter (5.2). These 14 miles of treacherous, muddy mountain track featured many hairpins and were often flanked by considerable drops. They also provided a surprise when two of the American Ford Falcon team were eliminated when Pete Jopp/Les Leston and Denise McCluggage/Rosemary Seers put their cars off the road, leaving Ljungfeldt/Sager to uphold the marque's honour.

Dodd: 1, Trana/Lindstrom, 5 m. 31s.; 2, Andersson/Axdal, 5 m. 47 s.; 3, Aaltonen/Ambrose, Skogh/Berggren and Bo Ljungfeldt/F. Sager (Ford Falcon), 5 m. 52 s.; 6, Makinen/Wood, 5 m. 54 s.; 7, Donald and Erle Morley (Austin-Healey 3000), Hopkirk/Liddon and Kullstrom/Haggbom, 5 m. 55 s.; 10, Moss/Nadin, 5 m. 56 s.

Wythop: 1, Trana/Lindstrom, 6 m. 0 s.; 2, Andersson/Axdal, 6 m. 10 s.; 3, Carlsson/Palm, 6 m. 12 s.; 4, Jansson/Patterson, 6 m. 13 s.; 5, Carl Orrenius/Rolf Dahlgren (Mini-Cooper S), 6 m. 14 s.; 6, Makinen/Wood, 6 m. 16 s.; 7, Soderstrom/Olsson, 6 m. 21 s.; 8, Hopkirk/Liddon, Kullstrom/Haggbom and Rune Larsson/Larsson (VW 1500S), 6 m. 23s.

Whinlatter: 1, Trana/Lindstrom, 7 m. 59 s.; 2, Skogh/Berggren, 8 m. 19 s.; 3, Andersson/Axdal, 8 m. 20 s.; 4, Carlsson/Palm, 8 m. 21 s.; 5, Kullstrom/Haggbom, 8 m. 22 s.; 6, Hopkirk/Liddon, 8 m. 26 s.; 7, Aaltonen/Ambrose and Orrenius/Dahlgren, 8 m. 30 s.; 9, Moss/Nadin, Andersson/Johns, Soderstrom/Olsson and Makinen/Wood, 8 m. 35 s.



START from the Blackpool Promenade. On the ramp is car No. 1, the Geoff Mabbs/John Brown Mini-Cooper S, about to set off into the dark.

8 m. 50 s.; 8, Hopkirk/Liddon and Orrenius/Dahlgren, 8 m. 56 s.; 10, Jansson/Patterson, 8 m. 59 s.

Glen Trool: 1, Kullstrom/Haggbom, 9 m. 14 s.; 2, Trana/Lindstrom, 9 m. 21 s.; 3, Andersson/Axdal, 9 m. 24 s.; 4, Aaltonen/Ambrose, 9 m. 26 s.; 5, Soderstrom/Roysson, 9 m. 32 s.; 6, Carlsson/Palm, 9 m. 34 s.; 7, Hopkirk/Liddon, 9 m. 35 s.; 8, Orrenius/Dahlgren and Owe Andersson/Gunnar Wiman (Saab), 9 m. 41 s.; 10, Soderstrom/Olsson, 9 m. 42 s.

A welcome breakfast halt at Turnberry brought a very severe night to an end and was followed by a gentle run of over 120 miles to the first daylight stage at Loch Ard. This entailed five miles of really twisty roads, reasonably surfaced, and was reckoned to be one of the most enjoyable stages of the rally by many crews. Geoff Mabbs and John Brown, however, put their Mini-Cooper S

North again to the next stage, which glissaded through Tulloch Forest above Loch Voil for 5.4 miles before descending to Balquidder. Timo Makinen/Mike Wood slid their big Healey off on a very wet and muddy corner within sight of the end of the stage and dropped 12 minutes before regaining the road, but Mabbs/Brown and Isobel Robinson/Elma Lewsey (Simca 1000) were more selective and slid off after their times had been recorded and they were on their way off the stage. Almost immediately after the Tulloch stage there was a major control at Lochearnhead followed by an uneventful 85-mile road section to the next important control at Edzell.

Tulloch: 1, Aaltonen/Ambrose and Carlsson/Palm, 7 m. 33 s.; 3, Kullstrom/Haggbom, 7 m. 36 s.; 4, Trana/Lindstrom, 7 m. 39 s.; 5, Jansson/Patterson, 7 m. 41 s.; 6, Andersson/Axdal, 7 m. 46 s.; 7, Andersson/Wiman, 7 m. 47 s.; 8, Hopkirk/Liddon, 7 m. 55 s.; 9, Skogh/Berggren, 7 m. 56 s.; 10, Soderstrom/Roysson and Larsson/Larsson, 7 m. 57 s.

Most of Tuesday's daylight hours were over and later numbers tackled the next stage, a 4.7-mile dash up and down the liberally hairpinned hillside at Drumtochty near Fettercairn, in darkness. Then a 60-mile road section via the Cairn O'Mount, Lumphanan and Bridge of Alford to a 7.6-mile stage in Clashindarroch Forest where fog complicated a test which, although very slippery, was not particularly rough and included some potentially fast straights.

Drumtochty: 1, Aaltonen/Ambrose and Trana/Lindstrom, 6 m. 55 s.; 3, Makinen/Wood, 7 m. 6 s.; 4, Carlsson/Palm, 7 m. 17 s.; 5, Jansson/Patterson, 7 m. 18 s.; 6, Hopkirk/Liddon and Kullstrom/Haggbom, 7 m. 21 s.; 8, Morley/Morley, 7 m. 23 s.; 9, Ljungfeldt/Sager, 7 m. 25 s.; 10, Sir Peter Moon/Rob Mackie (Austin-Healey 3000), 7 m. 26 s.

Clashindarroch: 1, Trana/Lindstrom, 10 m. 0 s.; 2, Larsson/Larsson, 10 m. 22 s.; 3, Hopkirk/Liddon and Ian Woodside/X (Sprite), 10 m. 33 s.; 5, Barbara Johansson/Sheila Taylor (Mini-Cooper S), 10 m. 34 s.; 6, Aaltonen/Ambrose and Skogh/Berggren, 10 m. 42 s.; 8, Andersson/Axdal, 10 m. 43 s.; 9, Carlsson/Palm, 10 m. 48 s.; 10, Jansson/Patterson, 10 m. 52 s.

Within about a quarter of an hour the first crews were on the next stage on a 4.5-mile mixture of rough stone, mud and three-ply, in the depths of the Bin Forest, where patches of fog had gathered in the hollows. A fine run came to an end here when Rauno Aaltonen/Tony Ambrose landed up well into the trees, unhurt, but in a very short-chassis Healey, while Hugh O'Connor-Rorke/Ken Deacon had to retire when their TR4 shed its entire exhaust system. Robin Richards/Geoff Davies were able to continue when their Cortina G.T. bent its track rod on a rock but found steering none too easy. After this stage Ron Akehurst and his mechanics fitted their Vauxhall support car's rear axle to the Jim McInnes/Stuart Parker VX4/90 and put the damaged axle into the brake, all in 65 minutes. The delay caused the Scottish crew to have to miss the next two stages and be compulsorily retired despite their best efforts.

Bin Forest: 1, Trana/Lindstrom, 6 m. 56 s.; 2, Hopkirk/Liddon, 7 m. 7 s.; 3, Andersson/Axdal, 7 m. 8 s.; 4, Kullstrom/Haggbom,



ROVER 3-LITRE of Tony Cox/John Davenport slides a little during the Quantocks special stage. The pair finished 25th overall.

North, to a pair of stages near New Galloway, totalling 19 miles over Cairn Edward 1 and 2. Both were fast and quite smooth but muddy and very slippery; partly in the woodland and partly over open, undulating hillside and were similar to the next stage, some 20 miles later, which covered 6.4 miles in Glen Trool in the difficulties presented.

Cairn Edward-1: 1, Trana/Lindstrom, 15 m. 55 s.; 2, Makinen/Wood, 15 m. 56 s.; 3, Carlsson/Palm, 16 m. 20 s.; 4, Aaltonen/Ambrose, 16 m. 30 s.; 5, Kullstrom/Haggbom, 16 m. 34 s.; 6, Andersson/Axdal, 16 m. 39 s.; 7, Jansson/Patterson, 16 m. 45 s.; 8, Ljungfeldt/Sager, 16 m. 47 s.; 9, Skogh/Berggren, 16 m. 54 s.; 10, Hopkirk/Liddon, 17 m. 0 s.

Cairn Edward-2: 1, Aaltonen/Ambrose, 8 m. 34 s.; 2, Trana/Lindstrom, 8 m. 37 s.; 3, Makinen/Wood, 8 m. 42 s.; 4, Kullstrom/Haggbom, 8 m. 42 s.; 5, Carlsson/Palm, 8 m. 43 s.; 6, Soderstrom/Roysson, 8 m. 49 s.; 7, Andersson/Axdal,

off on a tricky right-hander and lost about 12 minutes before marshals were able to heave the car back on to the road. Almost before they were out of sight Terry Hunter and John King dropped their Mini-Cooper into the same nook but were almost immediately lugged out by the attendant marshals who, within minutes, were having to work much harder to shift the next tenant of this popular spot, the Rover of Bill Bengry/Barry Hughes which proved too heavy to get back on to the road until more help was available after quite a delay. Another car which lost time here was the Olle Dahl/Roger Irwin Saab, which had a puncture.

Loch Ard: 1, Trana/Lindstrom, 6 m. 35 s.; 2, Carlsson/Palm, 6 m. 37 s.; 3, Jansson/Patterson, 6 m. 42 s.; 4, Makinen/Wood, 6 m. 43 s.; 5, Aaltonen/Ambrose, 6 m. 45 s.; 6, Andersson/Axdal, 6 m. 49 s.; 7, Soderstrom/Roysson, 6 m. 50 s.; 8, Skogh/Berggren, 6 m. 52 s.; 10, Larsson/Larsson, 6 m. 55 s.



INCREDIBLE was the performance of the Swedish-entered Volkswagen 1500S cars. Harry Kullstrom/Gunnar Haggbom, seen here on the Greystokes stage (left), finished second overall and won their class.

DOWN in the forest something stirred. The Bobby Parkes/Roy Dixon Reliant Sabre at speed on the loose surface of the special stage in the Greystokes Forest (below).

7 m. 14 s.; 5, Larsson/Larsson, 7 m. 15 s.; 6, Mrs. H. B. Ehringe/ Miss A. L. Lindqvist (Saab), 7 m. 20 s.; 7, Carlsson/Palm, Ljungfelt/Sager and Orrenius/Dahlgren, 7 m. 22 s.; 10, Roy Fidler/Don Grimshaw (Triumph TR4), 7 m. 23 s.

Thick fog obscured the 6.5 miles of thick red mud which surfaced the next stage, which first descended then climbed White Ash Hill near Fochabers. Ljungfeldt and Sager dropped the sole remaining Falcon here and it slid off the road quite gently, but too far down a mudbank to be retrieved in time to go on. On to the seaside where the Lossie stage, although flat, was very bumpy and slick with mud causing some alarms and excursions, but no retirements.

White Ash: 1, Jansson/Patterson, 11 m. 22 s.; Trana/Lindstrom, 11 m. 23 s.; 3, Kullstrom/Haggbom, 11 m. 24 s.; 4, Carlsson/Palm, 11 m. 33 s.; 5, Moss/Nadin, 12 m. 6 s.; 6, Soderstrom/Roysson, 12 m. 10 s.; 7, Peter Riley/Tony Nash (Ford Cortina), 12 m. 12 s.; 8, Vic Elford/David Stone (Triumph TR4), 12 m. 17 s.; 9, Henry Taylor/Brian Melia (Ford Lotus Cortina), 12 m. 19 s.; 10, Skogh/Berggren, 12 m. 23 s.

Lossie: 1, Trana/Lindstrom, 7 m. 34 s.; 2, Hopkirk/Liddon, 7 m. 38 s.; 3, Jansson/Patterson, 7 m. 47 s.; 4, Soderstrom/Roysson, 7 m. 48 s.; 5, Andersson/Wiman and Kullstrom/Haggbom, 7 m. 51 s.; 7, Carlsson/Palm, 8 m. 2 s.; 8, Andersson/Johns, Riley/Nash and Andersson/Axdal, 8 m. 5 s.

A five-hour road section by way of Forres, Brodie, Blair Athol and Perth eased the pressure very considerably and gave drivers a chance to rest before tackling a very fast 8.4-mile stage near Tentsmuir which was complicated by yumps and some unexpectedly slippery wiggles. Here the Sabre of Bobby Parkes and Roy Dixon became plagued by bearing troubles which lasted until fairly major repairs could be effected many hours later. Another couple of hours on the road south led to one of the best stages of the event, a 3.8-mile dash over the fields of Tulliallan Nursery where fast curves and a good gravel surface allowed fairly high speeds before a main road run brought the leaders to Peebles around 5.15 a.m. on Wednesday.

Tentsmuir: 1, Kullstrom/Haggbom, 10 m. 53 s.; 2, Skogh/Berggren, 11 m. 1 s.; 3, Carlsson/Palm, 11 m. 7 s.; 4, Trana/Lindstrom, 11 m. 9 s.; 5, Makinen/Wood, 11 m. 10 s.; 6, Jansson/Patter-

FIERCE NATURE of many of the sections is typified by this shot of the Morley twins in their Healey 3000.



son, 11 m. 15 s.; 7, Hopkirk/Liddon, 11 m. 20 s.; 8, Larsson/Larsson, 11 m. 34 s.; 9, Elford/Stone, 11 m. 39 s.; 10, Andersson/Johns, 11 m. 42 s.

Tulliallan: 1, Skogh/Berggren, 4 m. 59 s.; 2, Makinen/Wood, 5 m. 2 s.; 3, Carlsson/Palm and Andersson/Axdal, 5 m. 5 s.; 5, Kullstrom/Haggbom, 5 m. 6 s.; 6, Hopkirk/Liddon, 5 m. 8 s.; 7, Moss/Nadin and Andersson/Johns, 5 m. 9 s.; 9, Morley/Morley, 5 m. 10 s.; 10, Trana/Lindstrom, 5 m. 11 s.

At Peebles, with the Scottish sections virtually over, provisional positions in general classification were:

1, Trana/Lindstrom (Volvo), 129 penalties; 2, Kullstrom/Haggbom (VW 1500S), 150; 3, Carlsson/Palm (Saab) and Hopkirk/Liddon (Mini-Cooper S), 169; 5, Skogh/Berggren (Volvo), 175; 6, Makinen/Wood (Austin-Healey 3000), 183; 7, Pat Moss/Jennifer Nadin (Ford Cortina), 189 leading *Copie des Dames*; 8, Orrenius/Dahlgren (Mini-Cooper S) and Larsson/Larsson (VW 1500S), 195; 10, Andersson/Johns (Volvo), 197; 11, Taylor/Melia (Ford Lotus Cortina), 204; 12, Donald and Erle Morley (Austin-Healey 3000), 208; 13, Ehringe/Lindqvist (Saab), 209; 14, Dahl/Irwin (Saab), 210; 15, Riley/Nash (Ford Cortina), 212; 16, Jansson/Patterson (VW 1500S), 214; 17, Anne Hall/Pat Spencer (Ford Cortina), 227; 18, Elford/Stone (TR4), 233; 19, Sylvia Osterberg/Inge-Lill Ednering (Volvo) and Andersson/Wiman (Mini-Cooper S), 239.

A considerable blow to national prestige, to learn that 13 of the first 20 positions were occupied by Scandinavian entrants from a representation of 21 "Viking" crews!

Immediately after the Peebles halt the TR4 of Vic Elford/David Stone was retired with a blown cylinder head gasket and the VW of the Misses M. W. Oakden/Y. W. Hilton was involved in a collision with a lorry, the car being badly damaged while the crew received minor injuries.

The next stage was down in Keilder Forest, the fastest forestry stage of all, but its seven miles was not without its share of tricky corners. This was shortly followed by two stages in Wark Forest, totalling 20 miles over undulating hillside, sometimes in open country, sometimes deep in the woods. The surface was very fair and even boasted some tarmac. Then the stages at Greystokes (where a rear caliper failed and Sir Peter Moon/Rob Mackie found their Healey flat out and brakeless and subsequently up a tree; Geoff Mabbs/John Brown's Mini-Cooper S momentarily took to the shrubbery and George Humble/G. Lomax (Cortina)

also rammed a tree), Whinlatter and Wythop (where Roy Fidler/Don Grimshaw rolled their TR, without injury) were revisited and these proved to be very torn-up indeed, as was to be expected, providing the earlier crews with a very difficult passage from that of their first visit and the later cars with some really diabolically rough surfaces.

Keilder Forest: 1, Ehringe/Lindqvist, 7 m. 4 s.; 2, Makinen/Wood, 7 m. 5 s.; 3, Skogh/Berggren, 7 m. 11 s.; 4, Taylor/Melia, 7 m. 24 s.; 5, Trana/Lindstrom, 7 m. 28 s.; 6, Kullstrom/Haggbom, 7 m. 31 s.; 7, Sylvia Osterberg/Inge-Lill Ednering (Volvo), 7 m. 34 s.; 8, Andersson/Axdal, 7 m. 35 s.; 9, Jansson/Patterson, 7 m. 37 s.; 10, Riley/Nash and Andersson/Wiman, 7 m. 38 s.

Wark Forest—1: 1, Trana/Lindstrom, 5 m. 38 s.; 2, Makinen/Wood, 5 m. 45 s.; 3, Carlsson/Palm, 5 m. 47 s.; 4, Skogh/Berggren, 5 m. 48 s.; 5, Kullstrom/Haggbom, 5 m. 53 s.; 6, Taylor/Melia, 5 m. 54 s.; 7, Andersson/Axdal, 5 m. 57 s.; 8, Hopkirk/Liddon, 5 m. 58 s.; 9, Jansson/Patterson, 6 m. 0 s.; 10, Morley/Morley and Andersson/Johns, 6 m. 1 s.

Wark Forest—2: 1, Trana/Lindstrom, 14 m. 7 s.; 2, Carlsson/Palm, 14 m. 40 s.; 3, Kullstrom/Haggbom, 14 m. 48 s.; 4, Makinen/Wood, 14 m. 49 s.; 5, Andersson/Axdal, 14 m. 57 s.; 6, Morley/Morley, 14 m. 58 s.; 7, Taylor/Melia, 15 m. 0 s.; 8, Moss/Nadin, 15 m. 2 s.; 9, Hopkirk/Liddon, 15 m. 6 s.; 10, Andersson/Johns, 15 m. 13 s.

Greystokes: 1, Trana/Lindstrom, 6 m. 54 s.; 2, Makinen/Wood, 7 m. 4 s.; 3, Kullstrom/Haggbom, 7 m. 9 s.; 4, Moss/Nadin, 7 m. 12 s.; 5, Andersson/Wiman, 7 m. 22 s.; 6, Carlsson/Palm, Peter Procter/David Mabbs (Sunbeam Rapier) and Andersson/Axdal, 7 m. 23 s.; 9, Hopkirk/Liddon, 7 m. 24 s.; 10, Anne Hall/Pat Spencer (Ford Cortina), 7 m. 26 s.

Whinlatter: 1, Trana/Lindstrom, 7 m. 48 s.; 2, Carlsson/Palm and Makinen/Wood, 7 m. 55 s.; 4, Moss/Nadin, 8 m. 0 s.; 5, Andersson/Axdal, 8 m. 2 s.; 6, Taylor/Melia, 8 m. 10 s.; 7, Morley/Morley, 8 m. 14 s.; 8, Soderstrom/Roysson, Olle Dahl/Roger Irwin (Saab) and Larsson/Larsson, 8 m. 15 s.

Wythop: 1, Trana/Lindstrom, 4 m. 55 s.; 2, Makinen/Wood, 5 m. 0 s.; 3, Carlsson/Palm, 5 m. 2 s.; 4, Andersson/Axdal, 5 m. 5 s.; 5, Moss/Nadin and Soderstrom/Roysson, 5 m. 9 s.; 7, Dahl/Irwin, 5 m. 12 s.; 8, Procter/Mabbs, Taylor/Melia, Hall/Spencer and Orrenius/Dahlgren, 5 m. 16 s.

This ended the really competitive motoring of the first leg of the rally and by late afternoon the cars were arriving back at Blackpool, having picked up as much earliness

as possible *en route* to allow for repairs and maintenance. In the evening provisional placings were available:

1. Trana/Lindstrom (Volvo), 139 penalties; 2. Kullstrom/Haggbom (VW 1500S), 167; 3. Carlsson/Palm (Saab), 186; 4. Hopkirk/Liddon (Mini-Cooper S), 192; 5. Makinen/Wood (Austin-Healey 3000), 197; 6. Pat Moss/Jennifer Nadin (Ford Cortina) *leading Coupe des Dames*, 215; 7. Andersson/Johns (Volvo) and Orranius/Dohlgren (Mini-Cooper S), 218; 9. Larsson/Larsson (VW 1500S), 222; 10. Taylor/Melia (Ford Lotus Cortina), 224; 11. Donald and Eric Morley (Austin-Healey 3000), 230; 12. Dahl/Irwin (Saab), 232; 13. Ehringe/Lindqvist (Saab), 238; 14. Riley/Nash (Ford Cortina), 241; 15. Jansson/Patterson (VW 1500S), 248; 16. Anne Hall/Pat Spencer (Ford Cortina), 250; 17. Sylvia Osterberg/Inge-Lill Ednering (Volvo), 265; 18. Andersson/Wiman (Mini-Cooper S), 266; 19. Procter/Mabbs (Sunbeam), 268; 20. Thuner/Gretener (TR4), 294.

A night's rest worked wonders and on Thursday morning the refreshed crews set off for Oulton Park and a 20-mile blind round the circuit, where the John la Trobe/Julian Chitty Rapier retired without gears and the Tony Cox/John Davenport Rover went sick after over-revving when the overdrive failed to engage. A more leisurely 70 miles on the road led into Wales to a 7.6 mile special stage along the hillside at Dyfnant, where the road was fast and smooth but slippery and flanked by drops. Geoff Mabbs/John Brown had a dodgy moment here when their Mini-Cooper S had a puncture, but no harm was done.

Oulton Park: 1. Makinen/Wood, 16 m. 10 s.; 2. Morley/Morley, 16 m. 12 s.; 3. Taylor/Melia, 16 m. 24 s.; 4. Bobby Parkes/Roy Dixon (Reliant Sabre 6), 16 m. 50 s.; 5. Hopkirk/Liddon, 16 m. 59 s.; 6. Jean-Jacques Thuner/John Gretener (Triumph TR4), 17 m. 0 s.; 7. Andersson/Axdal and H. Burke/Mac Daghorn (Volvo), 17 m. 8 s.; 9. Riley/Nash, 17 m. 13 s.; 10. Elford/Stone and Procter/Mabbs, 17 m. 19 s.

Dyfnant: 1. Trana/Lindstrom, 9 m. 59 s.; 2. Makinen/Wood, 10 m. 9 s.; 3. Andersson/Axdal, 10 m. 19 s.; 4. Carlsson/Palm, 10 m. 25 s.; 5. Dahl/Irwin, 10 m. 30 s.; 6. Soderstrom/Roysson, 10 m. 34 s.; 7. Jansson/Patterson, 10 m. 35 s.; 8. Hopkirk/Liddon, 10 m. 40 s.; 9. Taylor/Melia, 10 m. 41 s.; 10. Riley/Nash and Orranius/Dahlgren, 10 m. 42 s.

By way of Bala into the gathering darkness and a stage of 8.3 miles at Gwydyr where the track went up and down the mountain and boasted an amazing variety of surface ranging from soft mud through gravel to very rough and rocky patches. Just as they left the line on the steep uphill start the Mabbs/Brown Mini-Cooper lost first gear, which lost them precious seconds while the Simca of Isobel Robinson/Elma Lewsey was off the road for some time until marshals helped them on their way. Next stage was 30 miles farther on at Coed-y-Brenin along a steep hillside bounded by a drop into a river, but with a fair surface. Mabbs/Brown had to give up from the combined effects of losing another gear and splitting a petrol pipe. Tom Paton/Johnsson Syer put their Cooper well and truly off and Bobby Parkes/



HEAVY HAIL fell at Greystokes as Leo Bertorelli/Peter Warren catch up a Mini. Baulking was inevitable on many of the rally's special stages.

Roy Dixon had their share of excitement when the Sabre dropped a steering arm.

Gwydyr: 1. Trana/Lindstrom, 11 m. 30 s.; 2. Carlsson/Palm, 12 m. 10 s.; 3. Andersson/Axdal, 12 m. 19 s.; 4. Morley/Morley, 12 m. 33 s.; 5. Makinen/Wood and Dahl/Irwin, 12 m. 35 s.; 7. Hopkirk/Liddon, 12 m. 38 s.; 8. Moss/Nadin, 12 m. 40 s.; 9. Jansson/Patterson and Taylor/Melia, 12 m. 42 s.

Coed-y-Brenin: 1. Trana/Lindstrom, 7 m. 9 s.; 2. Taylor/Melia, 7 m. 14 s.; 3. Carlsson/Palm, 7 m. 16 s.; 4. Kullstrom/Haggbom, 7 m. 19 s.; 5. Andersson/Axdal, 7 m. 27 s.; 6. Dahl/Irwin, 7 m. 31 s.; 7. David Pollard/Tony Baines (Sunbeam Rapier), 7 m. 36 s.; 8. Riley/Nash, 7 m. 50 s.; 9. Orranius/Dahlgren, 7 m. 52 s.

TIMO MAKINEN gets airborne on the Wareham stage in his works Austin-Healey 3000, which was navigated by Mike Wood. They finished fifth and won the AUTOSPORT Trophy for the first G.T. car to finish.





Moss/Nadin and Kullstrom/Haggbom, 5 m. 58 s.; 10, Dahl/Irwin, 5 m. 59 s.

Hafren—2: 1, Trana/Lindstrom, 9 m. 53 s.; 2, Morley/Morley, 10 m. 7 s.; 3, Taylor/Melia, 10 m. 13 s.; 4, Makinen/Wood, 10 m. 14 s.; 5, Hopkirk/Liddon, 10 m. 23 s.; 6, Carlsson/Palm, 10 m. 25 s.; 7, Andersson/Axdal, 10 m. 27 s.; 8, Moss/Nadin, 10 m. 30 s.; 9, Andersson/Johns, 10 m. 35 s.; 10, Kullstrom/Haggbom, 10 m. 37 s.

Brechfa: 1, Trana/Lindstrom, 5 m. 17 s.; 2, Makinen/Wood, 5 m. 26 s.; 3, Andersson/Axdal, 5 m. 27 s.; 4, Dahl/Irwin, 5 m. 31 s.; 5, Hopkirk/Liddon, 5 m. 35 s.; 6, Carlsson/Palm, 5 m. 36 s.; 7, Kullstrom/Haggbom, 5 m. 37 s.; 8, Andersson/Johns, 5 m. 41 s.; 9, Soderstrom/Roysson, 5 m. 43 s.; 10, Jansson/Patterson, 5 m. 44 s.

Crychan: 1, Makinen/Wood, 6 m. 43 s.; 2, Trana/Lindstrom and Andersson/Axdal, 6 m. 56 s.; 4, Carlsson/Palm and Andersson/Johns, 7 m. 4 s.; 6, Morley/Morley, 7 m. 5 s.; 7, Taylor/Melia, 7 m. 16 s.; 8, Kullstrom/Haggbom, 7 m. 17 s.; 9, Hopkirk/Liddon, 7 m. 18 s.; 10, Moss/Nadin, 7 m. 20 s.

Epynt: 1, Makinen/Wood, 20 m. 36 s.; 2, Morley/Morley, 20 m. 51 s.; 3, Trana/Lindstrom, 20 m. 53 s.; 4, Hopkirk/Liddon, 21 m. 23 s.; 5, Taylor/Melia, 21 m. 28 s.; 6, Andersson/Axdal, 21 m. 48 s.; 7, Andersson/Johns and Pollard/Baines, 22 m. 13 s.; 9, Moss/Nadin, 22 m. 18 s.; 10, Carlsson/Palm, 22 m. 19 s.

Coed Sarnau provided a very rough five-mile section on which Ehringe/Lindqvist rolled their Saab well off the road and down a 50-foot bank, where it lodged against a tree. Incredibly neither car nor crew were badly damaged. Another five-miler at Radnor was better surfaced and brought the Welsh leg to a close.

Coed Sarnau: 1, Makinen/Wood, 4 m. 30 s.; 2, Andersson/Axdal, 4 m. 41 s.; 3, Carlsson/Palm, 4 m. 42 s.; 4, Kullstrom/Haggbom, 4 m. 44 s.; 5, Jansson/Patterson and Trana/Lindstrom, 4 m. 45 s.; 7, Moss/Nadin and Dahl/Irwin, 4 m. 46 s.; 9, Hopkirk/Liddon, 4 m. 48 s.; 10, Soderstrom/Roysson, 4 m. 51 s.

Radnor: 1, Makinen/Wood, 6 m. 14 s.; 2, Carlsson/Palm, 6 m. 17 s.; 3, Mike Sutcliffe/Ted Rowland (Ford Zodiac), 6 m. 18 s.; 4, Moss/Nadin, 6 m. 19 s.; 5, Taylor/Melia and Trana/Lindstrom, 6 m. 26 s.; 7, Hopkirk/Liddon, 6 m. 27 s.; 8, Kullstrom/Haggbom, 6 m. 30 s.; 9, Andersson/Johns and Andersson/Axdal, 6 m. 31 s.

From Radnor there was a long six-hour grind to the West Country by way of Hereford, Gloucester, the M6, Bristol and Bridgewater to the first daylight stage of the final day. This was a really splendid 4.5-mile affair in the Quantock Hills: it was not rough and although there were some tarred stretches most of the way lay over muddy earth and gravel surfaces. Leo Bertorelli/



NOT this time! Winner for the last three years, Eric Carlsson was unable to make it four in a row; nevertheless, he finished third in his little Saab, seen here at a vicious hairpin on the Quantocks stage (above).

OULTON PARK in the rain (just like last summer's racing!) and Paddy Hopkirk's incredible Mini-Cooper S streaks through Old Hall Corner (left). Note the undertray.

COUPE DES DAMES winners Pat Moss/Jennifer Nadin on the Tulloch stage (below). The Ford Cortina G.T. crew also won their class.

Humber of Peter Harper/Ian Hall suffered a similar fate. Right at the end of the stage the Carlsson/Palm Saab hit a bank, leapt high in the air but did not somersault and was able to continue as soon as a broken wheel had been changed. Immediately after the finish of the stage the gearbox of the Culcheth/Straker Mini-Cooper finally gave up and seized, bringing a gallant run to an end.

Dovey: 1, Carlsson/Palm, 25 m. 14 s.; 2, Andersson/Axdal, 25 m. 25 s.; 3, Morley/Morley and Trana/Lindstrom, 25 m. 38 s.; 5, Kullstrom/Haggbom, 25 m. 53 s.; 6, Hopkirk/Liddon, 25 m. 59 s.; 7, Soderstrom/Roysson, 26 m. 15 s.; 8, Andersson/Johns, 26 m. 22 s.; 9, Dahl/Irwin, 26 m. 33 s.; 10, Jansson/Patterson, 26 m. 52 s.

Two muddy stages at Hafren added up to 11 miles and were followed in quick succession by a four-miler at Brechfa and 4.8 miles on Crychan before a splendid 18-mile stage over Epynt where Rob McBurnie/F. Robinson (VW) and Ian Woodside (Sprite)

ENTERED by B.M.C. Sweden was this left-hand-drive Mini-Cooper S driven by Barbara Johansson and Sheila Taylor. They failed to finish the tough course.



retired without suspension. At Brechfa Olle Dahl/Roger Irwin rolled their Saab but the almost undamaged car was at once pushed back on to its wheels by willing marshals and Roger estimates that the whole incident cost them a scant 20 seconds on their way to recording a fantastic time.

Hafren—1: 1, Trana/Lindstrom, 5 m. 35 s.; 2, Andersson/Axdal, 5 m. 43 s.; 3, Makinen/Wood, 5 m. 45 s.; 4, Morley/Morley, 5 m. 48 s.; 5, Hopkirk/Liddon, 5 m. 49 s.; 6, Taylor/Melia, 5 m. 51 s.; 7, Carlsson/Palm, 5 m. 54 s.; 8,

Peter Warren's TR4 nudged a bank but pressed on after a rear shock absorber broke off in mid-corner and Bobby Parkes lost the Sabre's clutch but was able to continue. Soon after came a hill-climb up the toll road at Porlock before an 80-mile road section via Honiton to the military area at Lulworth, where two stages of four and three miles respectively awaited. They were both part tarred but in the main loose, muddy and extremely slippery although considerable straights allowed for high speeds



from time to time. On the first the Mike Sutcliffe/Ted Rowland Zodiac pushed a wing in on a churchyard wall while on the second the ill luck which has dogged the Morleys lately struck again and mud and water drowned the big Healey's electrics. It took them four minutes to dry everything out, a delay which had the effect of dropping the Twins from sixth to ninth position in the general classification.

Quantocks: 1, Kullstrom/Haggbom, 6 m. 43 s.; 2, Carlsson/Palm and Makinen/Wood, 6 m. 50 s.; 4, Trana/Lindstrom, 7 m. 4 s.; 5, Moss/Nadin, 7 m. 5 s.; 6, Orrenius/Dahlgren, 7 m. 7 s.; 7, Jansson/Patterson, 7 m. 8 s.; 8, Dahl/Irwin, 7 m. 10 s.; 9, Soderstrom/Roysson, 7 m. 12 s.; 10, Andersson/Axdal, 7 m. 13 s.

Porlock: 1, Makinen/Wood, 4 m. 46 s.; 2, Morley/Morley, Hopkirk/Liddon and Taylor/Melia, 4 m. 59 s.; 5, Thuner/Gretener, 5 m. 4 s.; 6, Trana/Lindstrom, 5 m. 8 s.; 7, Moss/Nadin, Andersson/Johns and Kullstrom/Haggbom, 5 m. 9 s.; 10, Carlsson/Palm, 5 m. 16 s.

Lulworth-1: 1, Makinen/Wood, 4 m. 21 s.; 2, Moss/Nadin and Hopkirk/Liddon, 4 m. 27 s.; 4, Carlsson/Palm and Andersson/Axdal, 4 m. 30 s.; 6, Trana/Lindstrom, 4 m. 31 s.; 7, Kullstrom/Haggbom, 4 m. 32 s.; 8, Andersson/Johns

to retire within a mile of the end of the last of the forty special stages!

Wareham: 1, Makinen/Wood, 4 m. 15 s.; 2, Carlsson/Palm, 4 m. 22 s.; 3, Andersson/Johns, 4 m. 26 s.; 4, Moss/Nadin, 4 m. 27 s.; 5, Hopkirk/Liddon, 4 m. 28 s.; 6, Jansson/Patterson and Kullstrom/Haggbom, 4 m. 33 s.; 8, Andersson/Axdal, 4 m. 36 s.; 9, Trana/Lindstrom, 4 m. 38 s.; 10, Morley/Morley, 4 m. 39 s.

It was all over bar the shouting as a four-mile amble led to the final road control at Sandford before the ninety crews still in the rally trickled gently to the finish at Bournemouth. But there was shouting aplenty and queries, protests and demands for recounts delayed what started out as a very slick and efficient results service.

By the Saturday morning everything was satisfactorily sorted out and provisional results were posted for an event of which the R.A.C. can be extremely proud and which has added lustre to the fine reputation which the high standard of the past few rallies has achieved. Most competitors agreed that the route was even better and more balanced than in previous years and, although it was inordinately hard on cars, the pro-

portion of finishers indicates that it was not too severe. The lack of opportunity for British crews to practise on the type of terrain which is utilised is unfortunate but, at the moment, cannot be helped and this certainly gives a massive advantage to Scandinavians—which does not, of course, detract from their wonderful performance.

RESULTS

1. T. Trana/S. Lindstrom (Volvo), 246 marks lost.
2. H. Kullstrom/G. Haggbom (VW 1500S), 293.
3. E. Carlsson/G. Palm (Saab), 293.
4. P. Hopkirk/H. Liddon (Mini-Cooper S), 306.
5. T. Makinen/M. Wood (Austin-Healey 3000), 311.
6. H. Taylor/B. Melia (Ford Lotus Cortina), 347.
7. Pat Moss/Jennifer Nadin (Ford Cortina), 356.
8. G. Andersson/D. Johns (Volvo), 358.
9. D. Morley/E. Morley (Austin-Healey 3000), 363.
10. C. Orrenius/R. Dahlgren (Austin-Healey 3000), 376.
11. O. Dahl/R. Irwin (Saab), 388.
12. A. Andersson/P. G. Axdal (Saab), 390.
13. B. Jansson/E. Patterson (VW 1500S), 396.
14. B. Larsson/J. Larsson (VW 1500S), 397.
15. P. Riley/A. Nash (Ford Cortina), 411.
16. Anne Hall/Pat Spencer (Ford Cortina), 423.
17. B. Soderstrom/R. Roysson (VW 1500S), 442.
18. J.-J. Thuner/J. Gretener (Triumph TR4), 472.
19. D. Pollard/A. Baines (Sunbeam Rapier), 522.
20. L. Morrison/R. Finlay (Mini-Cooper), 530.
21. T. Hunter/J. King (Morris-Cooper), 543.
22. A. Cowan/B. C. Coyle (Sunbeam Rapier), 564.
23. B. Bengry/B. Hughes (Rover 3-litre), 564.
24. J. Cuff/N. Baguley (Ford Cortina), 578.
25. A. Cox/J. Davenport (Rover 3-litre), 596.
26. A. Allard/T. Fisk (Allardette), 599.
27. K. James/M. Hughes (Rover 3-litre), 601.
28. N. Harvey/D. Cardell (Mini-Cooper S), 621.
29. M. Hinde/J. Barrett (Simca), 625.
30. Pauline Mayman/Val Domleo (Morris-Cooper S), 632.

CLASS RESULTS

Group 1 and Group 2 Saloon Cars up to 850 c.c.: 1, E. Carlsson/G. Palm (Saab), 293; 2, O. Dahl/R. Irwin (Saab), 388; 3, D. Hiam/R. Crellin (Morris Mini), 670. **851-1,000 c.c.:** 1, L. Morrison/R. Finlay (Mini-Cooper), 530; 2, T. Hunter/J. King (Mini-Cooper), 543; 3, M. Hinde/J. Barrett (Simca), 625. **1,001-1,600 c.c.:** 1, H. Kullstrom/G. Haggbom (VW 1500S), 293; 2, P. Hopkirk/H. Liddon (Mini-Cooper S), 306; 3, H. Taylor/B. Melia (Ford Lotus Cortina), 347. **Over 1,600 c.c.:** 1, T. Trana/S. Lindstrom (Volvo), 246; 2, G. Andersson/D. Johns (Volvo), 358; 3, B. Bengry/B. Hughes (Rover 3-litre), 564. **G.T. Cars up to 1,150 c.c.:** 1, A. Andersson/P. G. Axdal (Saab), 390; 2, N. Harvey/D. Cardell (Mini-Cooper S), 621; 3, D. Wilson-Spratt/J. Smith (Mini-Cooper S), 710. **1,151-2,500 c.c.:** 1, Pat Moss/Jennifer Nadin (Ford Cortina), 356; 2, P. Riley/A. Nash (Ford Cortina), 411; 3, J.-J. Thuner/J. Gretener (Triumph TR4), 472. **Over 2,500 c.c.:** 1, T. Makinen/M. Wood (Austin-Healey 3000), 311; 2, D. Morley/E. Morley (Austin-Healey 3000), 363; 3, G. H. F. Parkes/R. Dixon (Reliant Sabre 6), 984.

Manufacturers' Team Prize: 1, Ford (England); 2, Volkswagen; 3, Rover.

Club Team Prize: 1, Chelmsford M.C.; 2, Aire-dale and Pennine M.C.C.; 3, Rhyl and D.M.C. (Team Gale).

"Autosport" Trophy: T. Makinen/M. Wood (Austin-Healey 3000).



ON the approach to Tulloch the eventual winners, Tom Trana/Sven Lindstrom (Volvo), are about to overtake Anne Hall/Pat Spencer (Ford Cortina G.T.), who finished 16th and were second in the Coupe des Dames (above).

NIGHT SCENE on a special stage—Coed y Brenin, near Dolgelly—during a rain storm (right). The very fast Saab of A. Andersson is about to set off on the stage where he was fifth fastest overall.

and Orrenius/Dahlgren, 4 m. 34 s.; 10, Morley/Morley, 4 m. 38 s.

Lulworth-2: 1, Kullstrom/Haggbom, 3 m. 56 s.; 2, Moss/Nadin, Andersson/Axdal and Makinen/Wood, 3 m. 59 s.; 5, Carlsson/Palm and Hopkirk/Liddon, 4 m. 4 s.; 7, Dahl/Irwin, 4 m. 6 s.; 8, Andersson/Johns and Soderstrom/Roysson, 4 m. 12 s.; 10, Riley/Nash and Orrenius/Dahlgren, 4 m. 14 s.

Only eight miles and the final special stage of the event was reached, a four-miler in Wareham Forest where the smooth packed earth tracks which the early numbers enjoyed were soon reduced by driving rain and speeding cars to a sticky morass, deeply rutted on the corners. A cruel stroke of fate befell Swedes Jim Anoreason/Picko Troberg when the gearbox of their Mini-Cooper S packed up and they were forced



It is a curious thing that the Italian town of Modena, which is set in a predominantly agricultural area, seems to attract the elite of sports and racing car manufacturers, not to mention carburetter and gearbox specialists. In no other country of the world is there a district where works with such names as Maserati, Weber, Colotti-Francis, A.T.S., Scaglietti, Lamborghini and, above all, Ferrari abound. All these riches are to be found in Modena and the adjacent towns and villages, but only the cream of high-performance machines are produced, no bread-and-butter cars coming from this sacred ground.

On my way to the Turin Show I felt that I must make a pilgrimage to see as many of these factories as possible and meet the men behind them. First of all I accepted an invitation from Michael Parkes to go to Maranello, a village close to Modena, where the Ferrari works are situated.

This is not the moment to write the Ferrari story, but it is impossible to describe the factory, or the cars it produces, without speaking of Commendatore Enzo Ferrari. No motor manufacturer has ever had a greater experience of racing, for he started as a test driver with Alfa Romeo and became a works racing driver about 1921. He then managed the Alfa racing department and when the great Milan firm withdrew from racing he could not bear to see the world-beating cars lying idle. So he formed the Scuderia Ferrari and raced them himself with enormous success. In those days almost all the greatest drivers were Italians, and perhaps there has never been a more dramatic sight than Tazio Nuvolari in a Monoposto Alfa, carrying the Ferrari badge of the prancing horse. As the second world war approached Ferrari severed his connection with Alfas, but his contract forbade him to build cars under his own name for four years. He did, however, have an entry under another title in the 1940 Mille Miglia.

what you like, ask what questions you like, for we have no secrets!" I needed no second invitation and was soon up to my neck in it.

The Ferrari production car has a very close affinity with the racing machines, as was the case with Bugatti. The racing department is therefore regarded partly as the experimental and development division, for there is nothing like the spur of racing to bring new designs rapidly to fruition. In a factory employing a total of 400 men, 93 are in the racing department. The yearly production is some 650 cars, including Grand Prix single-seaters. The very large drawing office has a partition, one side being for racing and the other side for production cars.

balance between the engines in the GTO and production cars, carburetters and camshafts being the principal differences.

In the main factory, where normal production takes place, one is astonished to see how very few parts are "bought out". Italy lacks the many proprietary component firms that we take for granted in England and so a much greater part of every Ferrari is made at Maranello than would be expected. By comparison, all British cars are "component jobs"!

In Italy at present skilled workmen are not highly paid and they still work on Saturdays. So, the enormous amount of hand work in a Ferrari can be justified. The tubular chassis frames are built by an outside firm, and the body



GENERAL VIEW of the Ferrari factory. Six hundred and fifty cars are produced each year.

FERRARI FACTORY

JOHN BOLSTER visits the magical Maranello works of Ferrari

During the war Ferrari made machine tools and his factory in Modena was bombed. He therefore moved out to Maranello and began racing as soon as hostilities were over. In 1947 the first Ferrari, a 12-cylinder 1½-litre car, was raced. Thereafter, racing and sports-racing cars followed in bewildering succession, with many world championships in both categories. Incredibly, 131 different engine types have been produced at the small factory at Maranello and I saw nearly all of them there!

The Commendatore is a complete autocrat in his own factory. Very rightly, he makes it extremely difficult for any visitor to enter the gates and is generally far too busy to see anybody himself. His working hours are long and he generally spends even Sunday at the factory, knowing everything that is going on and being interested in the smallest detail. I therefore felt greatly honoured when he asked Michael Parkes to bring me into his office and we had a most interesting and amusing conversation about the early days of racing.

Suddenly, he asked me if I had a camera. "Take it into the factory, see

The racing department has a large machine shop, a tool room and elaborate stores, all of its own. Every works competition car, including single-seaters, has two engines, one of which is normally in the car and the other in process of being rebuilt. After a long race it is usual to strip down the engine, crack test the crankshaft, connecting rods and pistons, and fit new valves, valve springs and bearings throughout. The variation between individual engines is small, and the drivers must race with the power units they are given—no prima donna stuff!

It is marvellous to see racing preparation carried out on such a scale and under such ideal conditions. Yet, things can go wrong and I was shown the car which caught fire when Willy Mairesse was leading at Le Mans. Owing to a petrol filler cap having a displaced rubber gasket, it failed to close properly, though it was sealed in the ordinary way. At speed, fuel slopped out over the electrical equipment and the unfortunate Mairesse was in the middle of a bonfire. That will certainly never happen again. Quite remarkable is the close resem-

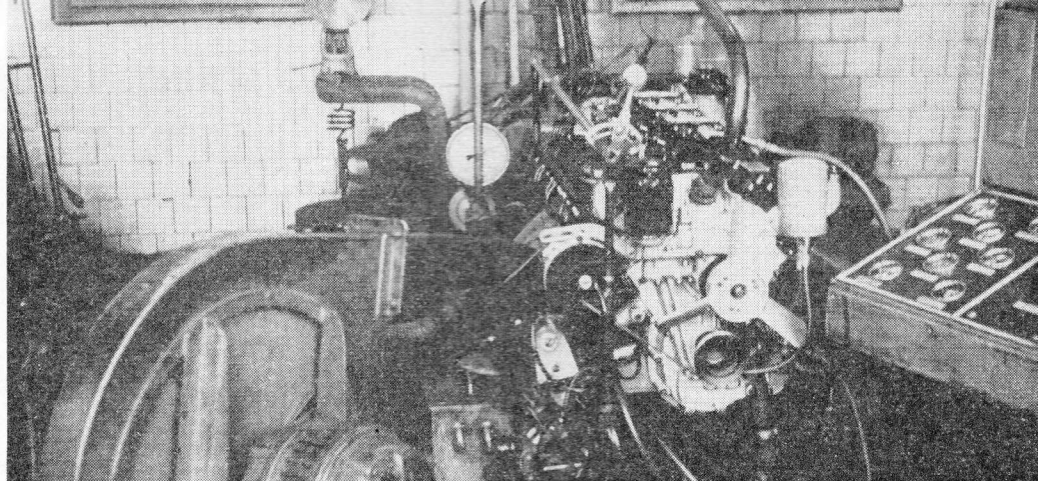
panels which reinforce them are applied by Farina, for the 2+2, and Scaglietti, for the Berlinetta.

Ferrari's own foundry makes the many light-alloy castings, which are machined throughout in the works. Going through many stages, the crankshafts are turned out of the solid steel, at first having circular webs and then gradually being shaped into their final, fully counter-balanced form. During this process they are heat-treated and hardened. The light alloy cylinder blocks go through an electric oven, after which the liners are inserted. These liners are shrunk in without needing any other form of sealing and are in direct contact with the water at their top halves.

At a certain stage in the machining the blocks and heads undergo pressure tests as a first check against porosity. Though almost every component is made in the works, the bearings come from Vandervell. Only the top halves of the main bearings are grooved for oil, the more highly loaded bottom halves collecting their oil off the journals. This gives them a greater surface in what is a very compact engine. Indeed, the 3-litre engine has the same cylinder centres as the original 1½- and 2-litre "twelves". The 4-litre has also been of the same size until recently, but a new, longer 4-litre, with greater space between the liners, is now being manufactured.

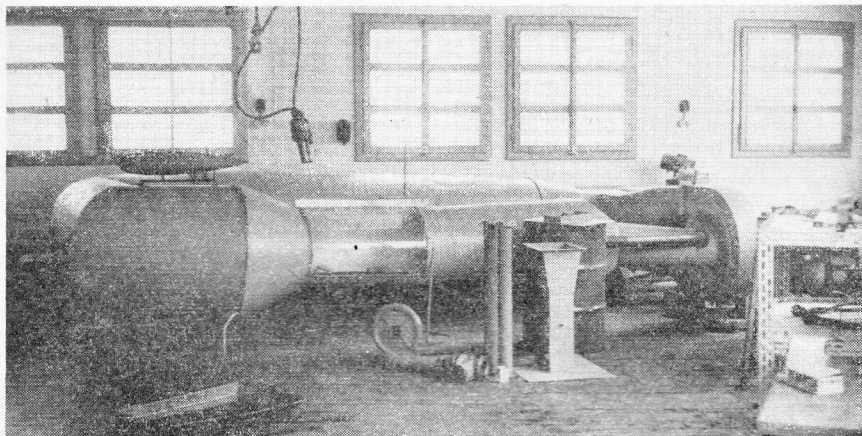
The pistons have very short solid skirts, ribbed inside, with two compression rings and one scraper ring each. The overhead camshafts are driven by triplex chains and the timing is most carefully set and checked. The rockers have large, fairly narrow rollers and the valves are stellited on seats and tips. When an engine is ready to go on the test bench, it has all its oil pipes and galleries filled under pressure before it ever turns.

Each engine is driven by a large electric motor for eight hours, with no petrol and no spark. The motor drives through the gearbox, running very slowly at first on top and getting faster as the lower gears are engaged in order. Then, the engine has a whole day on the test bench running under its own power. It finishes



FERRARI ENGINE revving on a dynamometer (above). The fan is stationary as it has a Peugeot electric clutch. Every engine has a b.h.p. test at 7,000 r.p.m.

WIND TUNNEL in the Ferrari factory is used for testing models of new cars (left).



with a b.h.p. test at 7,000 r.p.m. and sounds as smooth as a turbine while doing it. Afterwards it goes back to the assembly line, has its valve clearances re-set and is checked for oil leaks.

The production cars have cast-iron gearboxes for silent running. An engine running habitually at 7,000 r.p.m. and fitted with an overdrive may turn its propeller shaft at 8,000 r.p.m. Accordingly, these parts also are built in the works. Very careful balancing is necessary, extra weight being applied to the universal joint spiders by running a special solder on to them in very small quantities. This is a slow but rewarding job.

At present, the majority of the cars produced are of the 2+2 type, with a fair sprinkling of Berlinettas. About a dozen Super-Americans were built in the last year. As the chassis, now reinforced with their bodywork, travel down the assembly line, they meet up with their suspension, steering and rear axles, all of which parts are of Ferrari manufacture. Apart from the needle roller bearings of the king pins,

the front suspension, with unequal length wishbones, three-piece track rod, and worm and peg steering box, is conventional, the suspension medium being helical springs with telescopic dampers.

At the rear, however, the back axle, with light alloy centre section and steel side tubes, has a pair of parallel radius arms each side. The suspension is partly by leaf springs, shackled at both ends, and partly by helical springs embracing telescopic dampers. In the case of the 2+2, the lateral location of the axle is by the semi-elliptic springs, but the Berlinetta has a Watts linkage attached to the rear of the differential housing. The power unit of the Berlinetta is mounted well back in the frame, the 2+2 having a more forward mounting.

The engines look a picture as they arrive to meet the chassis. Every casting is hand-finished and the camshaft covers have that attractive black crackle paint. Disc brakes (Dunlop) are fitted all round, and the knock-on wheels are Borrani, with plated light-alloy rims. The electrical components are beautifully

wired up and the alternator is replacing the dynamo on the assembly line.

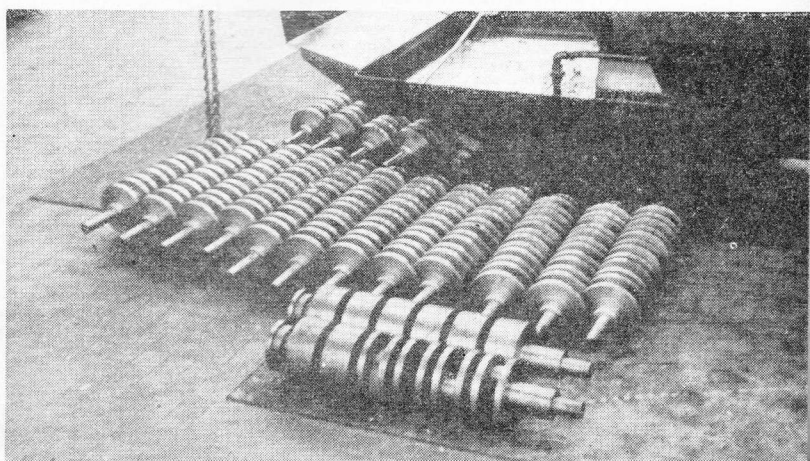
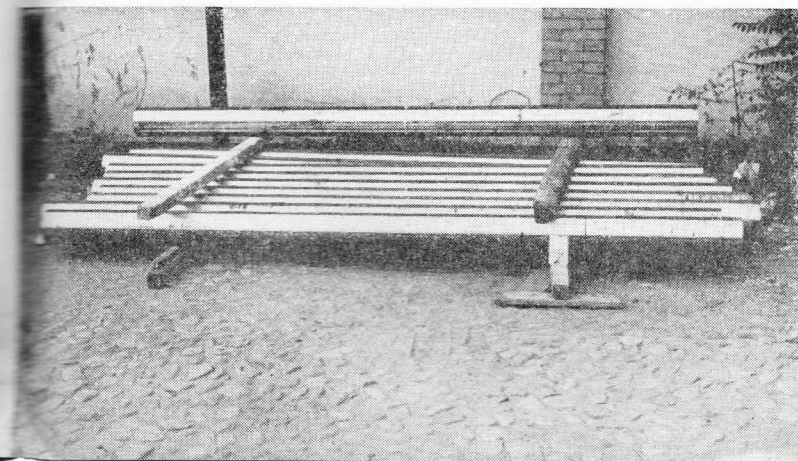
After completion, each car goes on road test which, with an autostrada on one side of the factory and the Apennines on the other, can be suitably searching. For the last stage, the machines go back to the coachbuilders and receive a final check-over and polish. If human skill, plus an infinite capacity for taking pains, can make a good car, the Ferrari is just that.

Time marches on, however, and even the best cars must be kept up to date. The racing department is giving new answers to old questions all the time, and this information must be used to improve the present models and develop new ones. It is this very part of the Ferrari effort of which Mike Parkes is in charge and I cannot imagine a more fascinating job. After the work he did in developing the Hillman Imp, plus all the knowledge he is gaining from racing Ferraris himself, he must be able to keep the Ferrari in its present pre-eminent position.

Commendatore Enzo Ferrari is no longer a young man. Yet he has lost little of the skill and dash from his racing days and can still drive like the wind. Naturally, much of his driving is in Ferrari cars and he tests out all the new improvements himself. I am delighted to say, however, that he keeps a Mini-Cooper S as his "fun-car", and I am told that he really drives it on the limit, to the confusion of local sports car owners!

Further news from Modena will appear in an early issue.

STEEL BLANKS stored outside the factory (left). These will eventually be machined into Ferrari crankshafts. PARTLY MACHINED crankshafts carefully laid out in the factory (right).



CLUB NEWS

By ROBERT GRANT

As well as their annual National British race meeting at Brands Hatch on Boxing Day, that go-ahead club, the **B.R.S.C.C.**, are organizing a closed race meeting at Mallory Park. The Mallory Park meeting caters for five 10-lap races and one 20-lap event catering for G.T., saloon single-seaters and sports-racing cars. All entries should be sent to Gillian Sturgess, 6 Buckingham Street, London, W.C.2, not later than 5th December. The Brands Hatch meeting promises to be an exciting one with the destiny of the Guards Championship to be decided and also the final rounds of the John Davy Championship and Slip Molytip Championship; there will also be events for vintage and historic racing cars and a 20-lap race for unlimited single-seaters. It should be noted that preference for entries in the Championship events will be given to those who have scored the highest number of points to date. All entries must be sent by 5th December to Mike Beuttler, 6 Buckingham Street, London, W.C.2. . . . The **Poachers M.C.** are organizing the second Empire Trophy Rally on 30th November-1st December and it is a restricted event, with invitation open to the Eastwood M.C., Barfords M.C., Soar Valley M.C., Charnwood C.C., Peterborough M.C., Pathfinders M.C., Mid-Derbyshire M.C., Sheffield and Hallamshire M.C. and all entrants to the Lincolnshire Championship. The rally will be approximately 240 miles through Lincs, Leics and Rutland with no fewer than 110 controls. Entries close on 22nd November and they should be sent to Alan Geeson, Post Office, Denton, Grantham. . . . The **Southport M.C.'s** annual S. R. Tobias Trophy Rally will be held on 7th-8th December. It is a A.N.W.C.C. Championship qualifier and the invited clubs are the B.A.R.C. (N.W. Centre), Cavendish C.C., Huddersfield C.C., Kilmarnock C.C., Knowl-dale C.C., Liverpool M.C., M.G.C.C. (N.W. Centre) and the Preston M.C. Closing date for entries is 27th November and they must be sent to N. F. Murgatroyd, 13 Crescent Road, Birkdale, Southport.

COMING ATTRACTIONS

FOREIGN EVENTS

29th November-3rd December. **TOUR OF NIGERIA.**
1st-8th December. **NASSAU SPEED WEEK.**

BRITISH EVENTS

22nd-23rd November. **Ulster A.C. Night Owls Rally.** Starts near Tardree Forest, at 8 p.m.
23rd November. **Hagley and D.L.C.C. Ken Wharton Memorial Driving Tests.** Starts Chateau Impney, Droitwich, Worcs., at 10.30 a.m.
Vintage S.C.C. **Northern Trial.** Starts Bolton Abbey, near Ilkley, Yorks, at 9.45 a.m.
23rd-24th November. **Jaguar D.C. Autumn Trophy Rally.** Starts Jaguar Cars, Ltd., Browns Lane, Coventry, Warwickshire, at 10 p.m.
East Surrey M.C. **Woodcote Rally.** Starts Brook Garage, Washington, Sussex, at 9 p.m.
B.A.R.C. (N.W. Centre) **Lancashire Trial and Trainee Rally.** Starts near Wirral, Cheshire.
B.A.R.C. (East Midlands Group) **Rally.** Starts Ashby de la Zouch, Leics.
Mini-Se7en C. 2nd Minicento Rally. Starts Red Star Garage, Quendon, Essex.
Matlock M.C. **Autumn Trophy Rally.** Starts Buxton, Derbyshire, at 9.30 p.m.
Leicestershire C.C. **Bowmaker Trophy Rally.** Starts Clark's Garage, St. Johns, Narborough, near Leicester, at 11 p.m.
24th November. **Volkswagen O.C., Singer O.C. and Metropolitan Police M.C. Sprint.** Brands Hatch, near Farningham, Kent.
Kentish Border C.C. **Sporting Trial.** Starts Vintners Park, near Maidstone, Kent, at 10.30 a.m.
Mid-Cheshire M.C., Lancashire and Cheshire C.C. and Cavendish C.C. **Production Car Trial.** Starts Little Mill Inn, Rowarth, near New Mills, Derbyshire, at 10.30 a.m.
Glossop and D.C.C. and North Staffs M.C. **Autocross.** Starts Market Drayton, Salop, at 1 p.m.
Oxford University M.D.C. **Driving Tests.** Starts Morris Motors' Car Park, at 11 a.m.

TRIO SPRINT MEETING AT BRANDS HATCH

CONDITIONS were just about as bad as they could be for the Trio Sprint Meeting, co-promoted at Brands Hatch last Sunday by Sutton and Cheam M.C., Mid-Thames C.C. and East Surrey M.C. Morning drizzle developed into torrential rain in the afternoon session and gusty cross winds added to the general unpleasantness.

Fifty-one drivers, divided into seven classes, practised in the morning before the timed runs proper and of these two were eliminated. S. F. Chaplin diagnosed liquid big-end bearings in his Allardette, while poor P. B. Scott was even more unfortunate, inverting his Mini spectacularly at Paddock through no possible fault of his own when another driver executed his third spin in less than two laps, this time right in Scott's line.

Although as a result of the delay the timed runs began late, the organizers were able to run four cars per heat, and despite the slow times recorded, everybody completed a couple of runs by 3 p.m., much to the relief of the marshals.

The small saloon car class resulted in a narrow win for the stable-looking A35 of J. S. Bowyer, whose 2 mins. 44.0 secs. was just half a second quicker than the time of J. B. Dorton's Morris 1100, the latter combination having come straight from the Crawley Nightriders Rally in which it also distinguished itself.

Class B, for medium saloons, was notable for the performances of W. N. McGovern in his Austin-Cooper S. He not only dominated the class, he actually put up B.T.D. despite the presence of several Lotus Sevens and other potentially quicker machinery in the other classes. His progress round the saturated circuit, notably through Paddock, was wondrous to behold and almost impossible to believe. To say that the car was on both opposite locks simultaneously would be a (slight) exaggeration but that's how it looked, although McGovern was in complete command all the time (perhaps another very slight exaggeration?). His 2 mins. 28.0 secs. can seldom have been bettered by a Mini-Cooper S even in ideal dry conditions. E. M. Vero (Lotus Cortina) and several G.T. Cortina drivers, led by C. H. Roebuck, strove to get on terms with McGovern, but the nearest Vero got was 2 mins. 33.2 secs., sufficient to take the class award by a couple of seconds from Roebuck.

J. Butler was easily the quickest of the poorly supported Sprite class, his run in 2 mins. 35.4 secs. being particularly neat and tidy. Competition in the medium-sized sports car class was much fiercer and closer. Miss Louise Squires motored most effectively to return 2 mins. 39.0 secs. in her Porsche, class fastest in fact, but worthy of a higher award for the B.T.D. by a lady driver. This left the struggle for the class between B. Appleton (Rochdale Olympic) and J. D. Green (Tornado Talisman). Green was quicker by 0.4 sec. first time out, with 2 mins. 42.0 secs., but Appleton improved to 2 mins. 40.8 secs. which was more than enough to redress the balance.

Lack of competition in Class G did not prevent J. Addison from returning a rousing 2 mins. 33.6 secs. in his M.G.B. which was nearly 20 seconds quicker than his only class rival.

G. Allfrey likewise dominated the unlimited class, returning 2 mins. 32.4 secs. on his first run, the Healey 3000 really motoring along the straight. In putting on the power a shade too quickly at the exit from Paddock, Allfrey spun the car gracefully on his second run, but still contrived to break 3 minutes.

And so to the sports-racing group, whence, despite the lousy conditions, the best performance of the day was expected. Pat Hovenden strove mightily to master the situation in his Elva-Climax Mk. 6, but his 2 mins. 30.8 secs. on his first and quicker run, was only good enough for a class win, and did not challenge McGovern's Mini-Cooper S time. The delicacy of a dainty throttle foot paid dividends for Mrs. Pam Osborne, who lapped in a creditable 2 mins. 42.2 secs. in her Lotus Seven to take second place in the class.

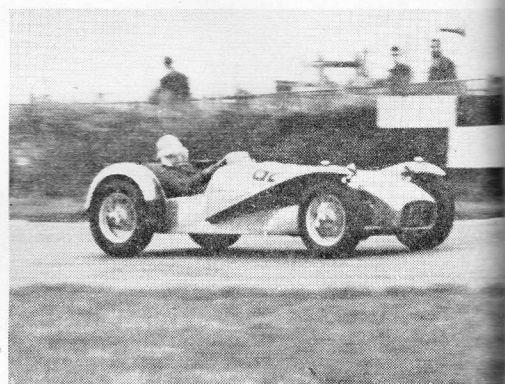
Considering that the field was composed almost entirely of club drivers who do not do this sort of thing regularly, the standard

of driving in the treacherous conditions prevailing was extremely high, the necessary caution preventing all but the one unfortunate shunt.

RON AMBROSE.



WILLING MARSHALS righting P. B. Scott's Morris Mini which rolled at Paddock when the driver had to take sudden avoiding action following another car's spin (above). **PAM OSBORNE** (Lotus 7) took second place in the ladies' class (below).



RESULTS

B.T.D.: W. N. McGovern (Austin-Cooper S), 2 m. 28.0 s. **B.T.D. by a Lady Driver:** Miss L. Squires (Porsche 1600), 2 m. 39.0 s. **Class Winners:** J. S. Bowyer (Austin A35), 2 m. 44.0 s.; E. W. Vero (Lotus-Cortina), 2 m. 33.2 s.; J. Butler (A.-H. Sprite), 2 m. 35.4 s.; B. Appleton (Rochdale Olympic), 2 m. 40.8 s.; J. Addison (M.G.B.), 2 m. 33.6 s.; G. Allfrey (A.-H. 3000), 2 m. 32.4 s.; P. L. Hovenden (Elva-Climax Mk. 6), 2 m. 30.8 s.

WOLVERHAMPTON & SOUTH STAFFS C.C. DALES RALLY, 9th-10th November

RESULTS

Experts: 1, D. Bache/K. A. G. Binns (Morris 1100), 45 m.; 2, P. J. Darbyshire/A. R. Parkin (Mini), 40 m.; 3, R. S. Treherne/V. L. Bond (Mini-Cooper), 49 m.; 4, R. H. Walker/P. G. Walker (Triumph Herald), 50 m. **Non-Experts:** 1, P. Breakwell/P. Hardwick (Ford Anglia), 10 f., 65 m.; 2, J. Butler/I. Gordon (Triumph TR3A), 17 f., 67 m.

MAIDSTONE AND MID-KENT C.C. HAROLD SHARP RALLY, 2nd-3rd November

RESULTS

1, D. Harris/A. Straker (Mini-Cooper S), 15 m.; 2, B. V. Chambers/R. K. Green (Hillman Imp), 23 m.; 3, Dr. A. J. Martin/R. J. Moody (Mini-Cooper), 35 m.; 4, J. Stentiford/Mrs. E. Lewsey (Mini-Cooper), 37 m.; 5, P. Collins/H. A. Horton (Mini-Cooper), 40 m.; 6, D. A. Chappell/D. Jackson (Saab), 1 f., 42 m. **Team Award:** Harris/Straker and Martin/Moody.

MARGATE & D.C.C. RAMSGATE RALLY, 9th-10th November

RESULTS

1, A. Moss/T. Gilks (Sunbeam Rapier), 0; 2, D. B. Haddrell/M. V. W. Holmes (Ford Cortina G.T.), 0; 3, A. E. Cowell/J. L. Shears (Triumph Herald 1200), 0; 4, G. A. Homewood/C. Boulton (Austin-Healey Sprite), 0; 5, M. W. Reeves/D. Stevens (Austin-Cooper S), 10; 6, D. Higson/R. Moody (Ford Anglia), 20. **Team Award:** Reeves and Cowell.

NORTH LONDON E.C.C.

DRIVING TESTS

BRENTFORD Market Car Park was the scene of the "Fruit Sunday" Driving Tests Meeting organized by the North London E.C.C. on Sunday, 10th November.

The first test consisted of a series of forwards and reverses through a line of pylons, concluding with a straight run back to the start line. The two Simca 1000s were separated by 0.4 sec. in favour of Peter Jones against R. Lester which set the pattern for these two for the rest of the day. A difficult car for this type of test, the Peerless, was well handled by R. Antropus to record 47.2 secs., compared with 46.2 for a Wolseley Hornet. A wiggle through a chicane, 360 deg. forwards round one pylon, ditto in reverse round a second, and a straight dash for the finish comprised the second test, which suited the specials—in particular Don Harris who returned 24.0 secs.

Then came the first of the navigational tests, consisting of four lines surrounding a central pylon, cars having to stop astride each line in turn and taken round the pylon alternately in reverse and forwards after each line. Pinkerton shone in his little Fiat-Abarth 500, 64.8 secs., against Doug. Worgan's Special, 70.6, and W. M. McGovern's Cooper S which did 69.0 secs. Another rather complex test followed, in which a row of pylons had to be passed on the right, then the car driven back through the pylons; forward again through the pylons into a bay, followed by the same process in reverse through another set of pylons. G. Stones in a Volksgagen covered very little surplus ground to record 70.0 secs., against the 1500 VW of Peter Noad, 68.8 secs. R. S. Kennedy's Mini, in returning 63.6 secs., was the best of all ADOS.

Test 5 was the open, fast test which appealed to many. Four pylons at the four corners of the area had to be driven round in any order, but a chicane in the centre had to be passed through after each pylon. Here again the Volkswagen 1500 was well ahead of its class, whilst N. French's Mini put up a creditable performance, being but 1.4 secs. slower than a Mini-Cooper S. Finally another navigational test of four lines, each of which had to be crossed forwards and in reverse, in which P. N. Slade led the Mini brigade, the 1200 Volkswagen pipped the 1500 and Worgan beat Harris.

RESULTS

R.T.D.: D. Harris (D.M.F. Special). **Best lady driver:** Miss E. Rietberg (A.-H. Sprite). **Class Winners:** R. S. Kennedy (Mini); J. B. Farncombe (Mini-Cooper); B. P. W. Pinkerton (Fiat-Abarth 500); P. Noad (Volkswagen 1500); R. Antropus (Peerless G.T.); R. W. Gee (A.-H. Sprite) and D. Harris (D.M.F. 11).

TAUNTON M.C.

ALLEN TROPHY TRIAL

OVER 40 competitors turned out for Taunton Motor Club's Allen Trophy Trial on 10th November, and rain before and during the event provided all the necessary muddy ingredients for a good day's sport. Due to overnight rain several of the earlier sections had to be re-routed as more than two feet of water had collected in a number of hollows, making things impassable—even to trials cars!

The interesting thing about the trial was the way that the 1200 VWs, which figure so prominently among trials results, were outshone by their larger 1,500 c.c. relations.

In spite of all the variations on drive and weight distribution the older, conventional H.R.G., ably driven by E. H. Dennis, brought off top honours in an interesting day's sport. Results were available within half-an-hour or so of the finish, to round off the day.

BROMLEY ROGERS.

RESULTS

Allen Trophy: E. H. Dennis (H.R.G.). **Front-engined cars up to 1,500 c.c.:** 1. C. Palmer (Ford 1172); 2. B. A. Moss (Ford 1172); 3. M. J. Smetham (Ford 1172). **Over 1,500 c.c.:** 1. A. F. Lefevre (Morgan Plus 4); 2. P. M. Normanton (Austin-Healey Sprite). **Rear-engined, any capacity:** 1. P. M. Appleton (VW 1500); 2. G. S. Edwards (VW 1500); 3. D. A. Hawken (VW 1500). **F.W.D.:** 1. J. Buncombe (Mini); 2. J. Beale (Saab 96). **Specials any capacity:** J. M. Hayward (Dellow).

VINTAGE S.C.C.

EASTERN RALLY

THANKS to Arthur Johnson and his willing helpers from the Peterborough Motor Club, who did most of the marshalling, the V.S.C.C. were once again able to run their Eastern Rally starting from Wansford on Sunday, November 10th.

Route cards were issued to competitors five minutes before their starting times, and more map references were given than were strictly necessary in order to induce panic amongst the navigators. There were 21 time checks on a route of about 70 miles over which the Vintage cars had to average 24 m.p.h. and the P.V.T.s 26 m.p.h. Sealed watches were provided by the organizers, and the positions of the controls were not revealed beforehand. The route was not a difficult one, although the directions were given in a variety of ways, spot heights and map references being utilized to indicate turn off points as well as sign posts and so on. All agreed that it was extremely well done, and a thoroughly enjoyable event resulted.

There was the usual splendid variety in the 51 starters from Cecil Bendall's perpendicular 1911 Rolls-Royce "Stripey" to the extremely racy 1935 Ulster Aston Martin of D. Edwards, the model once described by Gregor Grant as being the beau ideal of the sportsman of the "thirties". There seemed to have been a light fall of autumn Leafs at Wansford, although the oldest of the half dozen present was surprisingly green in appearance, this being the rare 1923 example with very narrow tyres of J. T. Woodhouse. There were eight Alvises, of which Sismey's 1934 Speed 20 was fitted with cycle-type front mudguards which obligingly revealed its independent front suspension incorporating two drag links, one on each side of the car, and eight lignum vitae joints. Stephen's non-i.f.s. 1932/7 Speed 20 with a 4.3 engine had an oil-cooler at the front and its radiator badge had turned blue instead of being the normal red. Presumably it had been reading the recent rumours in the

financial papers about a take-over bid by Jaguars for the Alvis firm.

Peter Roulton, who won the Eastern Trophy with his 1926 20.9 Sunbeam coupé, was also the winner of this year's Buxton Rally, and is undoubtedly one of the *corps d'élite* as he owns a 3-litre twin-cam Sunbeam as well. David Dew-Hughes's Austin 7 won a first class award despite a slipping speedometer drive belt, so his navigator must have had an inborn sense of what a Chummy feels like at 24 m.p.h. One local spectator, on being told that Bendall's Rolls was 1911, exclaimed with surprise "What! This century!" Next year we really must try to get one or two mediaeval cars to enter.

PETER HULL.

RESULTS

Eastern Trophy: P. A. Boulton (1926 Sunbeam). **First Class:** D. Dew-Hughes (1927 Austin); D. T. R. Dighton (1928 Humber); J. C. Woollard (1927 Lagonda); F. E. Day (1937 Alvis); J. R. Hamilton (1937 Riley). **Second Class:** M. J. Cole (1930 Lancia); J. K. Milner (1926 A.C.); A. D. Jones (1923 Vauxhall); A. C. M. Millar (1927 Vauxhall); J. Whyman (1932 Rolls-Royce); I. S. Willars (1935 Riley). **Third Class:** S. E. Charity (1923 Fiat); R. J. L. McCowen (1929 Austin); N. Arnold-Forster (1925 Frazer-Nash); J. W. Rowley (1927 Vauxhall); P. M. G. Perrow (1934 Rolls-Royce); T. R. W. Burke (1937 Frazer-Nash). **Light Car Award:** D. T. R. Dighton (1928 Humber). **Team Award:** South West—1. R. Cardy (1923 Alvis); J. K. Milner (1926 A.C.) and N. Arnold-Forster (1925 Frazer-Nash).

WESTON-SUPER-MARE M.C. and M.C.C.
6th GUIDE DOG RALLY,
2nd-3rd November

RESULTS

1. S. Davey/T. Bosence; 2. D. de Souza/P. Baker; 3. A. Griffiths/S. Turner; 4. I. Holmes/K. Radford; 5. W. Clemens/I. Woodruff; 6. W. George/R. Doidge; 7. A. Taylor/J. Billett; 8. J. Paull/J. Parker.

CHARNWOOD C.C. CHARNWOOD
RALLY, 9th-10th November

RESULTS

1. T. S. Sandiford/S. W. Newton, 9 m.; 2. G. F. Pike/T. J. Oldham, 14 m.; 3. C. B. Taylor/A. B. Eley, 20 m.; 4. W. D. Trott/W. Grainger, 33 m.; 5. W. West/P. Shelton, 1 f., 36 m.; 6. J. W. Adams/R. Palmer, 1 f., 36 m.

West Lancashire Motor Club's SOUTHPORT SPEED TRIALS

UNDER depressing, appalling conditions Tony Griffiths, driving his 2½-litre B.R.M., took B.T.D. honours at a very, very wet Southport Speed Trials on Sunday, 10th November. He recorded a brave 34.219 secs., less than three seconds outside J. T. Butterworth's "dry" course record of 31.66 in his Lotus 23.

Not surprisingly, the incessant and torrential rain threw West Lancashire Motor Club's organization a little out of gear, for some parts of the kilometre long, U-shaped course were under water and naturally had to be cleared before racing could begin. Nevertheless, considering all the circumstances, the organizers coped admirably and despatched the last competitor well before light failed.

The streaming track was a great leveller and cars which normally could not have looked at the B.R.M.s of Griffiths and Ken Wilson turned in some remarkably close times. John Sharp's very fast M.G.A. with 1,800 c.c. engine, for instance, made his mark with a stirring 35.446 secs., faster than Wilson. Butterworth and, at one stage, Paul Pycroft's E-type Jaguar. Indeed, this Grand Tourer all but robbed Griffiths of victory when on the last run of the day he netted 34.429 secs.!

Another splendid effort was put up by Miss J. Hodgson, who drove Gardner's wheel-spinning, 2½-litre, front-engined Connaught skilfully and without fuss and fireworks to chalk up 35.363 secs.

Many, many, drivers, it seemed, considered valour to be the better part of discretion and accordingly they paid the penalty, particularly on the tightening right-hander which follows the straight. Kilpatrick revolved his battered but effective Sprite at this point, as did J. C. Kennard with his smart Sebring Sprite on his second attempt. J. G. Lawrenson, however, managed to put his Lotus 7 off the road at the beginning of the straight, where Pycroft later nudged the kerbside. Mrs. Joyce Charnock had a humdinger when

her Lotus 7 spun into the railings of a playground, demolishing part of it and damaging the car's front suspension and steering. This again was at the final bend. Here, too, spectators overlooking this corner from the pier were treated to the sight of the M.G.Bs of Banks and Goldstone taking to the escape road with all wheels locked. Ken Wilson also chose this course for his gleaming red B.R.M. when it arrived underneath the pier on its second run with its wheels locked. The honour for the most dramatic excursion, however, went to J. A. Lepp who went up the escape route in a series of full lock slides; nevertheless on his first run he clocked 35.534 secs. to win the award for the fastest unmodified sports car up to 2,600 c.c.

All credit therefore to those who managed to stay on the island, including Jeff Newman who heaved his big blue Jaguar along in effortless style to record a class winning 36.574 secs.

In a Mini-Cooper S battle, Harry Ratcliffe had to give best to N. L. Hodkin who won the class in 37.098 secs. Another stirring Mini-run was put up by Kely in his Weber-carburetted van (95 on the straight!), a press-on character who demolished a whole line of rubber course markers on the last bend without lifting off. Needless to say he won his class.

TONY BEX.

RESULTS

R.T.D.: A. B. Griffiths (B.R.M.), 34.219 s. **Class Winners:** G. Winkill (M.G. Midnet), 43.172 s.; J. Scott-Davies (Austin-Healey Sprite), 37.042 s.; J. L. Charnock (Lotus 7), 36.453 s.; J. G. Sharp (M.G.A.), 35.446 s.; F. W. Smith (Lotus 7), 36.119 s.; J. T. Butterworth (Lotus-Ford 23), 35.969 s.; D. A. Gould (Mini), 41.613 s.; J. Ashworth (Mini-Cooper), 41.142 s.; C. H. Wilde (Volvo), 40.756 s.; G. Kely (Minivan), 39.095 s.; N. L. Hodkin (Mini-Cooper S), 37.098 s.; J. Newman (Jaguar 3.8), 36.574 s.; P. Pycroft (Jaguar E), 34.429 s.; Miss J. Hodgson (Connaught B-type), 35.363 s. **Best W.L.M.C. Member on Index:** J. G. Sharp (M.G.A.), 35.446 s. **Best Unmodified Sports Car up to 2,600 c.c.:** J. A. Lepp (Lotus Elan), 35.534 s.

ULSTER A.C. GO-AS-YOU-PLEASE RALLY

To try to prevent the inevitable piling up of cars at tests, the Ulster A.C. devised a system whereby the cars are dispatched from the start control in groups of four and from there they can visit the tests in any order. In other years this system hasn't really been successful due to the fact that there was one route which was the best to take. This year the organizers were more successful in their quest, the 45 competitors having to hang around very little.

From the start just north of Ballymena the cars proceeded on their various ways, seven tests having to be completed on a 50-mile route. These tests had been given various names and to quote from the instructions sheet "any resemblance between these names and members of the trials and rallies committee in charge of them is purely coincidental!"

Ronnie McCartney continued on his winning way, beating Robert Woodside by 0.2 sec., while Frank Robinson was third. The marking system employed was that the fastest in each class lost no marks and the rest lost marks equal to their number of seconds slower.

Test "Doc" was sited on a steeply inclined right-hand bend which suited front wheel Minis. Denis Bell (Sprite) took class 1 honours (for sports cars and specials), while Robin Steensen (Austin Mini) was fastest of the 21 entrants in the up to 1,000 c.c. class by 1 sec. from



ROBERT WOODSIDE'S Group 3 Alexander Mini-Cooper takes part in the "Sleepy" test (Clintey Quarry). He finished second partnered by John Armstrong.

B.A.R.C. (YORKSHIRE CENTRE) YORKSHIRE S.C.C.

PRODUCTION CAR TRIAL

REFLECTING the interest in off-the-road events generally and production car trials in particular, the Greenwood Cup Trial, jointly organized by the B.A.R.C. (Yorkshire Centre) and Yorkshire Sports Car Club over a 35-mile route in the Bradford-Halifax area on 10th November, attracted a full entry list of 60 competitors. Although this event is an old-established one—this year's was the 35th in the series—support in recent years had dwindled to such an extent that its continuation had been in doubt, an uncertainty the organizing clubs were pleased to have so positively dispelled.

Unfortunately the weather conditions were atrocious and heavy rain persisted almost throughout the event, necessitating some last-minute revisions to the previously-planned sections.

Competitors, who were divided into four classes, were required to tackle thirteen sections, six of which remained unconquered throughout the day. On two of them—Sams Delph No. 3 and Bilberry No. 1—it was a major achievement to get into single figures and delicate throttle control was at a premium here. As usual the event produced its quota of vintage machinery, amongst the latter being the eventual winner in the shape of Hamish Moffatt who

Derek Boyd (Mini-Cooper). Ronnie McCartney dropped 1.2 secs., this being his greatest loss as he was fastest in no fewer than five of the tests. In Class 3 (1,001-1,300 c.c.), Robert Woodside had the first of his six class fastest! The big saloon class went to Frank Robinson in his VW 1500, while Reggie McSpadden was 2 secs. slower in his S model.

"Happy", situated at a kerbed triangulated island, was on a gravelly slope. It was here that Robert McBurney smote the kerb when the front end broke away on his 1500 "beetle", disarranging the front suspension. "Sneezy" suited the really "pokey" motors and Ronnie White had the advantage in Class 1, while second to McCartney was John McClean who lost 0.6 sec. Colin Andrew was in a similar position to Woodside, but was only 0.2 sec. slower, while McBurney's power showed, being 0.8 sec. better than McSpadden.

Clintey Quarry was the site for "Sleepy", this being a fast wiggle-wobble between four pylons. Some drivers failed to stop within a line five yards after the finishing line (all the other tests were flying finish). White again took his class, losing no marks, as did McCartney, Woodside and Robinson.

"Bashful" was at a wide windswept T-junction and it was here Lucas in his Grasshopper Special who took Class 1, the other classes going to McCartney, Woodside and Robinson.

Situated in a narrow hilly slippery road, "Bashful" caught out those drivers who forgot that passengers increase braking distance. As this was a forward and reverse up a hill it suited rear engined cars. "Dopey", a tight two pylon T-junction affair, was noticeable for its very tight finish and John Eakin (Sprite) was best in Class 1, Ronnie White momentarily losing control of his Sprite and stalling. Robin Steensen tied with McCartney here, while Victor Stanfield was 0.2 sec. behind these two. Jack Keatley and Cecil Molyneux tied for second spot, 1 sec. behind Woodside, while McBurney was fastest of the big saloons.

So ended a good, well-run event, drivers having to wait quite a while before clocking in at the final control to avoid being penalized for exceeding their maximum average speed, so swiftly had they completed the tests!

D. BEATTY CRAWFORD.

RESULTS

General Classification: 1, R. McCartney (Mini-Cooper), 1.4 marks lost; 2, R. J. Woodside (Mini-Cooper), 1.6; 3, F. Robinson (VW 1500), 6.0. Sports Cars and Specials: 1, R. White (Sebring Sprite), 7.6; 2, E. Lucas (Grasshopper Special), 11.6; 3, D. Bell (Austin-Healey Sprite), 13.8. Saloons up to 1,000 c.c.: 1, R. McCartney (Mini-Cooper), 1.4; 2, J. McClean (Mini-Cooper), 15.2; 3, D. Grieve (Austin Mini), 19.2. 1,001-1,300 c.c.: 1, R. Woodside (Mini-Cooper), 1.6; 2, C. Molyneux (Mini-Cooper S), 8.0; 3, C. Andrew (Mini-Cooper S), 8.2. Over 1,300 c.c.: 1, F. R. Robinson (VW 1500), 6.0; 2, R. McSpadden (VW 1500S), 10.8; 3, K. Shields (Vauxhall Cresta), 23.8. Novice Award: D. Bell (Austin-Healey Sprite), 13.8.

had driven up from Wales in his stark 1922 Brescia Bugatti and whose passenger hit upon the idea of tugging on the near-side brake cable—thereby improvising a fiddle brake! That Moffatt's long drive and damp day in an open cockpit had been worth while seems apparent from the fact he not only lifted the Greenwood Cup, but took first place in his class and had a share in the team award. However, he didn't have it all his own way, being closely pursued by Bob Bates (early perpendicular Anglia) and R. G. Winder (Austin 7 Chummy) who were only two and three marks respectively behind at the finish.

With the future of rallies hanging in the balance it seems likely that standard car trials, providing they are not of the chassis breaking variety, can provide interesting, inexpensive sport.

J. A. STROUD.

RESULTS

Greenwood Cup: H. F. Moffatt (Brescia Bugatti), 44 marks lost. Rear-engined Touring Cars, Pre-War Touring Cars and Pre-War Designed Touring Cars—Standard tyres: R. G. Winder (Austin 7 Chummy), 47. Sports Cars on any tyres: H. F. Moffatt (Brescia Bugatti), 44. Front-engined Touring Cars on any tyres: R. W. Bates (Anglia), 46. B.M.C. Minis on any tyres: I. Grassick (Mini-Cooper), 54. 1st Class Awards: K. N. Lee (Mini-Cooper S), 59; A. J. Burton (Lotus Elan), 53; R. G. Hirst (Renault 750), 56; P. H. Scott (Ford Cortina G.T.), 55; J. C. England (Mini-Cooper), 71; G. Wheatley (Turner), 53. Novice Award: C. D. Roberts (VW), 76. Team Award: W. L. T. Winder (Hillman Imp), R. G. Winder and H. F. Moffatt, 154.

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

ON Sunday, 27th October, the Scottish Centre of the M.G. Car Club ran their annual classic, the Moorfoot Rally. This, the only event in Scotland retaining a little of the fun of the old trials days, includes a bonus hill, and attracted an entry of over 40 cars.

The event started from the B.M.C. factory at Bathgate, with two driving tests in the car park, before the crews departed in thick fog to a test near Wilsontown, which included a ford. Several competitors missed this not due to the weather conditions, but to misleading route directions. Fastest was Bobby Longmuir in his M.G. Midget.

Map references led to the next test which was won by Jim McCaig in a new Mini-Cooper S. The following section in delightful weather gave crews ample time for a "natter" while waiting to tackle the test in the station yard at West Linton. This test included a brief agricultural stretch of trials work up a disused and overgrown loading bank. Bobby Longmuir again took the honours, possibly having the advantage of being first car, as later numbers found the surface well broken and muddy.

At nearby Macbie hill, the bonus hill and lunch break were held. The hill heeded a heavy right boot to gain speed on the gentle lower slopes for the assault on the steeper grassy higher altitudes. Bobby Longmuir again showed the way to the top which was only visited by six others. A. L. Peden almost displayed the advantage of his Volkswagen but traction vanished just short of the top, however A. S. Watt trickled over with his Dauphine, to be emulated by M. G. M. Miller in his Imp, after similarly mounted A. D. McDougal failed to pick up enough speed lower down.

The "Mini" class was heralded by a rollicking effort by Jim McCaig, his Mini-Cooper S with zero pressure in the front tyres, being at peak revs. Ted Paterson recalling trials experience from 15 years back picked his way to the top, followed by Willy Jack and H. A. Chalmers, all with lower than low pressure in their front tyres. Ernie Herrald, new club chairman, found that his M.G. 1100 just could not make it to the top despite his trials experience and ever present briar pipe ("blown").

The next section ended with a test on the hairpin near Tala Reservoir while the final section ended at Peebles.

W. K. HENDERSON.

RESULTS

Open Class, M.G. Trophy: D. Paterson (M.G.A.) 161.2. Closed Class, Stuart Trophy: A. L. Peden (Volkswagen), 184.2. "Mini" Class, Tor Trophy: E. G. Paterson (Mini-Cooper), 159.2. "Motor World" Trophy: R. D. A. Peden (M.G.), 204.6. Closed under 1,300 c.c.: E. R. Herrald (M.G. 1100), 192.4. Closed over 1,300 c.c.: C. M. A. Pearson (Hillman), 269.2. Team Award: D. Paterson (M.G.A.), E. R. Herrald (M.G. 1100), N. A. Kennedy (Elf).

PASSENGER of A. A. MacDonald's Sprite is anything but normally seated during the bonus hill test.



TOTAL PETROL TAKES FORD AND ROVER TO SUCCESS IN R.A.C. RALLY

MANUFACTURERS' TEAM PRIZE

1st Pat Moss/Jennifer Nadin

CORTINA G.T.

Henry Taylor/Brian Melia

CORTINA *Developed by Lotus*

Peter Riley/Tony Nash

CORTINA G.T.

LADIES' PRIZE

1st Pat Moss/Jennifer Nadin

CORTINA G.T.

2nd Anne Hall/Pat Spencer

CORTINA G.T.

CLASS 6 (Group 3 1151-2500 c.c.)

1st Pat Moss/Jennifer Nadin

CORTINA G.T.

2nd Peter Riley/Tony Nash

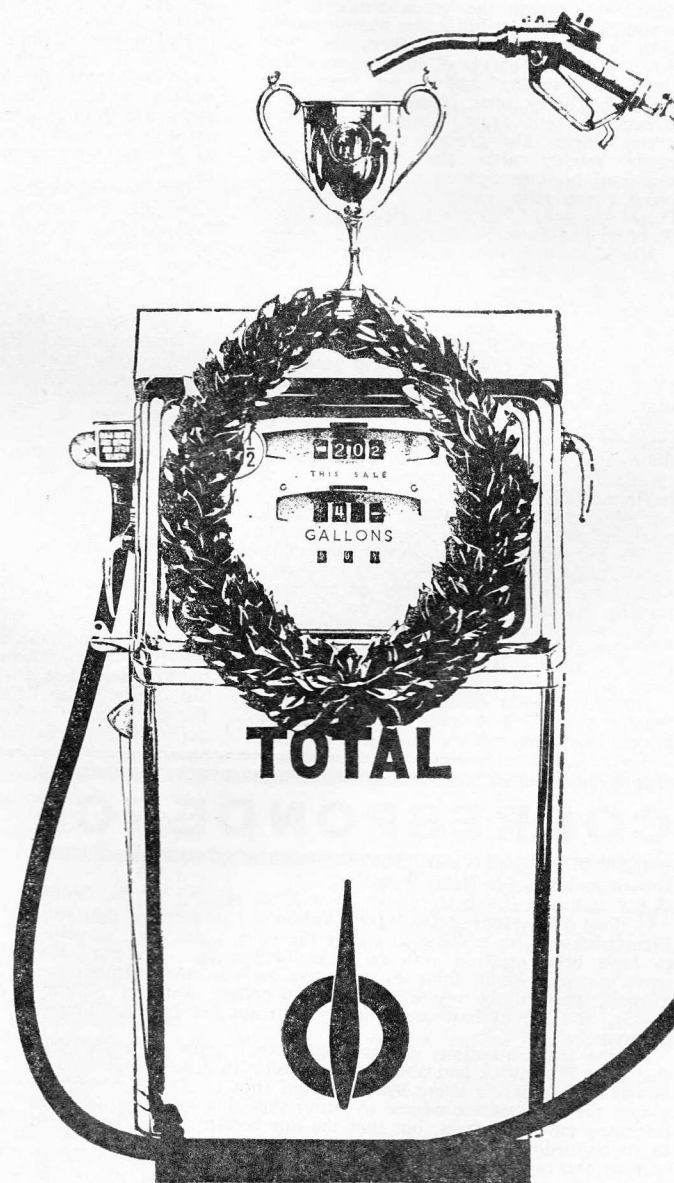
CORTINA G.T.

FIVE ROVER 3-Litre

Mark II Saloons started,

ALL Finished, without any
special servicing.

Results subject to official confirmation



Get Total 3-Way Power—More Go, Getaway, Mileage!



WATCH FOR THE TOTAL SIGN IN YOUR AREA

Geoff Lindsay Wins Biggs Memorial Trial

Seven-Fifty M.C. Event Proves Worthy of Future Championship Status

THE Harold Biggs Memorial Trial was run last Sunday by the Seven-Fifty Motor Club as a restricted event, and was observed for possible inclusion into the R.A.C. Championship qualifying calendar and the B.T.K.D.A. Gold Star Championship list. The trial started at Isenhurst Filling Station, Cross-in-Hand, near Heathfield, in the luscious green countryside of Sussex, an ideal beginning with parking and refreshment facilities. After a day-long battle, Geoff Lindsay and Rex Chappell finished level on points. The premier award went to Geoff Lindsay, as per the R.A.C. "Blue Book", the rule being highest up most hills.

The entry of 37 produced no non-starters, and after a briefing by the Clerk of the Course, Bud Smith, the competitors wended their way across the green fields to the woods, and the first hill. This section started with a downhill run between the trees where a fair percentage of competitors ended their runs resting against an immovable tree; the lucky ones continued through a stream and out again, turning right up a grassy slope. The ground conditions were really muddy after the previous day's rain and no one cleaned the hill, the best being the slipping eights of Geoff Lindsay, Peter Highwood, Gordon Holdrup, Allan Robbins and Dave Render.

Hill 2, out in the open again on the wind-lashed slopes, started with a short and sticky run up a steep step continuing upwards. Geoff Lindsay set the ball rolling with a power-driven three, which was equalled by only Rex Chappell. The next highest were the fours of Gordon Holdrup, Fred Cole and Tony Tickle, the latter's car sounding a trifle rich in mixture.

Hill 3, a straight climb up a fair gradient, turned right and left at the top, finishing by going down and up again to the finish. The start was very sticky, as was its immediate future, which caught a number of customers around the ten and eight markers, one of them being Alex King in his 750 Austin Special, despite the occupants' relentless bouncing—which was conducted by the rhythmic swing of the car's starting handle! The highest on this hill was again Geoff Lindsay with another sizzling climb to the one marker, equalled by David Render and last week's Walsingham Trial winner, Peter le Couteur.

Another straight climb over beaten down bracken was Hill 4 and it proved tricky at the beginning, with a number of hidden

boulders waiting for the unsuspecting. Geoff Lindsay again set the pattern with a fine run and a one scored; he was later joined by Bernard Dees and Rex Chappell.

Hill 5 was similar to the previous, but a little more difficult on the upper reaches; Gordon Holdrup got nearest with a two, while Percy Barden, going like the clappers, was next best with three. Percy Barden's day was shortly brought to an end when his differential packed up, a pity as he would have been a likely contender for the day's honours.

The next two hills were fairly simple in design but difficult to execute, with seven score being about usual for both. The exception on Hill 7 was Rex Chappell who made the three marker, his wheels spinning with such ferocity that the ground beneath trembled and succumbed to his persistent ways.

Hill 8 was scrubbed, which was a good idea as it was rather filthy. Hill 9 took us away from the rolling slopes to the muddy wastes. The section started on a right turn through a sea of mud, culminating on a greasy track. Here the first two cleans of the day were recorded by Rex Chappell and Peter le Couteur.

Hill 10 saw more clears, including Lee Chappell, Sid Seely, Len Tucker, Gordon Jackson and Martin Wright who, amongst others, reached the top via the slippery slope. Barrie Wright in his newly put together Cannon very nearly made the summit.

The eleventh hill was a tour of the undergrowth, and Hill 12 a short grassy climb; they sorted a number of competitors out. Hill 13 lived up to its name, starting in some boggy waste and wallowing its way to firmer ground and the finish, a short and steep sandy climb, which no one made. Peter Highwood made a fine effort with his engine sounding a little tired; he reached the final climb but could not quite make the last couple of feet.

Hill 14, the last before lunch, was the same as the first hill, but went the other way, Chinese fashion, via the stream and up a track, finishing in a left-hand turn by the three marker. Nobody could get round this final bend, the cars just sliding away on the turn. Those reaching the three marker were Lee Chappell, Geoff Lindsay, Sid Seely, Peter Highwood, Colin Taylor, Bernard Dees, Gordon Holdrup, Rex Chappell and David Barden.

The rain forecast as showers had set in as only English showers can—most other countries would have admitted that the monsoon period had arrived! But rain or shine, lunch time had arrived and competitors and officials scampered to the café to dry out and top up.

The leaders at lunch time in the 1172 class were Geoff Lindsay, 50; Rex Chappell, 53; and Peter Highwood, 57. In the 750 class Rod Mansfield was leading with 109, Bill Meade had 114 and Rod de Paula Hanika 115.

The rain still teeming down, the afternoon sections were tackled. Hill 1 was cancelled but the remaining hills were basically the same with easier starts. Hill 2 in the afternoon saw Peter Highwood highest at three, with Lindsay, Chappell, Rees and Holdrup not far behind; this was the pattern throughout the afternoon. The 750 boys, finding their smaller capacity engines and wheels at a disadvantage in such muddy conditions, battled on. Rod Mansfield set the pace with Rod de Paula Hanika, Peter Townsend and Tony Tickle chasing. Bill Meade was having engine trouble and did not appear in the picture.

Hill 11 had been changed, starting in a thicket circling to the right through gooey mud and up a grassy bank with a left and right twist. Scores ranged from twelves to the cleans of the leading band, plus those of Peter le Couteur, David Barden, Bill Durling and Fred Cole.

The twelfth hill, a simple but frustrating climb up a grassy slope, required the courage to trickle, for a too heavy foot spelt disaster. Highest on this hill were the delicate threes of Peter Highwood, Bernard Dees and David Render. The last hill of the day, the old thirteenth, went through the bog and mud to the sandy piece above. Bernard Dees was highest with a roaring two; eleven others reached the three marker, including Barrie Wright and Fred Dean.

The rain still lashing down, the competitors fought their way to the finish, where results were announced, giving Geoff Lindsay a fine win with Rex Chappell an equally brilliant runner-up. Rod Mansfield in his wet Mango-Austin won the 750 cup.

Well done, the Seven-Fifty Motor Club, for a trial worthy of Championship status, despite the weather.

COLIN TAYLOR.

RESULTS

1, G. R. Lindsay (Cannon), 88 points lost; 2, R. Chappell (Cannon), 88; 3, P. Highwood (Cannon), 90; 4, B. Dees (Cannon), 94; 5, G. Holdrup (Cannon), 97; 6, P. le Couteur (Cannon), 107. 750 Class: 1, R. Mansfield (Mango), 181; 2, R. de Paula Hanika (Austin), 203; 3, P. Townsend (Austin), 214.

How thrilled the Americans would have been if Richie had taken the chequered flag first at Watkins Glen. It wouldn't have affected Graham Hill's title chances at all since the "Flying Scotsman" already had the championship wrapped up safely.

WIDNES, LANCs.

COLIN BARBER.

Saloon and G.T. Car Racing

AT last people are waking up to the fact that "touring" car racing under the present regulations is fast becoming farcical. Blydenstein, attributing this to the appearance of "racing 1,000-off specials", has suggested a demand for larger production figures before homologation. I would support this provided the reclassification was carried into the G.T. and Prototype G.T. categories, which are equally farcical.

If homologation of the G.T. machine called for larger numbers, small factories, whose models have until recently qualified, would be deprived of the chance to compete against similar machinery. However, if the competition of G.T. prototypes called for a minimum number to be produced, even if it were only twenty, these small firms would not find competition impossible within the existing framework of regulations. Of course the numbers demanded for a Grand Tourer would have to be graded according to size, but not so with Prototypes.

Interest in touring car events has been shown to be large because of the spectacle and the relationship with the everyday motor car. Long distance events are springing up both here and on the Continent, but in Britain we are limited because our circuits are not large enough to allow a fully representative entry. If touring car racing is to flourish as it deserves, we must therefore not only guard against the racing special but also see to it that we have a large enough circuit to allow a wide range of manufacturers to display their wares.

J. M. DOOLEY.

CORRESPONDENCE

Broadspeed Team in Relay Race

MY attention has been drawn to a letter relating to the Oulton Park Five Hour Relay Race. Although I understand that John Fitzpatrick will be replying to clarify the facts, I am, first, surprised to have been credited with so little intelligence. No competent team manager would think of operating such a move without permission, particularly where the cars concerned were of differing colour, and would have accordingly been spotted by the dimmest observer.

As the letter questions my own integrity it must be made clear that after Fitzpatrick had obtained permission to drive Ralph Broad's S-type in lieu of his ailing 998 c.c. Mini (not an 850) I personally visited the clerk of the course to verify that this was in order. He informed me that it was, but that the numbers must be changed to avoid confusion.

After the car had completed a few laps I was approached by the clerk of the course with the request that it be brought in due to the fact that permission had been granted in error. The request was, of course, immediately complied with.

Disregarding any other implications, the comments made are not only incompetent and ill-conceived but they are personally insulting and serve to verify the final paragraph of my last letter.

WALSALL, STAFFS.

MAX TRIMBLE.

In Praise of Richie Ginther

WHEN are B.R.M. going to let Richie Ginther win his first *grande épreuve*? Throughout this season he has been a model of consistency, only retired in one World Championship race, and kept B.R.M. well up in the points table for the Manufacturers' Cup. On three occasions this year he has been second and at present he lies second in the Drivers' Championship. Even Mercedes-Benz, way back in 1955, were benevolent enough to let their number two driver, i.e., Moss, win his first Grand Prix—his own national event.

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



DISAPPEARING at great haste into the bushes is Sue Eyre in the ex-Jack Burrill 750 Trials car. Sue went very well, vanquishing many mere men.

SEVEN-FIFTY M.C. WALSINGHAM TRIAL

BECAUSE of the bad weather in February the Seven-Fifty Motor Club had to postpone their annual Walsingham Trial, and it was run off on 10th November at the usual venue—Dingle Dell at Brands Hatch. This is a classic club Trial, and it is not unusual to find people buying up old Austin 7s just for the day to compete, then selling them afterwards—usually at a profit!

This year, as usual, the entry list was fully subscribed with 50 entries, and it was interesting to note that there were over 20 entries in the 750 trials formula class, though a number were double entries. This class of ultra cheap trials cars really does seem to be catching on, and the performances of the better cars in this class were very good indeed.

Because of overnight rain some of the morning sections were very difficult, particularly for the more standard cars, but by the afternoon a wind had dried most of them off a little, and the Clerk of the Course modified a number.

In the 750 trials formula class Rod Mansfield in the Mango-Austin really went to town, losing only 53 points in the day

MANCHESTER GUARDIAN & EVENING NEWS M.C. TEAM RALLY

ONE-HUNDRED-AND-EIGHTY miles in North Wales, 67 6- and 8-figure map references on Maps 101 and 108, plus 19 out of bounds squares and six silence areas was the menu for the 60 entries in the *Manchester Guardian and Evening News M.C.'s* recent 5th Team Rally. No, this wasn't a restricted event, it was closed to club.

Of the 60 entries, 57 reported for scrutineering an hour before the allotted departure time at Oakmere Service Station, M.R. 109/589691. Immediately following scrutineering, crews were handed their route cards and got down to the job of plotting. From the start to the first time control competitors had to proceed S.W. via five map references at an average speed of 27 m.p.h., secret checks being in operation en route. T.C.1, at 285541, started the rally proper and *Express* and *Star* cards then came into operation. Between here and the morning halt, at Jordons Service Station, M.R.152478, there were six 3-minute sections, six 5-minute, five 6-minute, four 4-minute and two 2-minute sections. All the competitors booking in at the morning halt appeared well pleased with their performances to that time, and a few moans about the missing marshal at Control 17 were quickly silenced by the very efficient and courteous organizers, who scrubbed this section. One competitor was seen to be using a very large hammer and crowbar on his Mini's off-side front wing after being

to win the Walsingham Cup. M. McCarthy seemed to be having trouble with his car and was often seen under the bonnet, but when it was going on four it was going very well. Tony Tickle in his very neat special was runner-up to Mansfield after a number of very good climbs. K. A. Cooke in the Puffin was noted for some good climbs. A number of these cars which were using the standard Austin front axle had trouble through lack of lock, whereas those using the Ford axle were able to negotiate the tight sections to better advantage. Sue Eyre is really getting the hang of her car, and was noted at times disappearing up sections that had foiled many others.

In the 1172 trials class Peter le Couteur with his immaculate Cannon won the class, after a very steady day's driving. Arthur Hay in his famous trials Lotus found the going not quite to his liking, and at one point lost his licence disc—hope he wasn't spotted on the way home! Mike Eyre has recently acquired a Cannon and was learning his way around the car, making some very impressive climbs in the process.

In the saloon class (other than Austin 7s) it was noticeable that a number did not appear for the afternoon sessions, having found some of the morning ones impossible. A D.K.W. Junior driven by E.



ENERGETIC PASSENGER must have been of great assistance to S. A. Crawley in his 750 Trials car, although he did not feature among the award winners.

in the ditch! A sector marshal was heard to be complaining most vociferously after being rammed in the rear by a competitor; it is small compensation that the competitor came off by far the worse in the encounter!

After the morning halt a further 37 controls had to be visited; these were made up as follows: five 2-minute sections, seven 3 minute, nine 4 minute, four each of 5, 6 and 8 minutes, two of 10 minutes and one each of 13 and 15 minutes. Due to the sector marshal having been bogged down earlier, Control 43 was opened 15 minutes late, i.e. exactly at the time the first competitor was due; fortunately he, too, was late, although time may have been wasted looking for the control which wasn't where it should have been. We followed the sector marshal from here to 44 and were very pleased we were not competitors, the time taken for what was officially a 10-minute section being 25 minutes. The unfortunate sector marshal in charge of the late 50 and early 60 controls had lost two of his marshals en route but, nevertheless, coped beautifully and got all his controls manned on time—pity he was let down by the marshal at Control 60 who was using G.M. time instead of rally time; our card was stamped 4.31 instead of the required 9.53, marshals' watches being used throughout.

A very good breakfast was enjoyed by the finishers and officials in the canteen of the *Manchester Guardian*, following which the anti-climax came . . . after waiting four hours the results were still not available. A great pity, I thought. The rally had been very well routed, the administra-

Cowey had some splendid attempts at sections, but was usually defeated by a complete lack of adhesion. Jackie Epstein, having acquired another B.M.W., won the class, but he found it more difficult than usual. Gordon Hughesdon with a pre-war Ford saloon had the misfortune to break a spring on the last section of the day.

In the ordinary Austin 7 classes, Bryan Halladay came down from the Midlands and made his journey rewarding by winning the class in his very well-used Tourer. A. J. Chew had the misfortune to break a king pin on his saloon in the middle of a very large muddy puddle. However he promptly changed it and completed the trial—dare we suggest that this trouble may have been due to his 18 stone passenger? J. K. Pickering in his familiar yellow Ruby was plagued with trouble and could not give his usual spirited display.

The trial finished around four, and the provisional results were available about half an hour later; afterwards a stream of very muddy cars, mostly on trailers, was to be seen wending their diverse paths away from Brands.

MICHAEL WARE.

RESULTS

Walsingham Cup: J. R. W. Mansfield (Mango-Austin), 53 points lost. **Class Winners:** B. E. Halladay (Austin 7 2-seater), 149; A. J. Tickle (Notacan), 79; P. le Couteur (Cannon), 31; J. Epstein (B.M.W.), 149.

tion and organization was really first class and the paper work absolutely perfect.

JOHN HIGHAM.

RESULTS

1, R. Dickenson/K. Billows (Hillman Minx); 2, F. Austin/D. Bentley (Sunbeam Rapier); 3, Miss Alcock/Miss Bereton-Davenport (Sunbeam Rapier); 4, J. Stearn/P. Broughton (Ford Anglia); 5, J. Bell/W. Thomasson (Renault R8).

KODAK C.C. AUTUMN CUP RALLY, 2nd-3rd November

RESULTS

1, P. B. Jones/A. E. Cowell (Triumph Herald 1200), 2 m.; 2, M. Gilby/P. Handy (Sunbeam Rapier), 5 m.; 3, C. Dillon/A. Cross (Austin-Healey Sprite), 6 m.; 4, K. North/G. Ayres (Triumph Herald 1200), 6 m.

EVESHAM A.C. DRIVING TESTS, 3rd November

RESULTS

Overall Winner: J. E. Davies (Triumph Herald), 337.6 s. **Class Winners:** J. D. Percival (Austin-Healey Sprite), 427.3 s.; G. W. E. Smith (Triumph TR4), 375.7 s.; M. L. Blinkhorn (Hillman Imp), 428.5 s.; W. G. Smith (Morris Mini), 465.5 s.

EAST SURREY M.C. ROCKET RALLY, 12th-13th October

RESULTS

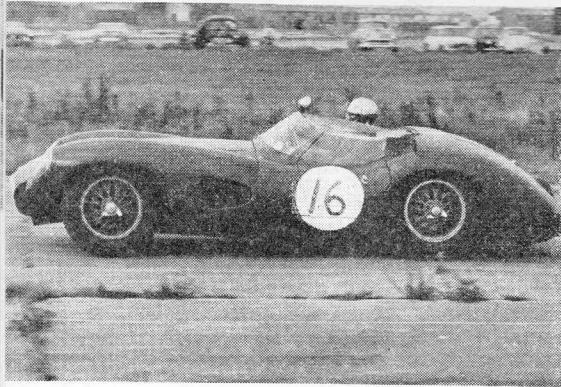
1, D. Worgan/G. Nasskau (Mini-Cooper S) and H. A. N. Clark/A. W. Cutcher (Sunbeam Rapier), 0 marks lost; 3, W. Rosson/R. Purser (Allardette), 10. **Best Novice:** S. F. Chaplin/B. G. Kennett (Allardette), 130. **Best E.S.M.C. Crew:** G. Palmer/R. Gee (Ford Anglia), 20. **Mixed Crew Award:** Miss J. Hanson/S. W. Rees (Triumph Herald), 260.

SWANSEA M.C. PEMBREY SPRINT

SWANSEA MOTOR CLUB'S final Pembrey meeting of the year, a closed-to-club sprint over a standing quarter-mile on a slight gradient, produced an entry of some 40 cars and was run in conventionally autumnal weather. There could have been little doubt in the minds of most onlookers as to the eventual destination of the major honours of the day when the presence of Ken Wilson's B.R.M. was noted and, sure enough, this car, which was the sole starter in the unlimited racing car class, returned an excellent 12.81 secs. for B.T.D. Closest challenge to this time came from the winner of the unlimited sports-racing class, Charles Sgonina, whose ex-Jim Clark Aston Martin DBR1, in the course of a day-long struggle with the very evenly matched one-time Equipe Nationale Belge Lister-Jaguar, now in Ken Wilson's red and white colours, returned a magnificent 13.01 secs., while the Lister could not better 13.36 secs. for second place.

In the small sports-racing class Brian Field's very quick Lotus Super 7 covered the distance in 14.29 secs. for second place in the class and then, driven by Duncan Atkinson, got down to 14.26 secs. for the class win, proving, not for the first time at Pembrey, the dangers of loaning your car to somebody else, in case he drives it faster than you do yourself!

Among the small racing cars from Tom Jones's F.J. Envoy, placed second in this year's Junior Hill-Climb Championship, was not on its usual form and could not improve on 15.04 secs., while Wilf Smith, with Fred Jones's Mk. 11 Cooper-J.A.P. "twin", took first place in 14.36 secs., and Roger David's F.J. Lola, handicapped by a slipping clutch, got down to 14.93 secs. The sports and G.T. class up to 1,100 c.c. was dominated absolutely by class-winner Tony Knowles's Downton Sprite with 17.72



CHARLES SGONINA in his ex-Jim Clark Aston Martin DBR1 won the unlimited sports-racing car class in a time of 13.01 secs. The Aston held off the challenge of Ken Wilson's ex-Equipe Nationale Belge Lister-Jaguar, finishing 0.35 sec. to the good. Wilson, however, had his revenge for B.T.D. honours in his ex-Tony Marsh B.R.M.

secs., and in the larger class Tom Pascoe's whispering grey Porsche, with 16.93 secs., was as usual virtually unchallenged, save for the admirable performance of young John Pascoe who, making his debut with the Porsche, returned a very brisk 17.13 secs. for the place, much to father's surprise!

HOWARD BILEY.

RESULTS

B.T.D.: K. Wilson (B.R.M.), 12.81 s. **Racing Cars up to 1,100 c.c.:** 1. W. Smith (Cooper-J.A.P.), 14.36 s.; 2. R. David (Lola F.J.), 14.93 s. **Sports-racing up to 1,500 c.c.:** 1. D. Atkinson (Lotus Super 7), 14.26 s. **Sports-racing Unlimited:** 1. C. Sgonina (Aston Martin DBR1), 13.01 s.; 2. K. Wilson (Lister-Jaguar), 13.36 s. **Sports and G.T. up to 1,100 c.c.:** 1. J. A. Knowles (A.-H. Sprite), 17.72 s. **Over 1,100 c.c.:** 1. T. Pascoe (Porsche), 16.93 s.; 2. J. Pascoe (Porsche), 17.13 s. **Touring up to 1,100 c.c.:** 1. R. David (M.G. 1100), 19.84 s.; 2. T. Bassett (Morris Mini), 20.23 s. **Mini-Coopers, etc.:** 1. G. Evans (Mini-Cooper S), 17.91 s.; 2. J. Evans (Mini-Cooper S), 18.03 s.

M.G.C.C. (S.E. CENTRE)

OCTAGON NOCTURNE RALLY

THE M.G.C.C. (S.E. Centre) Octagon Nocturne Rally, a restricted event held on 9th-10th November, commenced and finished at the Watling Street Filling Station near Markyate and the first competitor left at 9.30. The rally was on maps 145, 146 and 147 and because these maps do not lend themselves to a "northern-type" rally, this was mainly a navigational event, and the driver's rôle was to catch up the time lost by his navigator in plotting. The first section of 42 mins. presented no real difficulty and was simply a list of map references handed out at the second route check, but nevertheless John Bekaert, in pressing on in an endeavour to win the Circle Car Club's Annual Trophy towards which this event counted, altered the shape of the front of his Volvo; he managed to motor home.

The second section was a map trace which some experienced navigators found difficult; curiously enough, certain lady novice navigators found no difficulty whatever! This section caused seven competitors to be O.T.L. before the end of it. This section also included one of the few rough roads included in the rally, on map 146 between 913342 and 918329. Section 3 was a long section with straightforward plotting of a number of references, but ended with a number of one- and two-minute sections around the popular twisty lanes behind

Greatworth; these accounted for the loss of one or two more competitors.

This then led to supper followed by an unusual punctuation section where navigators were given three rows of figures without punctuation, such figures consisting of three-figure spot heights and six-figure map references, but they had to punctuate them themselves. Following sections included variations on the Eight Club's theme with another series of one-, two- and three-minute sections.

Section 8, the last, was a variation on the any-order section and competitors were given 32 map references, of which 22 were junctions, these comprising the route; the remaining 10 fell in open spaces. At first sight this route card appeared diabolical as the section was composed of a number of one-, two-, three- and four-minute sections and it was impossible to plot the lot before moving off. However, once it was realized that the references were in order, reading across the page, and not down the columns, the plotting became possible *en route*.

When the rally had finished where it transpired 26 of the 44 starters completed the course within the time limit—one with over 14,000 penalty marks! There were no clean sheets, probably due to the patches of fog during the night. T. H. HAZLEM.

RESULTS

1. C. Bent-Marshall/R. Davies, 30 marks lost; 2. A. S. Wall/K. L. Monk, 80; 3. S. C. Lake/G. Lake, 140; 4. A. F. Tomassi/P. E. Austin, 150; 5. R. Harkness/B. Iles, 150; 6. D. G. Wood/C. Scofield, 170. **Team Award:** Harkness/Iles, Bent-Marshall/Davies and Tomassi/Austin. **Ladies' Award:** Miss R. Crook/Miss M. Osborne, 4,730.

MID-ANTRIM M.C.

DRIVING TESTS

THE Mid-Antrim M.C.'s driving tests meeting held at Toome Airfield on Saturday, 2nd November, assumed much more than usual significance, because from the results would be based Northern Ireland's team for the TV Ken Wharton Memorial Driving Tests, to be held at Droitwich on 23rd November.

In past years the team has been picked by a panel consisting of representatives from all the Northern Ireland motor clubs. This method was open to criticism so it was suggested that an eliminating driving tests meeting be held and organized by the Mid-Antrim Club. However, it must be added that very few of the drivers were in favour of this "sudden death" method—one slight mistake could put the best of drivers out of the running. This point was demonstrated quite forcibly when Paddy Hopkirk's gearbox packed up while he was taking his M.G. Midget through the second test. Ian Woodside offered the loan of his Sprite but as he can't compete in the TV Trophy event in any case Paddy decided to call it a day. In future years a better method of selection would seem to be by a points system based on, say, the best six performances by a competitor throughout the preceding season.

Be that as it may a large number of hopeful competitors turned up at Toome to be greeted with the news that one of the cars in the team would have to be a touring car of over 7-ft. wheelbase. It was quite obvious which car would be most suited for this and Robert Woodside was heard to mutter "I wish I'd brought a VW!" Another change in the regulations was that Specials would not be allowed to compete—this ruled out Thompson Glass in his famous "Hayrake" which has been given a new lease of life by the installation of a 1,500 c.c. Ford engine in place of the original 100E unit.

Test one was a forward and then reverse dash through three pairs of pylons and finishing in a garage. Here Adrian Boyd, driving navigator Maurice Johnson's Sprite, had an excellent 26.4 secs. Test two was a simple affair which consisted in turning round in a box, going in a forward and then reverse direction, and the finish (as in all the tests) in a garage. This box was very tight and many people demolished it in their efforts to 'ret round in one go. Here Harold Hagan (M.G. Midget) was absolutely outstanding and recorded 24.4 secs. which was a clear 2.2 secs. ahead of Colin Andrew (Mini-Cooper S) who, however, lost a further 10 for striking the garage. It was in this test that Paddy Hopkirk came to a grinding halt

with a broken layshaft in the gearbox of his Midget, but not before even he had struck the box!

Test three was a straightforward sprint round six strategically placed pylons, and Adrian Boyd was best with 17.4 secs. with Colin Andrew 0.2 sec. in arrears. Test four was quite a long affair which involved going round five pylons alternately in forward and reverse. Again Adrian Boyd set the pace with 42.6 secs., with Hagan and Ian Woodside (Sprite) snapping at his heels with 42.8 secs. The fifth test was rather boring and consisted in crossing four lines with all four wheels. This resulted in a triple tie between Derek Boyd (Alexander Mini-Cooper), Robert Woodside (Austin-Cooper), and Hagan, all with 26.6 secs.

Sixth test was shared by Adrian Boyd and Ian Woodside with 26.8 secs., while test seven consisted of crossing six lines arranged in a circle alternately in forward and reverse. Hagan managed to complete this manoeuvre in 24.8 secs., to beat Ian Woodside by 0.4 sec.

Two garages had to be entered in different directions in test eight and here Hagan again was best with Ken Shields (Mini-Cooper S) a good second in 26.4 secs. Test nine was very tight and involved two boxes side by side. Robert Woodside was near here with 18.8 secs., while Lee Lucas (Grasshopper Special) made good use of his fiddle brakes to record 19 secs. Harold Hagan completed a good day by taking test 10 with 27.8 secs. ahead of a quadruple tie between Shields, Lucas, Andrew and Adrian Boyd, all with 28 secs. dead.

When the results were announced it was seen that Hagan's good form was no fluke for he was a good 1/2 sec. clear of Derek Boyd, who had driven very carefully and consistently. A further 0.8 sec. down was Ian Woodside. By being the best of the saloons over 7-ft. wheelbase, Robert McBurney staked a strong claim for this place in the team to go to Droitwich. Incidentally, Hagan's performance included five best times in the 10 tests, which amply demonstrates the extent of his superiority on this day. Adrian Boyd had four "fastests", but spoiled this effort by having two 10 mark penalties.

D. BEATTY CRAWFORD.

RESULTS

General Classification: 1. H. Hagan (M.G. Midget), 269.0 marks lost; 2. D. D. Boyd (Austin Mini), 280.0; 3. I. Woodside (A.-H. Sprite), 280.8. **Class 1:** 1. L. Lucas (Grasshopper), 306.0. **Class 2:** 1. H. Hagan (M.G. Midget), 269.0; 2. I. Woodside (A.-H. Sprite), 280.6. **Class 3:** 1. R. Woodside (Austin-Cooper), 291.8; 2. R. Cree (Austin Mini), 314.0. **Class 4:** 1. D. Boyd (Austin Mini), 280.0; 2. C. Andrew (Mini-Cooper S), 293.2; 3. K. Shields (Mini-Cooper S), 297.6.

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A USTIN-COOPER S type, Aug. 1963. Green and white with matching trim. This is our demonstration model which has covered only 4,000 miles from new. Used solely for demonstration purposes. NINE months guarantee. Fully serviced by us and ready for the road. £665. Terms and exchanges. Also new Cooper S types now available for immediate delivery.—Hunt's (Birmingham) Ltd., Shadwell Street, Snow Hill, Birmingham 4. Tel.: Central 9101.

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1963 AUSTIN-COOPER. 11,000 miles red, fitted with radio and new tyres. £465.—Telephone Birmingham, Edgbaston 3226.

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A USTIN-HEALEY 3000, 1960, blue, 2/4-seats, overdrive, wire wheels, hard top, radio, heater, spots, Konis, Servo brakes, immaculate. £525.—Hassocks Motors, 60 Keymer Road, Hassocks, Sussex. Tel.: 3101.

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£425. AUSTIN-HEALEY Sprite Mk. II, tonneau cover, white with black upholstery, 8,000 miles, reg. September 1961.—Car Mart Sales, Ltd., 163 Bromley Road, S.E.6. Hither Green 6111.

£375. AUSTIN-HEALEY Sprite Mk. I, red, with red upholstery, 27,000 miles, reg. May 1961.—Car Mart Sales, Ltd., 293 Fore Street, N.9. Edmonton 4501.

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B.M.W.

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C ORVETTE 1959 model, excellent condition. £695. Part exchange any saloon.—Chatham 43429.

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1962 DAIMLER SP250. Hard top, heater, etc., blue, as new. Never raced or rallied. Genuine 10,000 miles. One fastidious owner. Must sell, Alfa coming. Offers over £900.—L. Russell & Co. Bexhill 485.

Continued overleaf

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XK 120 fixed head coupé. Excellent condition. £150.—Broad Oak Garage, Heathfield, Sussex. Tel.: 198.

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XK 140 D.H. Overdrive, white, red interior, two new tyres, heater, etc. Very good all round condition. Bargain, £285 o.n.o.—Connor, 71 Midhurst Gardens, Hillingdon, Middlesex.

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1963 LOTUS Elan, finished pale yellow with black hood and upholstery, equipped with heater. One owner only, mileage under 3,000. Beautiful car. Price £1,050.—H. & J. Quick, Ltd., 660 Chester Road, Old Trafford, Manchester 16. Tel.: Trafford Park 2201.

1962 LOTUS Seven Mk. II, 85 b.h.p. Tunex unit, c.r. box. Many successes. £395. 1961 Lotus Seven Mk. I 105E unit, £315.—Caterham Car Services, Caterham 2381.

1962 LOTUS Super 7, 100 b.h.p., c.r. gearbox, oil radiator, full weather equipment, etc. £490.—K. McKenzie, 28 Durham Road, Sidcup. FOOTSCRAY 2172.

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M.G.—continued

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M.G.A. 1960, special blue colour, wire wheels, radio, seat belts, nice condition, owner getting company car. £465.—Ring Green, after 7 p.m., MOUntview 7396.

M.G. MIDGET, 1963. Fully balanced and modified 1,080 c.c. F.J. engine; 45DCO carb. Special exhaust and inlet manifolds. Fully baffled sump. High-output oil pump. Oil cooler. Electric petrol pump. Competition clutch and fly-wheel. Laminated windscreen; 8,000 rev. counter. Wood-rim steering wheel. Two sets of tyres. Two axles. Racing suspension. Anti-roll bar. Competition drums and liners. Servo assisted. As new. £650.—A. Heynes, 41 Summercourt Square, Kingswinford, Staffs.

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M.G. SPARES. New, reconditioned or second-hand for all models 1932 onwards. C.o.d. service. Let us know your requirements.—Archway Engineering, Ltd., Collier Street, Liverpool Road, Manchester 3. Tel.: BLAckfriars 6455.

M.G. TC offered. £125.—Jenkins, 83 Palace Road, Bromley. RAVensbourne 3456 (day).

M.G. TC exc., new crankshaft, rings, bearings, battery, 16 in. rear, tonneau good tyres, mod. rear lights. £165.—2 Model Cottages, Swanley Village, Swanley, Kent.

M.G. TC. Good all round condition. Re-trimmed interior. £115 o.n.o.—Phone HILLside 7134.

M.G. TC, 1949. Good body and mechanics. Reliable. £175 o.n.o.—Tomlinson, 53 Longmoor Lane, Sandiacre, Derbyshire.

M.G. TD, 1951, blue, excellent condition. M.O.T. certificate October. £210, hire purchase available.—P. Barrett, 11 Caversham Avenue, North Cheam, Surrey.

NEW M.G.B. Chelsea grey with red trim, heater and tonneau. Immediate delivery. Terms and exchanges welcomed.—Saunders Abbott, Ltd., Wickham Road, Beckenham, Kent. BECKenham 7276.

PB FORD 1172 engine. Hydraulic brakes. 16 ins. R./wheels, heater, twin carbs. M.O.T. £90.—Fairley, 231 Brookvale Road, Witton, Birmingham 6.

1932 M.G. J2, 1172. Good condition throughout. £120 o.n.o.—WELbeck 7387.



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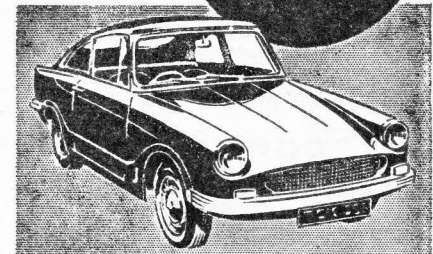
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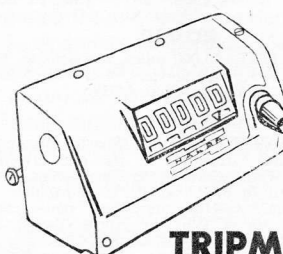
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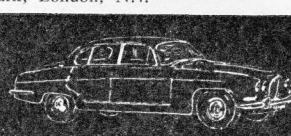
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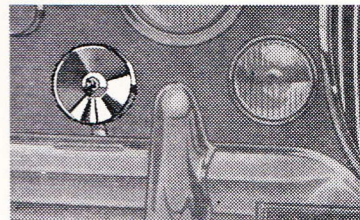
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Findlay, Irvine Ltd., PENICUIK, Nr. EDINBURGH:

..... (make of car) (model)

..... (year).

Name

Address

AS3

Ferodo

First

R.A.C. RALLY

1st VOLVO T. Trana/S. Lindstrom

Ladies' Prize

1st CORTINA G.T. P. Moss/J. Nadin

Manufacturers' Team Prize

1st FORD

Cortina G.T. P. Moss/J. Nadin

Cortina developed by Lotus

H. Taylor/B. Melia

Cortina G.T.

P. Riley/A. Nash

6 Class Winners

Results subject to official confirmation



'First' thoughts

Cars you know on roads you know: that's the fascination of this Rally business. It's something like *your* motoring.

But *how* like? For instance, the Ferodo Thumbs-Up - how much is it worth? Just how 'standard' were the pads and linings on the winning car? How like the material on *your* car?

The answers are - quite possibly, identical; or, certainly closely, similar. Whatever differences exist are matters of degree, not of kind. There is no such thing as 'the standard Ferodo disc or drum brake lining'. True, the majority of British cars feature Ferodo as initial equipment. But each set of linings is 'model matched' to individual braking characteristics.

The only standard is - quality. Quality derived from continuing research - from production control and analysis - from better brains, better techniques, better friction materials.

Demonstrably better ... which puts us back on the proving ground of the Rally.

Afterthoughts

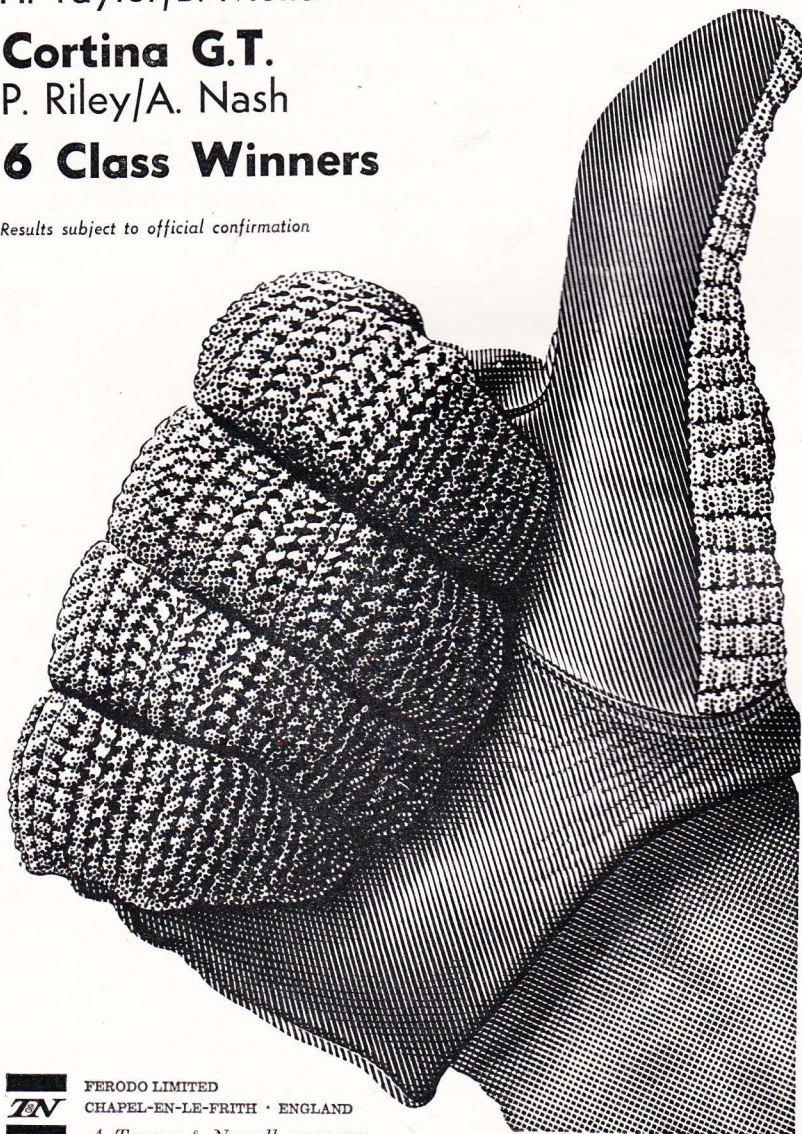
In a major international Rally the driver may apply the brakes of his car 15,000 times, and most of these times he will brake much harder than normal. In fact the brakes of a Rally car will dissipate more energy in 3 days than the brakes of a normally driven car in 2 years.

More cars win more awards in more Rallies with Ferodo than any other make ... which is ungrammatical, but sense.

Fit race-proved

FERODO

ANTI-FADE LININGS FOR DRUM AND DISC BRAKES



FERODO LIMITED
CHAPEL-EN-LE-FRITH · ENGLAND
A Turner & Newall company