

R.A.C. RALLY PREVIEW

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NOVEMBER 9, 1962

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BRITAIN'S MOTOR SPORTING WEEKLY

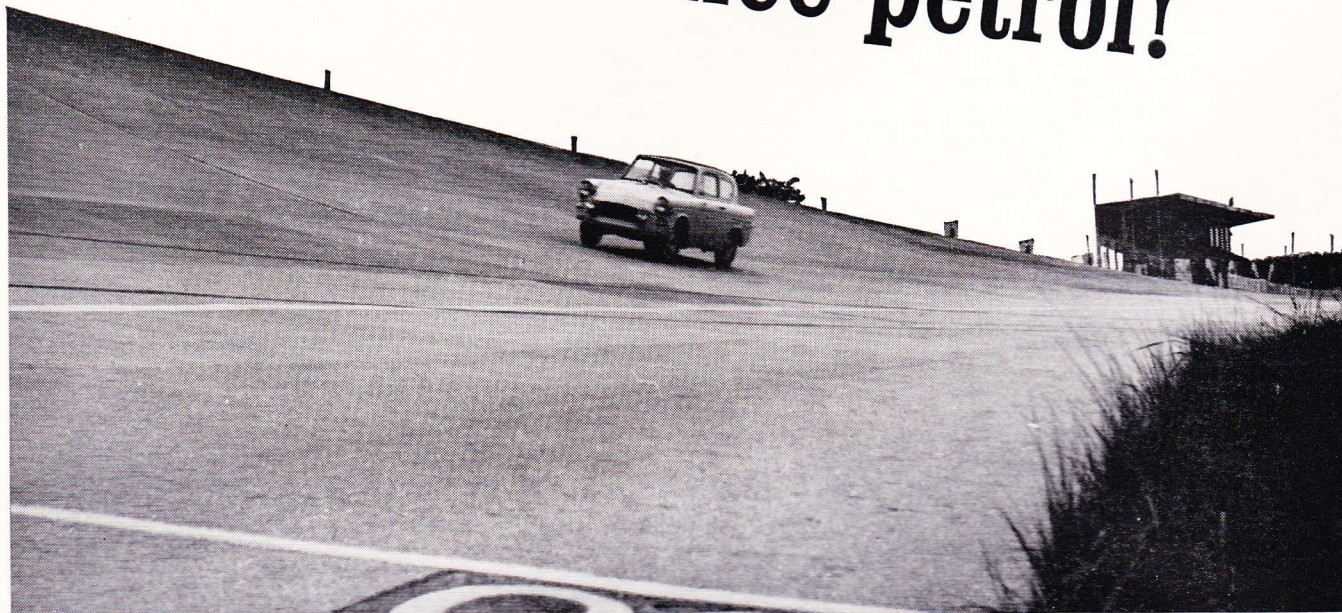
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LONDON TO BRIGHTON RUN : MONTLHERY RECORDS FOR FORD : SPORT IN CANADA

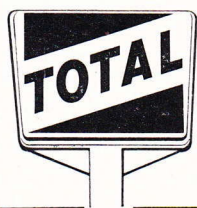
6 WORLD RECORDS SMASHED with TOTAL performance petrol!



For their world record breaking success at Montlhery, France, the Brookes brothers team fuelled their Anglia Saloon with TOTAL—the high-performance, top-selling petrol that's bringing new Zing and Zest to British motoring!

A World-Beating Combination! The Anglia romped home

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- the world record breaking petrol!

WATCH OUT FOR THE TOTAL SIGN IN YOUR AREA

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 25 No. 19

November 9, 1962

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EDITORIAL

DIPPED HEADLAMPS

THE effort that is being made by the City of Birmingham to persuade drivers to use dipped headlamps in built-up areas cannot be too highly commended. The diversity, and often inefficiency, of this country's street-lighting systems can make it extremely difficult for drivers to see, and for cars to be seen, when using only side or parking lights. The main trouble, it would appear, is that other road-users, observing a car approaching with headlamps dipped, immediately retaliate by switching on everything possible. Before the use of dipped headlamps becomes universal, all road-users have to be educated to realize that their use is far safer. It is understood that, owing to the definition of the Construction and Use of Vehicles Act, it is not possible to introduce legislation making dipped-headlamps compulsory, without an Act of Parliament. This also prevents local authorities from introducing regulations. The fact that 32 towns and over 100 road safety committees are wholeheartedly supporting Birmingham in the city's six-month campaign should be taken as an indication that the Ministry of Transport could be persuaded to extend this to a nation-wide experiment, and eventually to study the possibility of amending lighting regulations, such as is done in many other countries, where to drive in built-up areas on side or parking lights is asking for immediate prosecution. After many accidents in the hours of darkness, it is quite common to hear the plea "I just didn't see him!"

THE VETERAN CAR RUN

WITH such a popular event as the annual veteran car run to Brighton, it is obviously difficult to restrain the enthusiasm of other road-users. Highways cannot be closed for the passage of these old vehicles, and the crews must necessarily take their chance in the chaos of modern traffic conditions, for which their splendid machines were never designed—a chaos made even worse by the presence of thousands and thousands of spectators attracted by this unique sporting occasion. Nevertheless, despite the fine efforts of the police to cope with the traffic, and to attempt to give the veterans as much freeway as possible, examples of rank bad manners and deliberate baulking of competitors were far too frequent. Some drivers seem to revel in causing incidents—so long as their precious bits of tin and chromium remain unscathed. They disregard the fact that these relics of another age are every bit as important as the rarest paintings or sculptures, and that the majority of them have neither the stopping power nor the performance of the vehicles of the present time. It is only too true that, in general, the behaviour of these selfish road-users is not confined to events such as the London-Brighton Run.

OUR COVER PICTURE

APPROACHING journey's end, Jack Kemsley's 1901 Renault turns into Madeira Drive at the finish of Sunday's London to Brighton veteran run. Next week he will be off again in a field of motoring sport in which he is even better-known—the R.A.C. International Rally of Great Britain. A report of the Brighton Run and a full preview of the R.A.C. Rally will be found in this issue.



**TRAVELLING
FIRST
WITH SAFETY**

MEXICAN GRAND PRIX

1ST LOTUS JIM CLARK

2ND BRABHAM
(JACK BRABHAM)

3RD LOTUS
(INNES IRELAND)

*Results subject to
official confirmation*

FIRST THREE CARS FITTED WITH

GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD

GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM • 11

KEITH HOPKINS has now moved to London permanently to take over position of Public Relations Officer for the Leyland Motors Group.

THE latest addition to the entry list for the South African Grand Prix is Innes Ireland, who will drive a U.D.T.-Laystall Lotus-Climax. Unfortunately, both works Porsches have withdrawn as the cars cannot be prepared in time owing to the fact that they have only just returned from America.

GRAHAM HILL, John Surtees, Tony Maggs, Jack Brabham and Jim Clark will be competing in the 1963 Australian Grand Prix to be held at Warwick Farm on 10th February. Hill is to drive the f.w.d., 2.7 Climax-powered Ferguson, Surtees and Maggs similarly-powered Lolas, and Brabham a 2.7-litre Brabham-Climax. Clark has no suitable car at the moment, though there is a slight possibility that a special Lotus with a large V8 American Ford engine may be ready in time! A tryout before Indianapolis?

THE very successful Diva G.T., raced by Tunex Conversions during the past season, is now going into limited production. It was built originally as a one-off special, but showed so much promise that Tunex Conversions, in conjunction with Heron Plastics, are marketing a kit of parts. Specification of the production cars differ in that independent rear suspension, more cockpit room, disc brakes at the front and a slightly lighter body giving a total weight of 880 lbs. will be utilized. The kit of parts price is £860, this including a Ford 105E engine and gearbox in standard trim except for two 40DCOE Webbers and fabricated manifolds as Tunex Conversions intend to homologate them in this form by next July; another £170 of work on the engine and gearbox (*i.e.*, close ratios fitted) will bring the car up to the standard tune as raced by the original car. Tunex Conversions, Ltd., are situated at Oak Grove Service Station, Oak Grove Road, Penge, London, S.E.20.

JIM RUSSELL recently made an offer to the Nederlandse Autorensport Vereniging to enter two or three of their members in his Lotus Juniors at their International meeting next September. At the Zandvoort circuit last weekend, 22 Dutch drivers, selected by the N.A.V., were given the chance to drive the J.R.R.D.S. cars, and Jim himself, assisted by members of his team, and ex-pupil Frank Gardner, put the drivers through their paces on the "Tarzan" and "Hunzerug" corners, finishing on Sunday afternoon with a stiff braking and gear changing test.

Jim Russell said that he was very impressed by the standard of all the drivers, considering the bad weather conditions, and the fact that it was probably the first time most of them had ever driven a single-seater racing car.

To drive at Zandvoort, Jim chose young David van Lennep, whose usual mount in club racing is his "Hirondelle" Special; Maarten Jonker, who races regularly in Holland with a D.K.W. Junior; and J. Deken, who gained most of his experience on the track with a Porsche Special.

These three drivers are to come to Snetterton next year to be given extensive training at Jim's school, to familiarise themselves with the cars before racing at their home circuit. The N.A.V. are to pay the fares and Loek Nerden of "Lonertex" has offered to pay their tuition fees at the School; his firm will be entering the cars at Zandvoort in September.

PIT & PADDOCK

PADDY GASTON, of Richmond Road, Kingston, has been appointed London agent of Marcos Cars Ltd. All enquiries should be addressed to Barry Wood or Jim Marsh.

FIRST development work on the engines for the 1963 Lotus-designed Ford Indianapolis cars is reported to have resulted in a power output of around 400 b.h.p.

CONGRATULATIONS! Mike Salmon recently became engaged to Jean Bloxam. Will this mean two Aston Martins in the Salmon stable next year?

EWY ROSQVIST and Ursula Wirth made history by winning all six stages with their Mercedes-Benz 220SEB, in the marathon Grand Prix of Argentina Rally. The Swedish girls finished top of the general classification.

CLARK WINS IN MEXICO

BEFORE a crowd of 100,000 people Jim Clark (Lotus-Climax) put up a superb performance to win the first Grand Prix of Mexico by 1 min. 1.9 secs. from Jack Brabham (Brabham-Climax) at an average speed of 90.31 m.p.h. During his meteoric progress, Clark set up a new lap record of 1 min. 59.7 secs. (93.44 m.p.h.)—the only driver to break two minutes on the smooth circuit.

The start was something of a box-up. Clark's Lotus refused to start, and while the battery was changed, cars were kept on the grid for five minutes, with engines running. Still the Lotus remained obstinate, and was eventually push-started. The unfortunate John Surtees (Lotus-Climax), who had been third fastest in practice, had his transistor box burn out and lost eight laps while it was being changed.

Clark's push-start led to immediate disqualification, but Trevor Taylor's Lotus-Climax 25 was called in, and Jim took his place—57 secs. behind Brabham, Salvadori (Lola-Climax) and Innes Ireland (Lotus-Climax). Clark tore round at a tremendous pace, two or three seconds faster than anyone else. The unfortunate Salvadori was hit on a rear wheel by Ireland's Lotus when the latter spun at a hairpin. The Lola's transmission was damaged, so Roy retired after eight laps.

Ireland had a quick look-see at the pits, but continued.

Meanwhile, Clark passed car after car, and eventually took the lead from Brabham and continued to draw away from the Australian. Despite his stop, Ireland managed to take third place—one lap behind Clark and Brabham. Jim Hall put up a splendid show to finish fourth in his four-cylinder Cooper-Climax, about 11 secs. ahead of Masten Gregory (Lotus-B.R.M.).

Apart from the mix-up at the start, the event was well-organized, and safety precautions for spectators were really first-rate. Entrants all praised the Mexicans for their friendliness and enthusiasm.

Results

1, T. Taylor/J. Clark (Lotus-Climax 25), 2 h. 3 m. 50.9 s., 90.31 m.p.h.; 2, J. Brabham (Brabham-Climax), 2 h. 4 m. 52.8 s.; 3, I. Ireland (Lotus-Climax), 59 laps; 4, J. Hall (Cooper-Climax), 59 laps; 5, M. Gregory (Lotus-B.R.M.), 59 laps; 6, J. Schroeder (Lotus-Climax); 7, G. de Beaufort (Porsche); 8, A. Holmer-Rader (Cooper-Climax); 9, J. Chamberlain (Lotus-Climax). Fastest lap: Clark, 1 m 59.7 secs., 93.44 m.p.h.



THE ANGLIA, going well on the banking at Monthlery.

SIX CLASS G RECORDS BROKEN

MICHAEL and Tony Brookes driving a Ford Anglia broke six international records at Monthlery last week. In seven days they covered 14,000 miles at an average speed of 83.40 m.p.h. thus collecting six international time and distance class G records.

Class G Records	Old Average speed—m.p.h.	New Record m.p.h.	Distance covered in miles
15,000 kilometres	74.82	83.39	—
20,000	74.88	83.47	—
4 days and nights	74.56	83.32	7,998.90
5 " " "	74.94	83.49	10,018.36
6 " " "	74.82	83.47	12,019.17
7 " " "	74.89	83.40	14,010.59

Conditions were far from ideal and for much of the time the car was running in torrential rain; and when it wasn't raining, autumn mist proved another hazard. The car was fitted with £13 performance conversion and was prepared by Don Moore, but was otherwise absolutely standard. Throughout the distance nothing needed doing apart from changing the spotlight bulb—although, naturally enough, there were tyre changes. The attempt was a private venture with the minimum of support from the trade.

The drivers took three-hour shifts and boredom and fatigue proved the biggest enemies on the banked circuit.

Fords are now so interested in the venture the car will be taken to Dagenham for checking. The records were previously held by the A.35 entered by a group of Cambridge enthusiasts, some of whom afterwards enjoyed a successful period with the well-known Cambridge Racing A.35s.

As a result of the various allegations that have been made recently in the German press concerning Team Lotus cars, Lotus have suggested that instead of taking legal action against the libellous statements, they are prepared to reply with a sporting gesture.

If ex-racing driver Richard von Frankenberg can persuade his newspapers to put down a worthwhile purse of, say, £1,000, Lotus will match this sum and will wager that they can reproduce their race-winning speeds at any European circuit of von Frankenberg's choice, under supervision, and with a verified engine capacity. In addition, when these figures have been matched and the engine measured, Lotus would expect von Frankenberg to make an apology and to obtain the equivalent amount of complimentary publicity from each of the newspapers involved with publicising the original articles.

These Vauxhalls
are making history—quietly
—every one of them
won a medal at Earl's Court



Foreground: new six-cylinder Cresta. Top left: Victor de Luxe. Top centre: Victor Estate Car. Top right: VX4/90.

Five Vauxhalls at the 1962 Motor Show were awarded gold or silver medals in the coachwork competition organised by the Institute of British Carriage and Automobile Manufacturers. In a competition covering good design, finish, comfort and value-for-money the Vauxhall record was *three gold and two silver medals*.



NEW SIX-CYLINDER **CRESTA FIRST**

Gold Medal Award in Section 8 (Standard enclosed coachwork. List price £700-£800 excluding purchase tax)

Cresta £760 + £158.17.11 purchase tax (**£918.17.11**)

VAUXHALL **VICTOR DE LUXE FIRST**

Gold Medal Award in Section 6 (Standard enclosed coachwork. List price £500-£600 excluding purchase tax)

Victor de luxe £580 + £121.7.11 purchase tax (**£701.7.11**)

VICTOR **ESTATE SECOND**

Silver Medal Award in Section 18 (Utility coachwork. List price £500-£700 excluding purchase tax)

Victor Estate £590 + £123.9.7 purchase tax (**£713.9.7**)

VAUXHALL **VX4/90 FIRST**

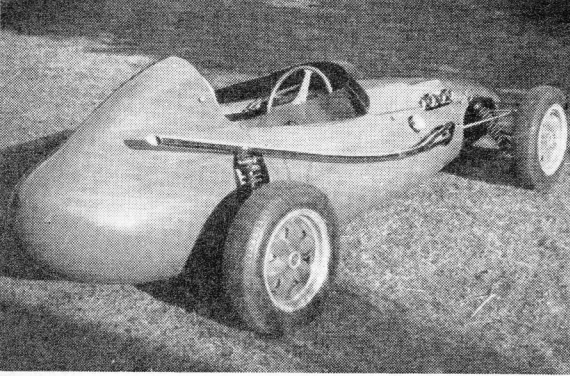
Gold Medal Award in Section 7 (Standard enclosed coachwork. List price £600-£700 excluding purchase tax)

VX4/90 £674 + £140.19.7 purchase tax (**£814.19.7**)

Also in Section 7 the Silver Medal Award was won by the six-cylinder Vauxhall Velox.

Velox £680 + £142.4.7 purchase tax (**£822.4.7**)

**GOOD DESIGN
SPEAKS FOR ITSELF
AND FOR VAUXHALL**



NEW FORMULA JUNIOR ELFIN

PETER EMERY is obviously a man to scorn the conventional when it comes to designing and constructing a racing car. It is certainly true to say that he has broken free from the universal racing car design formula with his latest offering, the Elfin Mk. 2. Currently in Formula Junior guise, the Elfin is, in fact, a design study with which it is hoped to anticipate whatever specification the F.I.A. conjures up for small capacity racing cars.

To conform to the present Junior demands the prototype employs Ford, Volkswagen and B.M.C. components, and with the latter parts emanating from the Mini range of products the sting has been put in the nose. Novelty does not end with the front engine, front-wheel drive layout, however. The braking system employs no fewer than six drums, four on the front and two at the rear. Those on the rear are 8-inch diameter fitted outboard, while the front features four drums; 7-inch inboard and 8-inch diameter outboard. Obviously, sharing the loads reduces any tendency for the splined driveshafts to "lock up" during heavy braking, while the possible permutations of leading and trailing shoes leave plenty of latitude for discovering the best possible braking characteristics. It is even feasible that the shoes could be altered to suit prevailing road and weather conditions. All the drums used are light-alloy, turbo-finned castings with cast-in iron liners, of Emeryson Experimental manufacture.

A rectangular space frame, constructed from 1½-inch diameter high tensile steel tubing with nickel-bronze welded joints, combines simplicity with rigidity. Similarly, the rear suspension is free from complexities. Single beams (with shallow box

section, tapering down to the inside fixing points) fabricated from 18 s.w.g. mild-steel plate are pivoted near the centre line and provide lateral stability. Tubular trailing arms, one each side, locate the wheels in the longitudinal plane. Special adaptors, fitted directly to the bottom of the adjustable Armstrong struts, carry the stub axles. The front suspension is by conventional wide-based, unequal length wishbones controlled by coil spring/damper units.

Power is supplied by a much-modified, 997 c.c. Ford 105E engine. A "1000" has been chosen to take advantage of the lower F.I.A. weight limit, vitally important in a front engine, front drive design. Basically, the Elfin tips the scales under the 360 kgs. demanded by the F.J. regulations, so weights will have to be added.

The dry sump, rocker box and manifolds are all manufactured to Emery's own design, and cam followers and light alloy push-rods are among the small parts specially machined in the Emeryson Experimental workshop at Early, Berks. The designer's own ideas on gas-flow are incorporated in the 14.5:1 compression ratio cylinder head—no gasket is employed.

In situ, the engine is inclined 15 degrees from vertical to the left and is flanked by a side mounted radiator, on the left, and a steel oil tank with a 1½-gallon capacity.

The "back to front" engine is fitted with a VW/Hewland, five-speed gearbox which transmits the drive to constant velocity joints via splined drive shafts.

SPECIFICATION

Engine: Front-mounted Emeryson Experimental-modified Ford 105E, 997 c.c.; 14.5 : 1 c.r.; Max. r.p.m. 8,500; two twin-choke Weber carburettors; SU electric fuel pump.

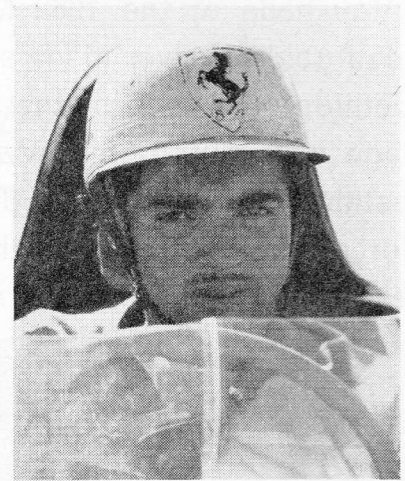
Transmission: 7½ ins. dia. clutch; VW/Hewland five-speed gearbox; splined-drive shafts; constant velocity joints; front-wheel drive.

Chassis: Space-frame type constructed from 1½ ins. dia. by 18 s.w.g. high tensile steel tube; two side-mounted fuel tanks—total capacity 6 gallons; aluminium body in four panels; rack and pinion steering.

Suspension: Front—unequal length wishbones with coil spring/damper units; Rear—strut-type trailing arm and half-links; Brakes—Girling hydraulic with "Elfin" bimetal drums, 8 ins. dia. outboard rear and 7 ins. inboard and 8 ins. outboard front; Wheels—13 ins. dia. "Elfin" magnesium alloy; 450 x 13 tyres, front and rear.

Principal dimensions: Wheelbase 6 ft. 8 ins.; track 4 ft. 0 in.; overall length 10 ft. 7 ins.; overall height 2 ft. 11½ ins.

Manufactured by Emeryson Experimental, Pitts Road, Early, Berks.



RICARDO RODRIGUEZ

THE motor-racing world lost one of its most colourful and promising drivers, when 20-year-old Ricardo Rodriguez was killed in a Lotus-Climax whilst practising for the Mexican Grand Prix.

A member of the 1962 Sefac Ferrari team, Ricardo had established a fine reputation as a sports-car driver before taking up Grand Prix racing. At the age of 14, he was champion motor-cyclist of Mexico, and was driving a Porsche in minor races when he was 15.

During recent years he has usually partnered his brother Pedro at the wheel of sports-racing Ferraris. Last month, the pair won the 1,000 Kilometres of Paris at Monthéry, in a GTO Ferrari.

Ricardo was the first-ever Mexican driver to gain points in the World Championship, scoring four during 1962. He was considered to be an extremely fast driver, and, given the necessary experience, would certainly have reached the top of the tree. To his parents, and to his young wife, AUTOSPORT offers its deepest sympathy.

FORD-FRANCE COMPETITION PLANS FOR 1963

THE French Ford company have just announced that it will be competing in International Rallies and Formula Junior races next year.

For rallies the team will be using Anglias, Zodiacs and possibly Falcons, and the main events on the team's list will be the Monte Carlo, the Alpine, the Liège-Sofia-Liège, the Tour de Corse, the Mobil Economy Run and the Tour de France. The team drivers will be Jo Schlesser, Jean Vinatier, Henri Greder, René Richard and, on occasion, Maurice Trintignant.

Ford-France will compete in F.J. races with two new Lotuses, an agreement having been reached with Colin Chapman. The cars will be painted blue and will be driven by Jo Schlesser and Jean Vinatier.

PURCHASE TAX REDUCED

THE Chancellor of the Exchequer, Mr. Reginald Maudling, M.P., sprang a welcome surprise on the motor industry by reducing the purchase tax on all private cars to 25 per cent. Here are some representative new prices for popular sports cars: Cooper-Mini, £567 17s. 6d.; Austin-Healey 3000, £1,081 5s.; Austin-Healey Sprite, £606 5s.; M.G.B., £834 6s. 3d.; M.G. Midget, £598 13s. 9d.; Jaguar "E" fixed-head, £1,930 7s. 1d.; drop-head, £1,828 15s.; TR4, £906 16s. 3d.; Spitfire, £640 19s. 2d.; Sunbeam Alpine, £840 7s. 1s.



GRAHAM HILL, Lord Mayor Ald. Ernest W. Horton and Jack Brabham at the Lord Mayor's dinner in the Grand Hotel, Birmingham, to introduce the City's six months campaign to persuade road-users to adopt dipped headlamps in built-up areas.

B.M.C. backroom boys: Doug Watts (chief technician) and team manager Stuart Turner plot their servicing route and points. Doug is chief engineer of the Competitions Department.

THE R.A.C. RALLY OF GREAT BRITAIN

THE ROUTE

START BLACKPOOL, 1600 HRS., 12TH NOVEMBER

Stage 1

Blackpool (1600). Brockmill Bridge (1636). Doerford Bridge (1644). Long Preston (1718). Skipton (1746). Killinghall (1826). Thirsk (1908). Helmsley (1936). Hackness (2212). Stokesley (2352). 13th November: Darlington (0030). Blanchland (0240). Corbridge (0302). Bonchester Bridge (0536). Peebles (0710).

Stage 2

Peebles (0830). Armadale (0944). Fintry (1048). Aberfoyle (1128). Lochearnhead (1210). Coshievillie (1334). Inverness (1636). Nairn (1710). Wiltonduff (1826). Auchindachy (1954). Gartly (2102). Auchinblae (2306). Brechin (2344). 14th November: Kincardine (0404). Wilsontown (0452). Peebles (0606).

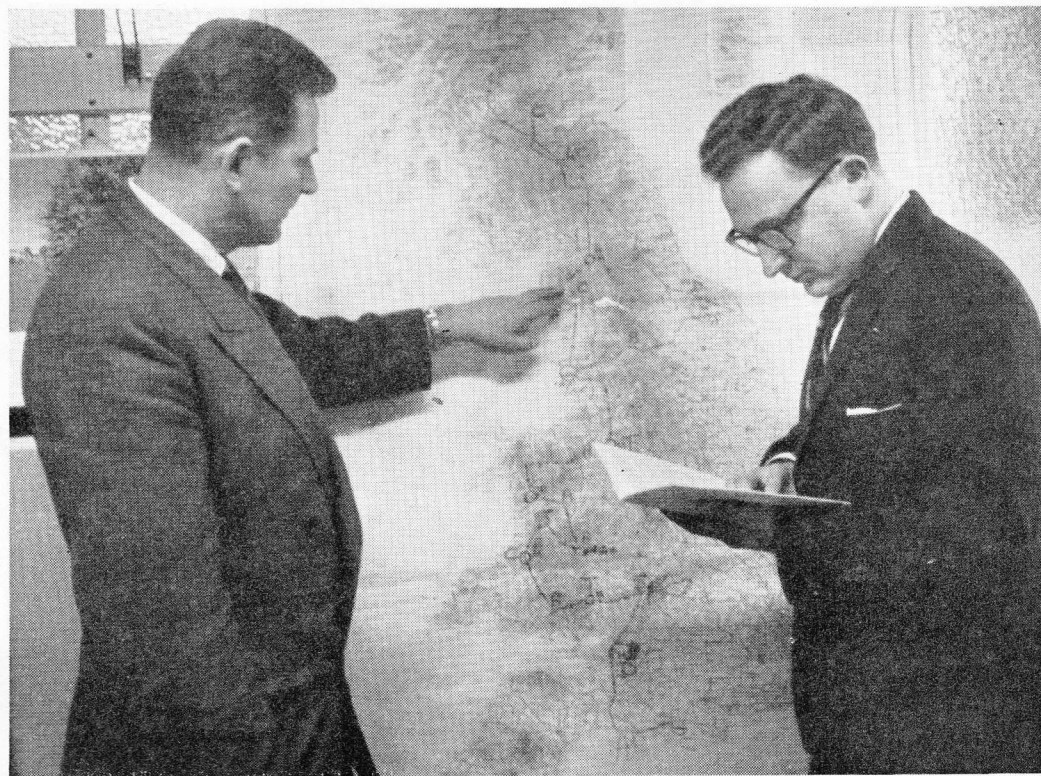
Stage 3

Peebles (0730). Tushielaw Inn (0812). Hawick (0846). Newcastleton (0924). Armathwaite (1038). Keswick (1312). Grasmere (1338). Blackpool (1600).

Stage 4

15th November: Blackpool (1100). Bamber Bridge (1209). Wigan (1235). Warrington (1301). Oulton Park (1338). Bruera (1447). Minera (1521). Bryn-eglwys (1547). Llanfihangel (1631). Blaenau Ffestiniog (1737). Cross Foxes (1837). Dinas Mawdy (1937). Llanfair Saeneionwn (2051). Felinore (2141). Kinnerton (2235). Abbey Cwmhir (2233). 16th November: Staylittle (0011). Devils Bridge (0141). Tregawn (0211). Llandovery (0337). Hirwaun (0543). Abergavenny (0647). Monmouth (0814). Gloucester Ring Road (0906). Filton (1016). Clifton Bridge (1026). Redhill (1100). Glastonbury (1144). Ilchester (1208). Crewkerne (1232). Burton Bradstock (1306). Wool Station (1406). The Oakdale (1530). Bournemouth Car Park (1800). Controls in heavy type.

Figures in parenthesis, approximate time of first competitor.



At 4 p.m. on 12th November, the European Champions, Eugen Bohringer/Peter Lang, will move off from Blackpool in their 220SEB Mercedes-Benz, to lead the 150-strong entry for the Eleventh R.A.C. International Rally of Great Britain. Thereafter, other competitors will follow at one-minute intervals.

The entries for this event are "seeded", with many of the more skilful and faster crews having the advantage of early starting numbers. Thus, immediately behind Bohringer come Gunnar Andersson/Doug Johns (Volvo), Donald and Erle Morley (Austin-Healey), Eric Carlsson/David Stone (SAAB), Pat Moss/Pauline Mayman (Austin-Healey), R. Aaltonen/Tony Ambrose (Morris), J. Thuner/J. Gretener (TR4) and so on.

Factory teams are entered by Daimler-Benz, SAAB, B.M.C., Standard-Triumph, Rootes, Reliant Sabre and Rover. The Ford Motor Co. Ltd.'s strong representation includes Anne Hall/Valerie Domleo, Ken Chambers/P. Marshall, Henry Taylor/Brian Melia, Jeff Uren/G. Crabtree, and Edward and John Harrison. All these drivers will, of course, be driving factory-prepared cars under the watchful eye of Syd Henson.

In addition to the Morleys, Pat Moss and Aaltonen, Stuart Turner has Peter Riley/H. Nash, David Seigle-Morris/Rupert Jones (M.G.), Tom Gold/X and Paddy Hopkirk/Jack Scott (Austin-Healey) and T. A. Makinen/J. Steadman (Morris). Also in a Morris are Logan Morrison/R. Finlay. Backing up Carlsson in the SAAB outfit is Olle Dahl. As for Mercedes-Benz, it is hoped that Ewy Rosqvist will start, but it is unlikely that the factory will look for a substitute for the late Herman Kuhne.

Along with Thuner, Graham Robson's Triumph entries comprise John Sprinzel/Willie Cove, Vic Elford/Mike Butler, Mike Sutcliffe/Roy Fidler. From Rovers come Raymond Baxter/Ernie McMillan, Ken James/Mike Hughes and Bill Bengry/David Skeffington. For the first time the Reliant concern has entered Sabres in the

R.A.C. These will be driven by Jimmy Ray/J. G. Hopwood, Tony Fisher/J. King and Derek Astle/P. Roberts. Norman Garrad has put in Tiny Lewis/D. Mabbs, Peter Procter/X, Peter Harper/Ian Hall and Rosemary Smith/Rosemary Seers. Another Sunbeam team has been entered by Alan Fraser, comprising Alan Fraser/Peter Jopp, Gregor Grant/Peter Pilsworth and John la Trobe/J. Chitty.

Other strong contenders include Geoff Mabbs (Austin), Ewald Stock (VW), Peter Bolton (Volvo), D. H. Wilson-Spratt (Austin-Healey), Hugh O'Connor-Rourke (Porsche), David Hiam (Morris), John Wallwork (Volvo), and G. King/C. Sproxtton (Ford). There are also teams from the R.A.F. and the Army.

One rather curious aspect of this year's event is the complete absence of Jaguar from the entry list. Since the XK120 was introduced, Jaguars have always featured in the "R.A.C." In all, 23 different makes are represented, with Ford heading the list, with 24 cars, followed by Sunbeam (21) and Morris (20). Despite its enviable reputation in rallies, SAAB has just five entrants, whilst DKW only a singleton. There are four Anglia-based Allardettes, with the evergreen Sydney Allard competing in his umpteenth "R.A.C." Coupe des Dames contenders total eight.

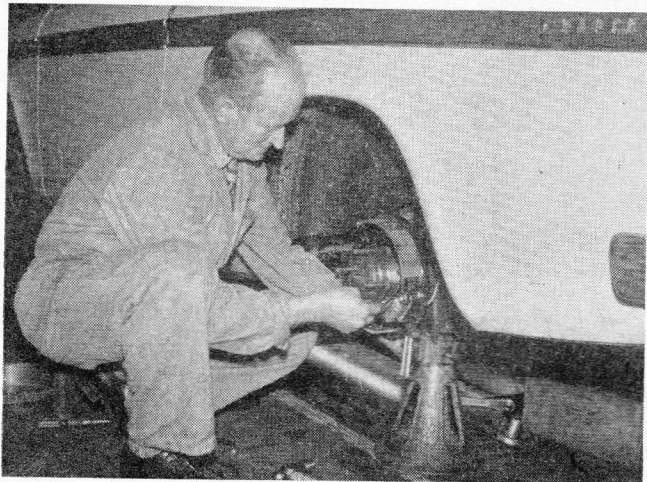
The 2,158 miles route naturally contains a good deal of main-road driving, but there will be plenty of competitive stuff in Yorkshire, Scotland and Wales to whet the appetite of the most enthusiastic rally drivers. Up in the North, Forestry Commission "roads" will be used for special stages, and these will certainly sort out the crews. Although there are several eliminating tests en route, the R.A.C. will depend more this year on the tight stages to find the winners. It is perhaps just as well, that the organizers have inserted an overnight halt at Blackpool, before the start of the Welsh stages.

In the competitions departments of the five major British manufacturers who are to

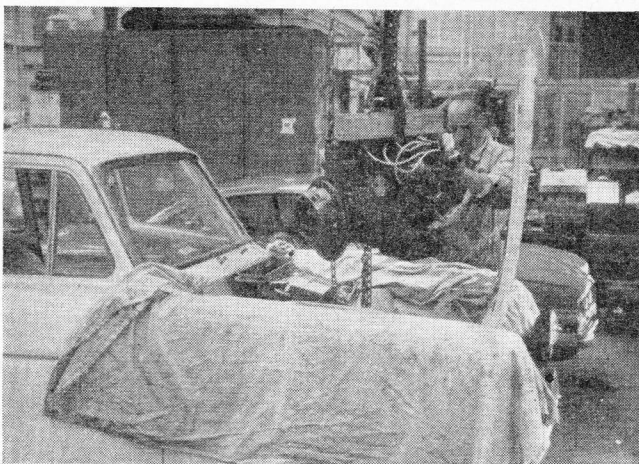
(Continued on page 642)

Around the Workshops

GEORGE PHILLIPS has a look at the works teams as they prepare for the
R.A.C. Rally



SUNBEAM: Ernie Beck works on a Rapier's rear brake (left) while (right) Jim Ashworth and Lewis Garrad examine a brake shoe fitted with Ferodo VG 95 linings; these replace those by Mintex, who have given up all competition.



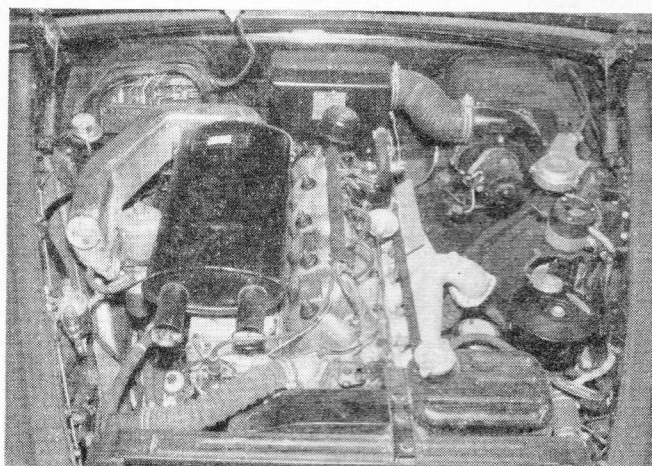
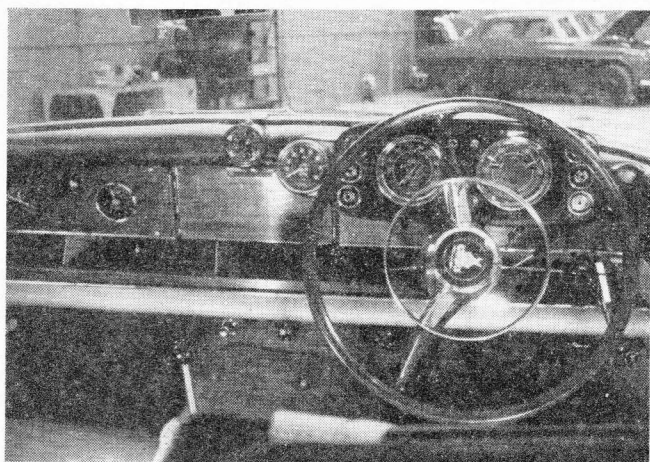
FORD: Jack Welsh (left) lowers a Cosworth 92 b.h.p. 1,200 c.c. engine into an Anglia. On the right, Norman Masters prepares to fit a $\frac{1}{4}$ in. dural sump guard to a Cortina.



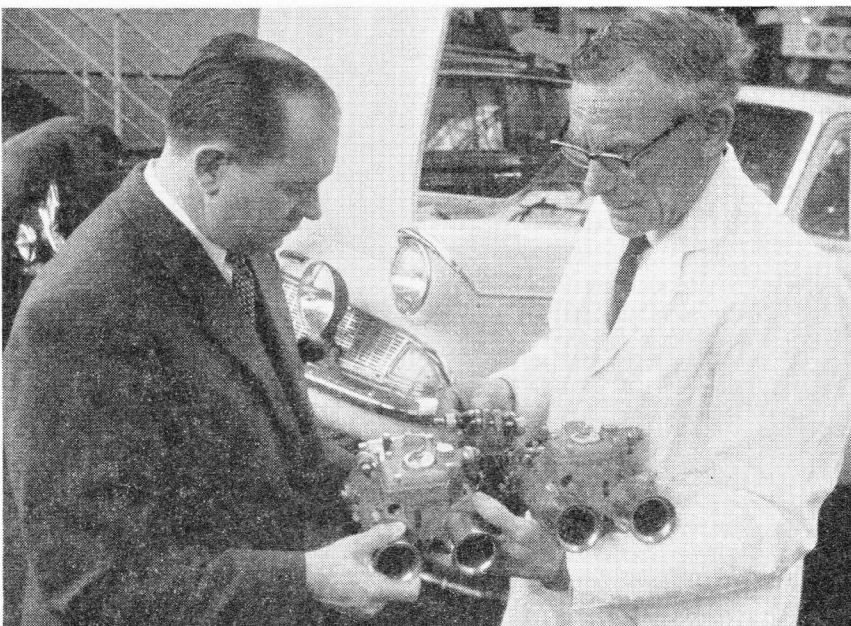
TRIUMPH: Les Harris (left) checks the lamps on a TR4. In the centre of the grille is a long-range pass-lamp which goes out automatically when the sealed beam headlights on each side of it (top row!) are dipped. The four lamps at the bottom are all fog-lamps which can be used by themselves, or in pairs in conjunction with headlights. **RIGHT:** Note the cooling louvres on the TR4 receiving attention from Ray Anderson and Roger Sykes.



B.M.C.: On the left is a view of the competitions department, with its collection of past rally plates on the far wall. On the right can be seen the spot-lamp mounting on the big Healey.



ROVER: The dashboard (left), with only the two clocks on the nearside and the rev-counter, to the left of the binnacle, to identify it from a "normal" Rover. The engine (right) is in quite standard tune.



R.A.C. Rally—continued

join battle with the continentals, preparations for the rally are nearing completion. At Triumphs', Graham Robson has three TR4s, all running in 2.2-litre form and producing, for the first time, power in excess of 125 b.h.p. There is little external change visible but their new and highly effective layout of selective lighting for all conditions has not previously been seen in this country. The three cars will be crewed by John Sprinzel/Willie Cave; Mike Sutcliffe/Roy Fidler and the Swiss pair Thuner and Gretener.

Also from Triumphs the 1,600 c.c. Vitesse will be making its debut in International competition. Graham has elected to enter this car in group III tune and it will appear with three 1½-in. S.U. carburettors and a set of fabricated manifolds. Twin petrol tanks give a capacity of 18 gallons and the 13-in. wheels are shod with Dunlop S.P. tyres, and there are Armstrong adjustable shockers all round. Graham Robson and his competition foreman Ray Anderson were reticent about the Vitesse's power output (which we have heard rumoured at around 95 b.h.p.) but say that the car is capable of "well over 100 m.p.h." It will be crewed by Vic Elford and Mike Butler who are temporarily forsaking their DKW which is being developed for next year's British rallies and will make its reappearance with over 70 b.h.p.

The Rover competitions department is a phenomenon. The cars are all quite ready, which is scarcely surprising since their rally preparation consists of making sure the cars are in good order, clapping on some lamps, a clock, a map-reading lamp, a rev-counter, a sump guard and a pair of bucket seats! Competitions chief Ralph Nash assured us that they did not even polish the cylinder head or ports and that Rover 3 litres are rallied exactly as sold and even weigh a shade more than the production cars due to the special equipment. This has been Rovers' policy since they entered rallying with the Safari and carried on to the Liège—with such fine results.

The Rover works crews are Bill Bengry/Dave Skeffington; Ken James/Mike Hughes; John Cuff/Norman Baguley and Raymond Baxter/Ernest McMillan. Their faith is pinned on the fact that they have very, very tough motor cars with a fine turn of speed

FORD BRAINS: Bill Barnett and Jack Welch, with the 40 DCOE Webers fitted to the Anglias (above). ROOTES SERVICE (below): The Sunbeam power unit of the Hillman service vehicle.



which are capable of sustaining really hard motoring for as long as may be required.

There is little to be said about the preparations of the Sunbeam team. The cars have been developed steadily over a period of years and the competitions department under the direction of Norman and Lewis Garrad and their chief technician Jim Ashworth have nothing left to learn about Rapiers. The team comprises Peter Harper/Ian Hall; Peter Procter/Barry Hughes and Tiny Lewis/Dave Mabbs in Rapiers and Rosemary Smith/Rosemary Seers in an Alpine (one of the bob-tailed Le Mans cars).

There is, however, one particularly fascinating car at Sunbeams. This is their high-speed service vehicle which Lewis Garrad operates on rallies. It is a Hillman Estate Car externally but it is fitted with a fully works-prepared Rapier engine, Rapier racing suspension and disc brakes and over-drive on second, third and top gears and is capable of well over 100 m.p.h. with road-holding to match.

Syd Henson, competitions manager of Ford, reckons that the answers to the problems set by the R.A.C. Rally lie in small, very fast cars. Accordingly, he and his assistant Bill Barnett have instructed

Rally liaison engineer Jack Welch to prepare three group III Anglias and one group III Cortina. The three Anglias will all appear with 1,200 c.c. Cosworth engines producing 92 b.h.p. and will, of course, have disc brakes. They will be crewed by Henry Taylor/Brian Melia; Anne Hall/Val Domleo and Edward and John Harrison. The Cortina may be propelled by an improved version of the 1,200 c.c. Cortina engine (in group II tune), for which homologation is awaited, or a Cosworth engine fitted with two Weber 40 DCOE carburettors like the Anglias if homologation is delayed. The Cortina, which will in any case have ordinary drum brakes, will be driven by Geoff Uren/Phil Crabtree.

B.M.C. are, as usual, fielding a strong and varied team. There are to be big Healeys (producing over 200 b.h.p.) for Don and Erle Morley, Pat Moss and Pauline Mayman and Paddy Hopkirk/Jack Scott which will run as a team. Peter Riley and Tony Nash will have another Healey, Rauno Aaltonen and Tony Ambrose will drive a group III Mini-Cooper, Tom Gold/Tony Dyke a Sprite, Logan Morrison/Ross Finlay will have another group III Mini-Cooper and David Seigle-Morris/Rupert Jones will drive a group II M.G. 1100.

Competitions manager Stuart Turner has an uncanny knack of picking the right car for the right event but this time it appears

that he and his deputy Bill Price have elected to go after an outright win with the Healeys and a couple of class wins into the bargain.

Stuart has, incidentally, nominated his team for 1963 which will be based on the combinations of Donald and Erle Morley (who are, contrary to rumour, certainly not retiring); Pauline Mayman/Valerie Domleo; Paddy Hopkirk/Jack Scott; Rauno Aaltonen/Tony Ambrose and Logan Morrison/Brian Culcheth.

TRIUMPH competitions chief Graham Robson.





THE TURIN MOTOR SHOW

BY JOHN BOLSTER

PHOTOGRAPHY BY THEO PAGE

THE Turin Show bears no resemblance to any other automobile exhibition. It might be thought that the weary journalist, his feet blistered at Paris and his liver deranged at Earls Court, would sigh with resignation as he packed his bags once more for Turin. In fact, for the real connoisseur of automobilism the trip to Italy is essential, amounting almost to a pilgrimage.

All motor shows have a commercial background but Turin is very close to being an artistic festival. The coachwork section of the Turin show tells the intelligent observer what the cars he buys will look like five years hence. Some of the displays are highly experimental and the uninitiated might mistake an exaggeration for a trend. Yet, the whole fascinating story is there to be sifted by the experienced mind, and a clear picture emerges of the beautiful cars we shall own in days to come.

It is apparent, from the many illustrations and advertising displays that one sees in this part of Italy, that the show is inspired by motoring history. That Turin possesses the world's finest automobile museum is beyond any doubt, and the influence of the late Count Carlo Biscaretti di Ruffia can certainly be felt. The superb building, which houses the marvellous collection that he founded, is within a few

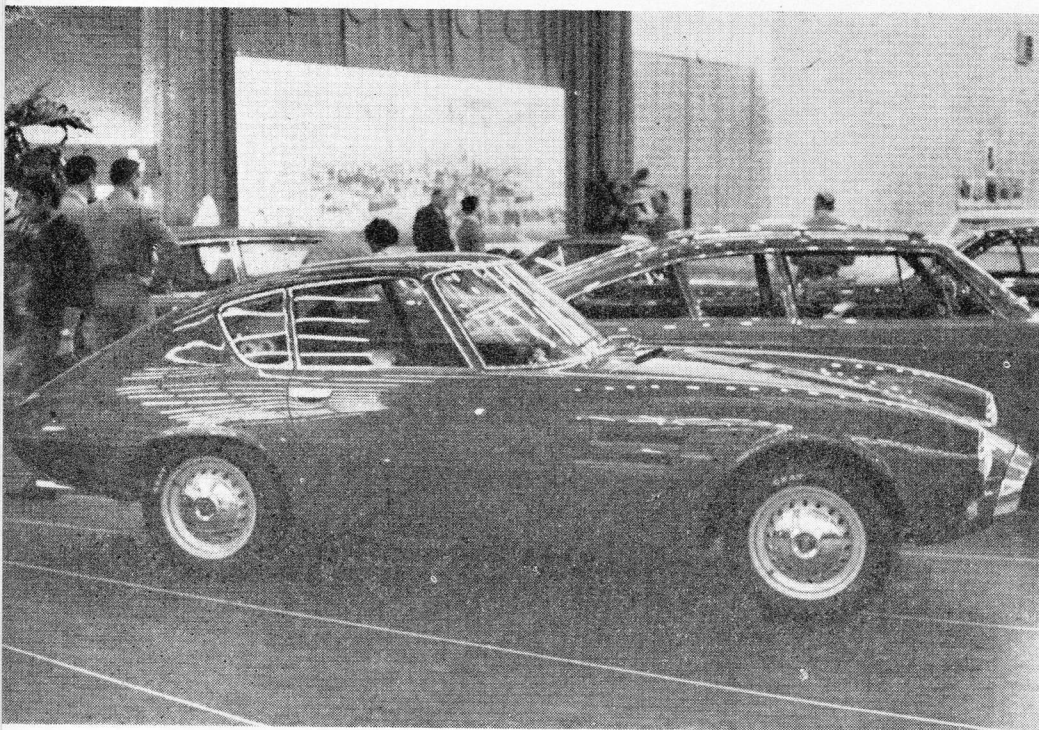
minutes' travel of the Salone. Carefully restored "ancestors" have been taken from the Museo and dotted around the motor show. Their simple and functional lines form a fitting background for the cars of tomorrow which are now exhibited at Turin.

Next week we shall endeavour to do justice to the Museo. This report, however, is only concerned with the 44th Salone of

Turin. Here, the trend is now strongly in favour of a return to curved shapes. The big, flat radiator grilles of the cars of commerce are eschewed by the Italian coachbuilders. The four-headlamp fashion is not universally accepted, and the wide, rectangular lamp has many adherents. Where four lamps are found, they are nearly always sunk in the grille, which might result in the minimum height clause of the British regulations being outraged in some cases. Retractable lamps are not in favour, though Farina returns to them once again.



TEAR-DROP (above and right): The Vignale coupe on a competition-type rear-engined Fiat is almost perfectly streamlined, with no projections whatsoever.



GHIA: A new Fiat 1500 G.T. coupe, with a long sloping roof.

If the front of the car is less aggressive, the roof line has also taken a backwards sweep. Many a roof starts to slope towards the tail almost immediately after the front screen, but there is as yet no decision whether the back should continue in one sweep or show a distinct rear window followed by a recognizable boot. Very often, the rear glass is sloped to such an extent that the boot invades the body, which results in the formation of a parcel shelf behind the back seat squab that is perhaps two feet wide or more. This is a very useful feature for the carriage of small personal belongings.

Where the roof and the boot are in one sloping line, a "cut-off" tail, with racing inspiration, is usual. Colour and shape are closely related and it is interesting that brilliant hues are rarely found, silver and gunmetal being very popular, and black once again returning to favour. Just one or two examples of yellow and orange are something of a shock in this well-mannered display.

Any Italian motor show must be exciting, for the products of Ferrari, Maserati, and OSCA are a few of the local vintages. Nevertheless, it would be idle to pretend that the mechanical side equals the coachwork section in importance, and we make no excuse for dwelling on the carrozzerie.

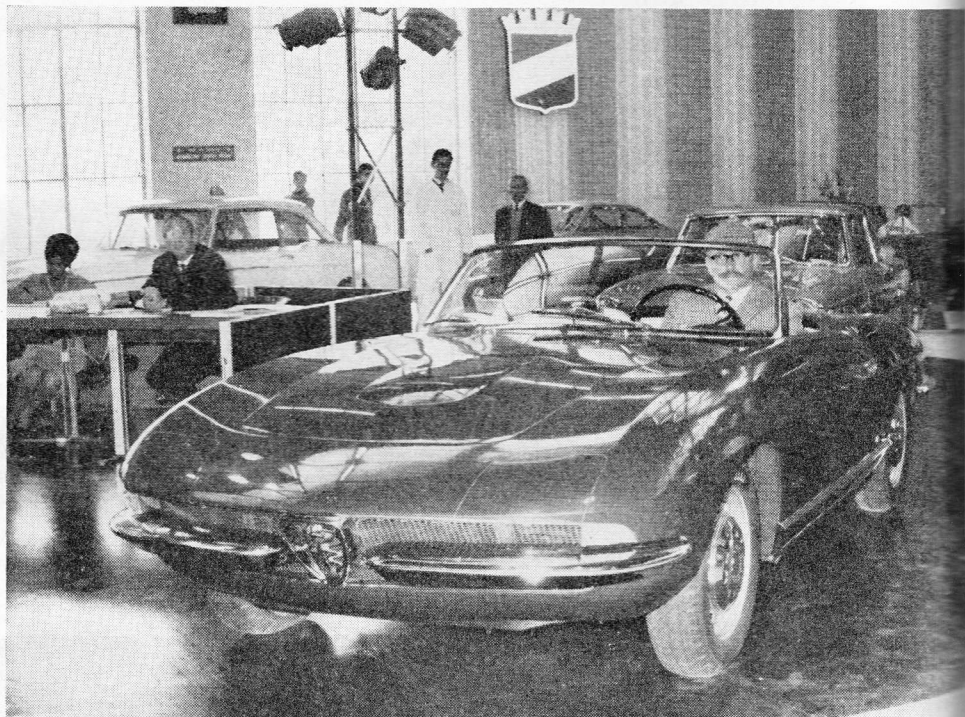
We are accustomed to seeing totally impractical "cars of the future" shown at Turin. Vignale have built a small coupé on a competition-type rear-engined Fiat which could be used on the roads of today with no inconvenience. Almost perfectly streamlined, it has a curved windscreen which sweeps right up to the nose of the car, inspired perhaps by the "birdcage" Maserati. The shape is that of a true teardrop, with no projections whatsoever. Inside, the machine is truly functional, with a headrest for the passenger and recessed holders to carry the crash hats of the two occupants. One wonders whether the wiper blades can keep so large a screen clear, but any difficulties here can eventually be overcome.

decoration to enhance its lovely shape. Equally attractive is a pastel blue four-seater coupé on a Fiat 1500. It has a larger roof line, blending with a much shorter rail, but shows the same astonishing flair for perfect proportions.

In passing, one might mention the preference of coachbuilders for the Fiat 1500. It is a popular chassis of remarkable performance and can achieve well over 100 m.p.h. when fitted with a well-shaped coupé body. The tuned versions are capable of much higher speeds.

Pininfarina has a fabulous display. An Alfa Romeo 2600 two-seater cabriolet is reminiscent of the Disco Volante. It has retractable headlamps, a bull-nosed grille, and a slightly angular treatment of the shoulders to avoid a too solid shape. Also by Pininfarina is a Fiat 2300S which has a roof that lifts for easy entry. The process takes place when the door is opened or closed, two electric motors being concealed for the purpose. A single motor will in fact do the job if the other one should go out of action.

Zagato is in a wildly experimental mood. His curious coupé is now an accepted Lancia model, but one cannot admire his FlaviaSport, with rear quarter lights curving into the roof and concave glass at the back. An Alfa Romeo Giulietta has an extremely low nose and an exaggerated slope to the bonnet, while



PININFARINA: The Alfa Romeo 2600 two-seater has retractable headlamps and a delightfully "racy" look.

To some, this projectile may well be the car of the show. To others, something a little more conservative may be the answer, and I commend the work of Ellena, by no means one of the longer established designers. Ellena exhibits two breathtaking beauties. One is a silver 2-seater coupé on a Fiat 1600S, which unashamedly makes use of almost voluptuous curves. It is utterly plain and functional but needs no

**PININFARINA, GHIA,
ELLENA, BERTONE—
the work of four
great designers . . .**

a Flaminia has a marked slope all the way back down the roof to the tail. Except for the FlaviaSport, the Zagato designs favour only two headlamps.

Fissore shows us two unusual OSCA coupés with soft and hard tops. Four lamps with a narrow grille between, a curved and considerably sloped screen, and slight flutes in the rounded tail, are features. A red Fiat 1600S on wire wheels has an enormous rear window with a central division.

Savio seems doubtful about headlamps.

He has four, each with its own streamlined nacelle, on a cream Fiat 1600S, which has borrowed its grille from the old Aston Martin DB3S. His four-seater coupé on the Fiat 2300 has wide rectangular lamps, and his extremely pretty Fiat 600D has two round ones. This has an angular concave grille on the back of the rear bonnet for air extraction.

Ghia has a large and arresting stand. Two examples of his new Fiat 1500GT coupé, one grey, one red, are shown. The radiator grille has a very thick rim which forms the bumper. The roof slopes all the way, right into the long tail, and as there are only two small vertical rear bumpers this car is not well protected from the hazards of parking. Also by Ghia is the "Club", a big car that is almost a station wagon on the Fiat 2300S. On the same chassis, the Ghia cabriolet approaches perfection of line, and one notes that a central gear lever may now be specified for the six-cylinder Fiat.

Francis Lombardi revives the limousine with "face forward occasionals," but it is a very low one on a long chassis Flavia. He also has a plain, almost angular, Fiat 1300 two-door four-seater called "Smart".

Boneschi is obsessed with angles, which he exploits in his big Maserati coupé. There is a full-width air scoop on the bonnet top and an angular grille leads into aggressively angled projecting body sides, while the tail



ELLENA: A beautiful two-seater coupé on the Fiat 1600S, with plain, functional lines which need no decoration.



of the car reflects the grille shape. An OSCA has curious pointed projections on top of its wings and square lamps—very Boneschi!

Allemano has two very pretty Fiat coupés with fixed and folding tops. Both have four lamps, a vee grille, and long, low lines but the fixed-head car has different tail treatment, with horizontal rear lamp clusters.

Touring has numerous coupés on Alfa

LIFTING ROOF for easy entry on this Pininfarina Fiat 2300S is operated by electric motors when the door is opened or closed (left).



Romeo, Maserati, and Lancia chassis. The cabriolet on the Flaminia GT is perhaps the most graceful, though the rear lamp clusters are rather large. The Maseratis would be more attractive if their twin exhaust systems could be hidden from view.

Moretti shows two long, low Fiat 1500 coupés, hard and soft topped. There are (two plus two) bodies and it is difficult to put their beauty into words, except to say that they are plain, undecorated, and oh, so right.

Bertone has an immense collection, including the fabulous shark-nosed Ferrari that first dazzled us at Geneva. A big green coupé on the Iso Rivolta uses cooling louvres as a styling gimmick. These appear on the bonnet sides, in the rear mudguards for cooling the inboard disc brakes, and higher up as extractors for stale air in the body. The Simca and ASA 1000 (baby Ferrari) we have seen before, but a 2600 Alfa Romeo coupé is new and very lovely.

Scioneri has a very attractive Fiat 1500 coupé that really holds four, with wrap-around bumpers for parking protection. He has also a pretty little Fiat 750 which

BERTONE exhibited the lovely little ASA 1000 (the baby Ferrari), which may soon be available in this country.



again contrives to carry four people. Mantelli has a curiously old-fashioned four-door Fiat 600 that tries to look like an early 1100, but is out of place in this company.

Leaving the carrozzerie for the car manufacturers' stands, we find that Fiat have given the 1100 a face lift and a bigger engine of 1,221 c.c. It is now called the 1100D.

Alfa Romeo have a new 2600, the SZ by Zagato. It has a curiously tiny grille of unusual shape and a downswept roof line that finishes in a cut-off tail. The smaller SZ, with 1,300 or 1,600 c.c. engine, has a tubular frame, independent rear suspension and inboard disc brakes. It is not yet in full production, but shows the shape of future Alfa Romeo designs. Ferrari shows an orange two-seater and a yellow Berlinetta, but his "two plus two" is a sober blue, thank goodness! The Maserati fuel-injection engines are shown separately for the mechanically minded.

The Moretti is a very "hot" Fiat 2300S with a nose like that of a racing Ferrari. The Siata is a (two plus two) based on a

LA VENTURINA (below): John Bolster climbs aboard his favourite car! Power unit is a 500 Fiat engine.

MAZDA: Two models of this, one of a couple of Japanese makes at the Show, were exhibited.

highly tuned Fiat 1500. Both these cars have Laycock-de Normanville overdrives. The big Iso Rivolta is shown as a stripped chassis. It has a punt-type frame, Chevrolet Corvette engine with manual gearbox, and a de Dion rear end. It goes!

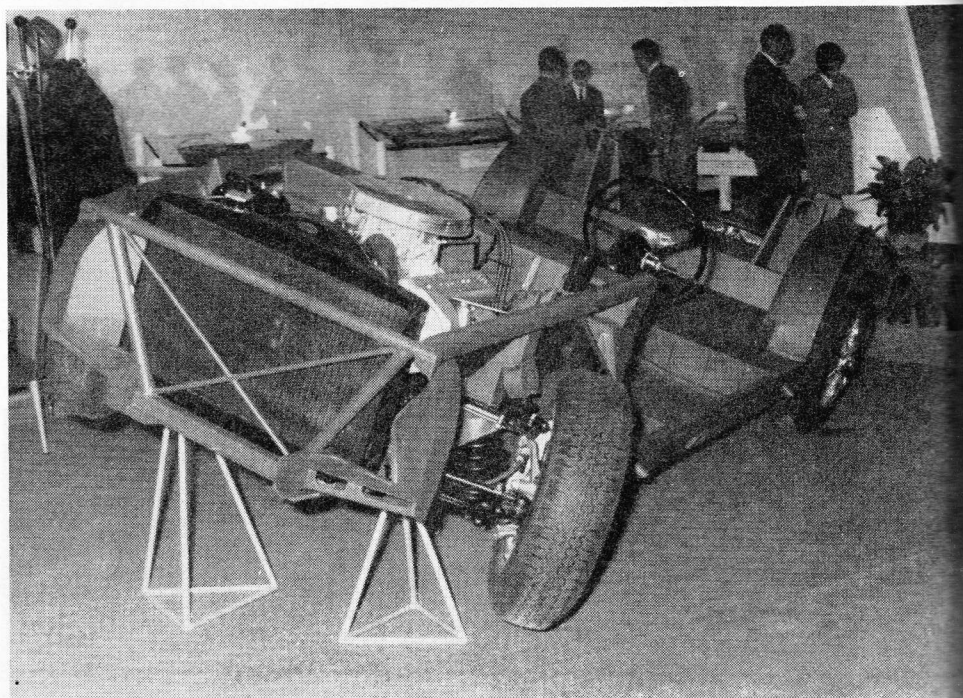
It is splendid news that the baby Ferrari is to be built by a new firm under the presidency of Dr. Oronzio de Nova with his son,

before the summer, and the name of Maranello Concessionaires has been mentioned in this connection.

Two Japanese makes are shown. One, the Hino, is a 900 c.c. rear-engined prototype with Michelotti styling. Immediate production is not envisaged. Entirely different is the Mazda. Two models of this little car are shown, a two-cylinder and a four-cylinder, respectively. The smaller is an air-cooled V-twin of 60 mm. by 63 mm. (356 c.c.) which drives the rear wheels through a fluid torque converter. It develops 16 b.h.p. at 5,300 r.p.m. and propels a small two-seater coupé which is sprung on rubber in torsion. The four-seater is also rear-engined but has a transverse four-cylinder light alloy unit with hemispherical heads. The dimensions are 46 mm. by 54 mm. (358 c.c.) and 18 b.h.p. is developed at 6,800 r.p.m. The transmission is conventional with four speeds and reverse, and cooling in this case is by water. The light alloy castings are impressive, and a larger car by this firm could be highly competitive.

All the usual British, French, German and American exhibitors are present. The Italians, who manufacture their own version of the Sprite at Innocenti, are most impressed with the Triumph Spitfire, and the finish of the English cars is generally admired.

Easily my favourite car is La Venturina. This is a high, almost square vehicle for town work. It is styled as a 1903 model, being largely constructed of basket work. The spidery wheels have high pressure



1500 RIVOLTA: This exhibit reveals the punt-type frame, Chevrolet engine and de Dion rear end.

Niccolo, as chief engineer. Enzo Ferrari is the technical supervisor and is on the board of the company. The four-cylinder engine has dimensions of 69 mm. by 69 mm. (1,032 c.c.). It develops 97 b.h.p. at 7,000 r.p.m. on a compression ratio of 9.1 to 1. The single overhead camshaft operates the inclined valves through rockers and of course there are two twin-choke Weber carburettors. The four-speed gearbox is fully synchronized and there is an overdrive. The prototypes have tubular chassis but the production cars will use the body for this purpose. Right-hand-drive versions of the "ASA 1000GT" will be seen in England

tyres and there's lots of brass for the enthusiast to polish. Somewhere underneath, a Fiat 500 engine is hidden.

Turin, as always, is an education. It is splendid to see the cars which the world will copy in years to come, but above all it is delightful to talk motor cars with engineers who are all obsessed with an enthusiasm that is rare elsewhere. Truly, they are a nation of motoring fanatics, of the very best kind.



THE SPORT IN CANADA

**Commercial Interests
Are Now Helping
Canadian Sport**

BY BOB MCGREGOR



MASTEN GREGORY wins the soft drink-sponsored Canadian Grand Prix in a U.D.T.-Laystall Lotus 19 at Mosport Park last September.

CANADIAN sports-car racing officials and enthusiasts foresee a rapid growth of the sport in their country, but only if commercial interests are allowed to help. Norman Namerow, one of Canada's top drivers and publisher of Canada's only motoring journal, said recently that he felt that sports-car racing in the Dominion would have a very rapid growth if various commercial interests could get together with the enthusiasts and work out definite plans for racing. Namerow's magazine, *Canada Track and Traffic*, is read by 18,000 Canadians, but he points out, few of these are members of sports car clubs. Commercialism could be a very important factor in Canada; however, there is in some quarters a strong feeling against the "big money boys" getting in to the sport.

Peter Millard, Chairman of the Racing Committee of the British Motor Corporation in Canada, said: "I think sports car racing should have a great future in Canada; however, some of the sports car clubs don't seem to treat sports car racing in a professional manner. Too many of

the clubs don't give co-operation to organizations that are trying to help the growth of racing. They seem to think that the sport should be just on a weekend tea party basis." Although B.M.C. in Canada do not openly participate in racing, they will support their distributors and dealers. The company also sends a parts van to most race meetings and will supply free parts and mechanical assistance to any competitor, whether or not he is driving a B.M.C. product.

A recent example of anti-commercialism was during the Canadian Grand Prix events at Mosport Park, near Toronto. B.M.C. was refused permission to run a special mini-match race because the organizers felt too much publicity would be given to one company.

In stock car racing, advertising is openly accepted by organizers and competitors with many of the competing cars looking like moving billboards, but in sports car

events, only recently has any form of advertising been allowed, and presently it is restricted to 120 square inches on each side of a competing car.

Many commercial organizations have shown an interest in the sport. The only major F.I.A. races that have been held were supported with funds from one of the country's largest cigarette makers (Player's), and a soft drink company (Pepsi Cola). These were the only races with money to attract international driving stars such as Stirling Moss, Pedro Rodriguez, Dan Gurney, Innes Ireland and Jack Brabham. The four sponsored races were also the only events which attracted large crowds. The first Player's 200 held last year and won by Stirling Moss in a Lotus 19 drew a crowd of over 40,000, which is more than have seen any Canadian sports event.

The anti-commercial faction claim that they do not want to get involved with big

sport must have commercial help. It would appear that this help is on the way in the form of assistance to racing drivers and race organizers. The Canadian car builders usually follow the lead of their United States parent organizations and, since the Americans are getting keen on racing, the Canadian companies will likely follow suit. Newspapers, radio and television are showing an increased interest in the sport, and the resulting publicity naturally attracts sponsors. Most enthusiasts hope that eventually the so-called "big money boys" will take part in the larger public spectacle events and the club members will still be able to have their tea party events on circuits that will be paid for.

Canadian racing drivers who are visiting England will probably be in the market for used racing cars. The Canadian government, which prohibits importation of used cars, has agreed to make an exception in the case of racing cars that will not be licensed for street use. Canadian drivers have always looked longingly at the advertisements in British magazines, but have been unable to buy. Now that the import restrictions are off, many Canadians hope to purchase used cars, especially the smaller models such as Lotus Sevens and

LEADING Canadian cars are sponsored (above). The Former Sadler special, nearest camera, is sponsored by Bardahl, the Lotus 19 is sponsored by Whiz, makers of polish and lubricants, and the Porsche by the Toronto Porsche dealer. In the 1962 Canadian Championships Francis Bradley in the Lotus was first, Ludwig Heimrath in the Porsche second and John Cannon in the special third.

START of a club race (right) shows the popularity for sports cars. The Corvette in pole position won.

money-making organizations and would rather keep racing on a club basis. The only club, however, that seems to be able to run a road racing circuit with a minimum of commercial help is the Sports Car Club of British Columbia, which maintains the heavily mortgaged Westwood Circuit near Vancouver.

In Montreal, Canada's largest city, race organizers are desperately looking for a place to hold events in the coming season. The Montreal M.G. Car Club has been running events on an old airport that was built for the Commonwealth Air Training Plan during World War Two. The circuit is so deteriorated it is no longer fit for racing. Club officials say that several commercial organizations have expressed an interest in helping motor racing, but the Club has no one to spend the time convincing these people and working out plans.

While Mosport is the only racing circuit which receives financial assistance, there are several drivers who get help. Francis Bradley, an immigrant from England, who is employed as a bus driver in Toronto, won the Canadian Sports Car championship driving a Lotus Nineteen that was sponsored by the company that manufactures Whiz car-care products. As a result of winning the championship, he will be given a team Lotus car to compete in the Pau Grand Prix in April, with all bills being paid by Player's.

Six other Canadian drivers receive some measure of support from BP of Canada. This company is new in the retail field in Canada, but has arranged contracts with drivers so that they get some prize money for placing in events. None of the drivers is kept on a retainer and the contracts are

similar to those that BP has with drivers in England.

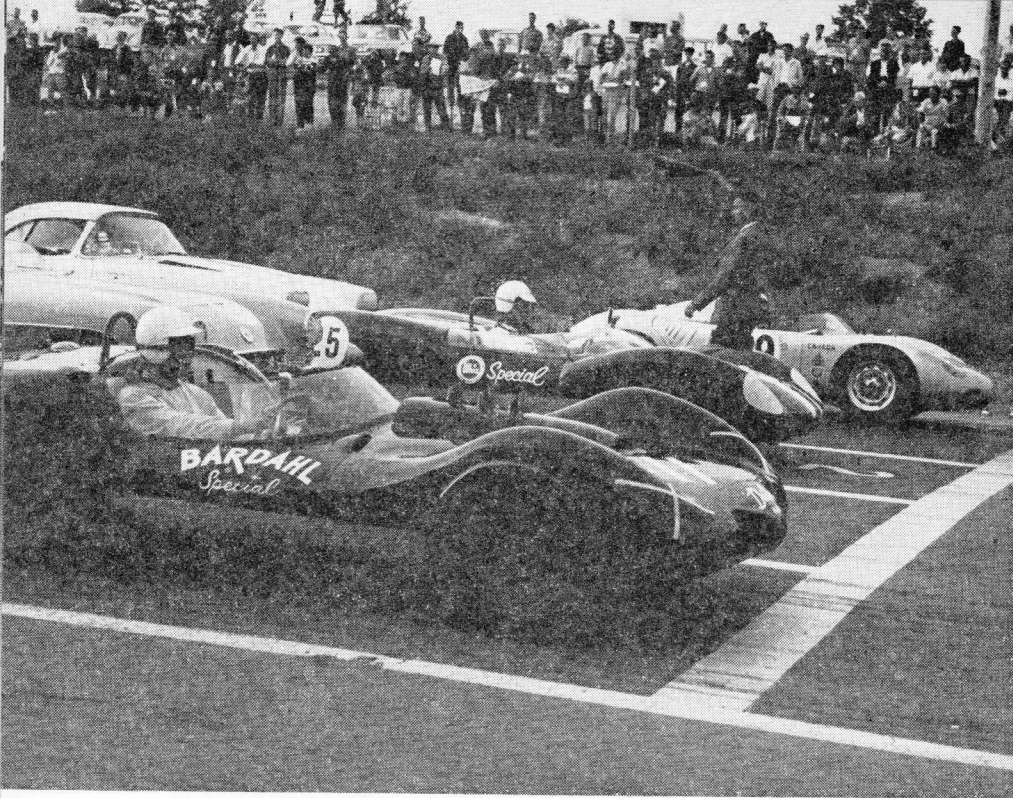
There are a few other companies that support individual drivers, but only one, Bardahl, has put a car into international competition.

Summing up the future of racing in Canada, James Gunn, President of the governing body of the sport, the Canadian Automobile Sport Club, said, "Before 1945 we had no competition at all. In 1956 we had 2,000 club members, 400 licensed racing drivers, and only ten scheduled race events. This year we have over 5,000 club members, over 1,200 racing licence holders, and 25 scheduled events." Mr. Gunn added that he thought the sport had grown very rapidly in both participation and public interest since the end of World War Two, but that with commercial participation it would probably grow even faster in the next few years. "We have applied to the F.I.A. for a Formula One race for 1965," said Mr. Gunn, "and in 1967, Canada's Centennial year, we hope to have a world championship race."

It is generally felt in Canada that the

Formula Juniors. Even with import tariffs and transportation charges, the prices for British used racing cars will be much lower than in Canada, and in many cases the cars are outdated in England but still very much up to date in Canada.

TAILPIECE: A small contribution to motor sport is made by a Mini dealer.





London to Brighton Run

BY JOHN BOLSTER

PHOTOGRAPHY BY GEORGE PHILLIPS

OF all the sporting events in the world, the Brighton Run, as it is usually called, must attract just about the largest number of spectators. Whether or not this is so is immaterial, but I do know that on 4th November I saw the happiest crowd imaginable, and it certainly ran into millions. The growing affection with which the public regard veteran cars is something which I think is rather wonderful. There are those who come to laugh—and let's face it, there's a lot of fun to be had out of "the old 'uns"—but they usually stay to cheer as the gallant old cars tackle the hills which are veritable mountains to them.

Contrary to some doubtful forecasts, "Brighton Sunday" dawned bright and dry. In spite of this, a remarkably large number of cars, including the Panhard which I was driving, proved temperamental on the way to the start, and several frantic drivers were working on their machinery in the starting area. Even No. 1, Captain Colver's famous 1896 Arnold, was late on parade and took off in hot pursuit of the early starters, for the oldest cars go first.

I am always unkind enough to record the first breakdown, and we had hardly entered the Park when R. A. Pither was seen gazing angrily at the engine of his De Dion. Goldsmith's Benz was also stationary,

though the engine was still running. Then—oh, horrors!—the Panhard "lost" a cylinder, and Raymond Baxter and I had to start handling hot metal. It was soon apparent that a cotter had been lost from one of the automatic inlet valves. No spare being available, I cut a piece from a split pin and forced it into position. In spite of being unhardened, it held.

Early engines being accessible, this work only occupied a few minutes, but we found ourselves back with the 1904 boys, many of

whom had powerful 4-cylinder machinery. Just after Westminster Bridge, Arthur Prince had a look at his ignition commutator, and Captain Alcock was ministering to his De Dion with an oil can. Babcock's Royal Enfield Quad stopped, but later caught us on Brixton Hill. H. Taylor was in trouble here with the Peugeot of the Shuttleworth Trust and L. A. Jackson stopped to help him with the Trust's racing De Dietrich. Pierpoint's fabulous Mors, with its immense Rio des Belges body, overtook the Panhard, but we in our turn passed the 1904 Minerva of A. T. Scott.

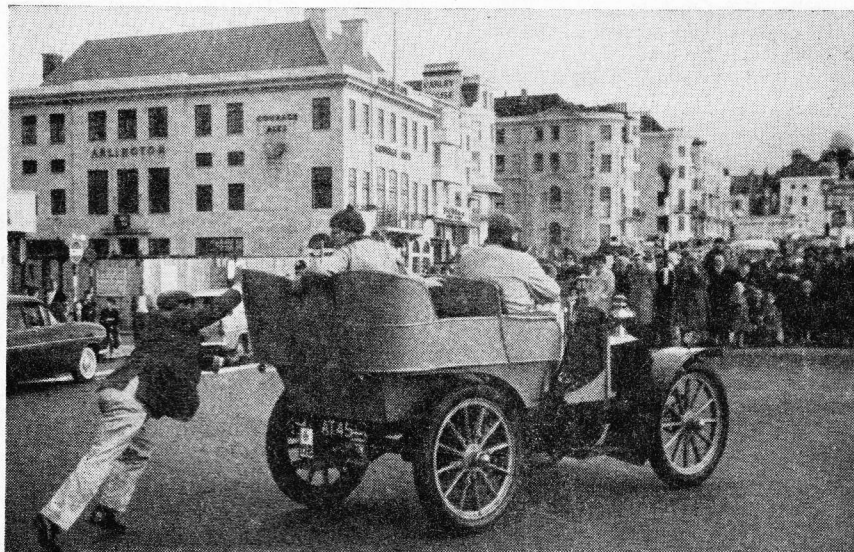
Still in the Brixton area, G. S. Sanders had to repair a tyre on the 3½ h.p. New Orleans. The English Mechanic was a

TOP OF THE PAGE. "Legal aid" for the 1901 Progress of M. E. Davenport, with a couple of coppers lending a hand on the gradient approaching the Pylons. **RIGHT:** R. G. Sloan's 1902 Benz threads its way through the traffic on the new section of the route, through Croydon town centre.





VERY OLD, VERY NEW: The 1899 Star of G. F. and C. F. B. Hayward at Hyde Park Corner, with the Hilton Hotel—one of the newest additions to the skyline—in the background (above). BELOW: The last push into Brighton for D. R. Heyworth's 1903 Wolseley.



do-it-yourself car more than 50 years B.C. (Before Chapman), and R. I. Slater was evidently still trying to assemble his kit of parts. Hill's 1902 12 h.p. Napier was also in some sort of trouble, but H. Rose's beautiful 12/16 h.p. Talbot simply flew past our 7 h.p. car. Mrs. Jarvis's De Dion came to a standstill and the 1902 horizontal-engined James & Browne of R. M. Ogorkiewicz had tyre trouble. The 1904 Swift of G. E. Solomon was often in close company with us, and had a most effective exhaust whistle.

At Streatham, D. G. Blackford's White Steamer limousine had a stop, as did Lord Montagu's Mercedes, though possibly only to avoid getting ahead of schedule with this 60 h.p. car. G. Noyce was working on the rear wheel of the 1898 Benz, or possibly adjusting the brake. Every mile that was covered gave further proof that the number of spectators was a record. Many people shouted witty remarks or addressed us by name. "Come on, AUTOSPORT!" or "Good old B.B.C.!" were often heard from the pavements. Thanks, chaps, it added to the fun!

At Norbury station, A. J. Betteridge was doing something complicated to the pipes of his White Steamer. Capt. Watters-Westbrook was making stately and luxurious progress in his 1903 Renault landaulette and the 1904 Imperial was taking off after a pause. At Croydon, where the Veterans had been re-routed this year, there was immense activity. S. J. Mitchell had to visit a garage with his 3½ h.p. Phoenix Trimco, and the crew of Watson's Gladiator were gazing under the bonnet with an air of deep depression. Group-Capt. Sowrey was attacking the ignition of his 1903 Riley Tricar and the big Mors had a short stop to cure misfiring. Several others treated the High Street as pits, such as Harrison's Humberette, Dunning's De Dion, and Long's earlier car of the same make. Here we began to overtake the earliest cars, mostly Benz or Benz derivatives, which normally steam hard when running. Offley's 1899 Bassett, a very tiny single-cylinder car, appeared to be vibrating unbearably.

In the Hooley-Coulsdon area, our Panhard was easily overtaken by H. F. Welham's 14 h.p. Renault, which was trailing a cloud of oil smoke. The 1900 Benz, entered by the Cheshire County Council and the National Trust, was stopped for attention here, and the 1901 Pick, a rare car, had its bonnet open. We overtook the 1896 Panhard from L'Automobile Club de L'Ouest and the luxurious single-cylinder Cadillac limousine. When we passed the 1898 Benz of Rockliffe and Johnson, we were amazed that it was not teaming, but the 1896 Lutzmann of Philip Fotheringham-Parker was doing so merrily. Just ahead of him, the other Lutzmann of E. S. Berry was travelling in its own little cloud, the belts flapping lazily against the pulleys. Another of the French entrants, M. de Lassée, appeared to be worried about the petrol supply of his Delahaye.

So on to Redhill and Reigate, where the crowds were even greater, and we had a pit stop to retrieve Baxter's hat. As bottom gear was engaged on the Reigate mountain, Martyn Watkins served refreshments from the tonneau of the Panhard. F. H. Babcock had to change a sparking plug on the Garrard Forecar, and R. L. Bennett's 1904 Panhard, W. Vaux's 1903 Thornycroft, and many others were near stationary. P. H. Turvey's De Dion was being adjusted with the engine running, and Smith's De Dion was receiving attention beside its tender car, a splendid Edwardian Rolls-Royce. S/Ldr. Usher titivated his De Dion quadri-

cycle and P. H. Pointer was investigating his 1902 Wolseley. Incidentally, there were twice as many De Dion Boutons, to give them their full name, as any other cars in the run. The famous De Dion axles were very much in evidence at the back of these cars.

At Gatwick, I had a bit of racing, Paris-Madrid style, with Bob Gregory's "Flying Fifteen" Darracq. As the two cars passed and re-passed, the rear-seat passengers exchanged flasks and drank each other's health. Approaching the roundabout, we were horrified to see Capt. Colver pull into a garage with a buckled rear wheel. He was soon away again and seemed very cheerful, though the solid tyre was wobbling somewhat. Raymond had a radio transmitter with him, and we recorded a "piece" for the television news, a bit of twentieth-century nonsense which the Panhard resented, so we tipped in six gallons of

BELOW: You have to be fit to be a passenger in A. T. Scott's 1904 Minerva, especially on Pycombe Hill!



ABOVE: Stanley Sears' 1901 Mors heads south near Crawley, with a gallery of spectators in the background.

water at Lowfield Heath, and gave the water pump a dose of special Castrol grease.

In Sussex the traffic became heavier than ever before and the police rather lost control. Two badly driven motor coaches, full of giggling old ladies, baulked the Veterans with monotonous regularity. As always, a great many immaculate vintage cars had brought their owners out to spectate, and they were driven with the greatest consideration. There was a model "T" Ford, of course, and a chap on a penny-farthing bicycle. Near Handcross, the Knorr soup kitchen had been established in a lay-by, which was much appreciated, as we had just passed through a sharp, cold shower; this played havoc with the notes of my daughter-secretary—the rain I mean, not the soup!

If the number of breakdowns near the start had been remarkable, the Veterans had now settled down and fewer mechanical disasters were experienced, in spite of the chaotic traffic conditions in Sussex. F. J. Bruijn was going well in his De Dion which he had brought from Holland, and the front wheels of Collinson's New Orleans were observed to be shimmying in time with the beats of the engine. Guest's De Dion and Mann's Daimler both seemed to be victims of mechanical indigestion in this area.

At last the Pylons came into view and then we were in the outskirts of Brighton. Yet another De Dion was stationary here, with inlet valve trouble, and Cox and Adams were working on the 1904 Darracq only 200 yards from the Madeira Drive. They were able to free their magneto drive shaft, which had seized. Jack Kennedy did even better, for his engine swallowed a valve cotter actually on the finishing line, and he was pushed in by a Marquess and the Chairman of the R.A.C. As I switched off the trembler coils, I realized that I had driven the Panhard in every Brighton Run since 1934, and I kissed the old car on her stubby bonnet. With a wonderful sense of elation, we stretched our cramped limbs

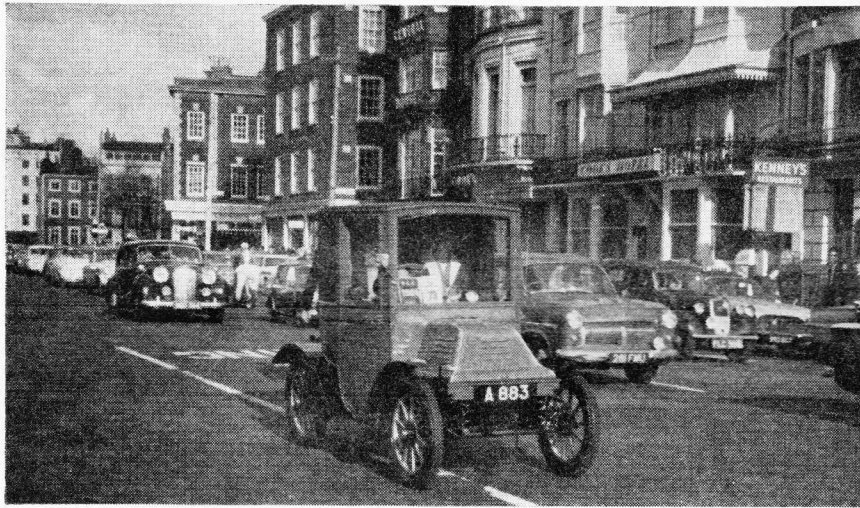
WHERE'S 'IS ROAD FUND LICENCE, THEN? The majesty of the law muses as the elegant Nevada Horseless Carriage enters Madeira Drive.





and strolled round to compare notes with our friends. Both the Davenport's had enjoyed excellent journeys and W. Harrah's Knox, all the way from America, had also

CROWDED: P. H. Pointer's 1902 Wolseley leads P. H. Turvey's 1903 De Dion Bouton and a string of other entrants into Brighton, together with a press of modern traffic (above).



mobile curved-dash runabouts, the big-bore single-cylinder engines firing slowly and regularly. These cars actually had hoods to keep off the rain, as did the similar model of G. E. Mawer. For protection from the elements, however, nothing could beat the 10 h.p. two-cylinder Georges Richard coupé of Lord Strathcarron, which made a no-trouble run, though there were interesting growling noises on the hills. In contrast, the occupants of the Léon Bollée tricycles were right out in the cold blast, but several of these early primitives went very well, notably those of Murray Austin and Cdr. Woolard, the latter actually doing it non-stop, which is probably a record for a Bollée. Some of the very early cars, which have exposed crankshafts and gear wheels, must stop every 20 miles or so for routine oiling. The earliest of them all, Capt. Colver's Arnold, finished strongly, buckled wheel notwithstanding.

Nevertheless, every modern feature was to be found among the veterans. East-west engine location, front wheel drive, and independent suspension, were all to be seen in the earliest vehicles. It is curious that I passed an enormous number of breakdowns and yet only 19 cars, out of 239 starters, failed to clock in on time. The lesson here is that the accessibility of the old cars was far ahead of that which we now tolerate. I removed and replaced an inlet valve at the roadside in a matter of minutes. Let me see you do that in your Super-Automatic Power-Steered Vee-8!

After the run was finished, many drivers put their veterans on trailers and departed in modern luxury. Pausing only for a brief respite at Lord Montagu's party, Bolster and Watkins set off into Kent in the 1903 Panhard. Many mountains were climbed, the oil lamps were lit, and at one point a surprised private resident was asked for water—gallons of it. Eventually, the long journey was over and the slap of the cast-iron pistons, the clatter of the exposed timing gears, the snorting of the automatic inlet valves, and the rattle of the driving chains, was stilled.

The Brighton Run was over for another year. Was it the best of the lot? Of course it was, they all are!

LEFT: J. Hamilton-Fish's 1901 M.M.C. enters Brighton.

made it. This car is in beautiful condition and has about the biggest flat-twin engine I have ever seen, with "porcupine" studs all over its cylinders for air-cooling. Alec Hodsdon's Gardner-Serpollet steam car completed the run at a steady speed in remarkable silence.

Count Luigi Castelbarco, formerly a famous racing driver, handled the 1899 Menon with great verve. This very rare car has a tubular chassis with full-elliptic springs all round. The engine is a small 3½ h.p. single-cylinder unit with an air-cooled barrel and water-cooled head. It is situated in front of the car, and drives a belt pulley through a pair of spur reduction gears. A crossed flat belt transmits the power to a larger pulley on the rear axle which contains the differential and the gearbox. This assembly is lubricated by a glass drip-feed oiler, and the apparently rather spidery little vehicle made a very good time on the difficult journey.

Extremely impressive was the arrival of Mr. and Mrs. Smith in two identical Olds-

JOURNEY'S END: J. C. R. Dennis's 1902 Dennis heads for its parking bay in Madeira Drive at the end of the Run.



Club News

By MICHAEL DURNIN

A RESTRICTED Production Car Trial will be staged by the Hagley and D.L.C.C. on 25th November at the Barn Café and Service Station, Cookhill, near Alcester, Warwickshire. Invited clubs are Austin Apprentices C.C., B.T.R.D.A., Herefordshire M.C., M.G.C.C., Midlands Motoring E.C., North Midland M.C., North Wales C.C., Shenstone and D.C.C., Sunbac and Walsall and D.C.C. The course will be 20 miles long and will include over 20 observed sections; every effort will be made to make it of a non-damaging nature. Regs. from L. M. Taylor, 4 Poplar Road, Norton, Stourbridge, Worcestershire. . . . The 38th Exeter Trial will take place on 4th-5th January. The R.A.C. have imposed a limit of 120 cars in this **Motor Cycling C.** organized event which has a route of 300 miles. . . . The Essex Rally, organized by the West Essex C.C. and co-promoted with the Chelmsford M.C. and the Four Ways C.C., has two starting points—Woodford and Chelmsford. It takes place on 25th November. Regs. from C. H. Doney, 160 Hermon Hill, South Woodford, London, E.18. . . . Also on 25th November, the **Kentish Border C.C.** will hold their 20th Annual Sporting Trial. Members of the B.T.R.D.A. and entrants of the R.A.C. Trials Championship are invited to compete in this event which is to be held at Vinters Park, Maidstone. Regs. from Mrs. Phyllis Eady, 167 Bexley Road, Eltham, London, S.E.9. . . . Entries close today for the **Airedale and Pennine M.C.** November Trial which is to start at the Roebuck Hotel, Greengates, on 18th November. Secretary of the meeting, to whom all enquiries should be sent, is A. J. Hodgetts, "Shelsley", 4 Parklands, Bramhope, Leeds. . . . The North-West Centre of the **B.A.R.C.** will hold a closed rally on 24th November. Called the Lancashire Trial and Trainee Rally, the 75-mile route commences near Liverpool. . . . All Renault owners will be welcome at the **Renault O.C.'s** 11th Annual General Meeting, to be followed by a film show and social evening, held at "The Stanhope Arms", Gloucester Road, London, S.W.7, on 25th November. It starts at 6.30 p.m. . . . Tommy Sopwith and Mike Parkes will be visiting the **Sussex C.C.** next Tuesday at the club's headquarters at Southwick and Fishergate Community Centre, Southwick, Sussex. . . . The **Leeds University Union M.C.** promotes the Rally of the Northern Lights on 24th-25th November. It was last run successfully in 1958 by Mike Kempley, but since then it has clashed with the "Regent" and faded into oblivion. This year the date, name and style of the rally have been changed. Three types of sections will be used: 30 m.p.h. sections; neutral sections in which the average speed must not be exceeded at all; and times-to-a-fraction-of-a-minute sections. The Clerk of the Course, being a student, has his own car to consider, so the rally is as tough as possible without resorting to rough roads. Clubs invited comprise: B.A.R.C., Combined Universities M.C., De

Lacy M.C., Halifax M.C., Huddersfield M.C., York M.C., Kirkby Lonsdale M.C. and Lancashire A.C. Entries close on 21st November and regs. are obtainable from D. E. Cherrill, 64 Richmond Mount, Leeds, 6.

MALLORY PARK S.C.C.

M.G.C.C.

DERBYSHIRE C.C.C.

MALLORY PARK SPRINT

THOSE brave people who defied atrocious weather conditions at Mallory Park on 28th October enjoyed some enthusiastic and skilful driving on a track that was in parts under 3 ins. of water. Despite the wet and windy weather, the sprint meeting, organized jointly by Mallory Park Sports Car Club, the M.G. Car Club and Derbyshire County Car Club, was highly successful.

The sprint, over a distance of just under a mile, was in an anti-clockwise direction, so those who knew the circuit well did not have any real advantage over newcomers. Enthusiasm was the key word, and everyone looked to be trying extremely hard—to the extent that "sideways through Gerards" was an expression used by the great majority.

However, despite the exuberance, everyone managed to stay on the circuit, although one or two monumental gyrations from the faster boys made the spectators fear that they were due to go agricultural.

Competitors had two attempts each and with wintry sunshine and high winds drying out the track late in the afternoon, most managed to improve on their times considerably on their second run.

Best time of the day went to Brian Griffin, in the ex-Jack Pearce Lotus 22, with a time on his second run of 41.56 secs. The only other driver to approach Griffin's very fast time was David Baker in the Midland Racing Partnership's 1961 Cooper-B.M.C. Formula Junior, who returned 43.40 secs.

An astonishing 50.31 secs. was achieved by J. Wales in a much-modified Morris Mini, beating Sprites and Midgets to win the under 1,100 c.c. class, and other good performances were put up by class winners H. S. Shepherd (Jaguar 3.8) with 48.56 secs. and 18-year-old Roddy Harvey-Bailey (XK120) with 47.03 secs.

Creditable too were the times of David Martin with his 1929 Brooklands Riley (55.67 secs.), who beat a number of M.G.As, and Miss M. J. Holland (57.29 secs.), who won her class with a new Vitesse she had driven only once before!

JOHN STONE.

Results

Racing cars: 1, B. H. Griffin (Lotus), 41.56 s.; 2, D. Baker (Cooper), 43.40 s.; 3, J. Cottrell (Cooper), 51.38 s. Cooper-Minis: 1, P. Redden, 53.55 s.; 2, H. S. Shepherd, 55.18 s.; 3, A. W. Spurling, 56.1 s. Cars up to 1,100 c.c.: 1, J. Wales (Morris Mini), 50.31 s.; 2, T. S. Baker (M.G. Midget), 53.49 s.; 3, H. K. Burnett (M.G. Midget), 54.78 s. Sports and G.T. Cars 1,101-1,600 c.c.: 1, J. J. Waldron (Porsche), 49.79 s.; 2, R. S. Mucklow (Elite), 49.95 s.; 3, L. A. Weldon (M.G.A.), 50.02 s. Saloon Cars 1,101-1,600 c.c.: 1, Miss M. J. Holland (Vitesse), 57.29 s.; 2, N. Bishop (Herald), 58.17 s.; 3, J. R. Tyler (Rapier), 58.35 s. Sports and G.T. Cars over 1,600 c.c.: 1, R. Harvey-Bailey (XK 120), 47.03 s.; 2, H. A. Bishop (TR2), 48.95 s.; 3, C. Green (TR4), 50.34 s. Saloon Cars over 1,600 c.c.: 1, H. S. Shepherd (Jaguar 3.8), 48.56 s.; 2, P. Redden (Jaguar 2.4), 55.09 s.; 3, A. W. Spurling (Jaguar 2.4), 58.68 s.

COMING ATTRACTIONS

10th-11th November. Austin Apprentices A.A.C. Donald Healey Trophy Rally.

Seven-Fifty M.C. Night Navigation Rally.

B.A.R.C. (S.E. Centre) November Night Rally.

Jaguar D.C. and Polish M.C. Independence Rally. Starts Henlys, Ltd., The Hyde, London, N.W.9. (M.R. 160/208896), at 10 p.m.

Caldervale M.C. Dutton Trophy Rally. Starts

Tillotson's Summit Works, Burnley, Lancs. (M.R. 95/831306).

Northampton and D.C.C. New Cedos Night

Trial. Starts S. and W. Motors, Northampton, at 9 p.m.

11th November. Yorkshire S.C.C. Pennine Trophy Rally. Starts Pack Horse Hotel, Southowram, near Halifax, Yorks., at 11.15 a.m.

North Midland M.C. Production Car Trial.

Godiva M.C., Nuneaton M.C. and Sunbeam-

Talbot O.C. Autocross, Bramcote Aerodrome. Starts 2 p.m.

12th-17th November. R.A.C. International Rally

of Great Britain. Starts Blackpool, Lancs., at 4 p.m.

17th November. Australian Grand Prix, Perth (F.L.).

University of Bristol M.C. Three Counties

Rally. Starts Queen's Building, Bristol, at

10 a.m.

17th-18th November. Welsh Counties C.C. and

Volkswagen O.C. Rally. Starts Howell's

Garage, Cardiff, at 8.30 p.m.

18th November. Seven-Fifty M.C. Harold Biggs

Memorial Trial, Isenhurst Manor, Cross-in-

Hand, near Heathfield, Sussex.

Yeovil C.C. Trial, Johnson Park, Yeovil, Somers-

et. Starts 9.45 a.m.

Airedale and Pennine C.C. Production Car Trial.

Starts Greengates, Bradford, Yorks., at

1.30 p.m.

432 M.C. Cotswold Trophy Rally. Starts Frank

Grounds Garage, Lichfield, Staffs.

1st-9th December. Nassau Speed Week, Baha-

mas (S., G.T., F.J.).

15th December. Rand Grand Prix, South Africa.

VICKERS (WEYBRIDGE) M.C.

VANGUARD RALLY

THE pattern of the Vickers (Weybridge) Motor Club's Vanguard Rally is now well established. The highlight is a strenuous marked map and another characteristic feature is a short, sharp stint on a 2½ inch to the mile sheet. Tulip cards, six-figure references and map reproductions complete the mixture which is skilfully blended into one of the most popular rallies in the South. This year's Vanguard, run on 27th-28th October, was well up to standard and provided 65 crews with a tough, straightforward and interesting night's work. No unmanned route checks were used and there was no penalty, other than the statutory one, for early arrival.

Good staff work set the rally in motion from White's Garage in Camberley with a minimum of fuss and the field headed generally westwards along the top half of O.S. 168, starting with a simple tulip card, which penalized only one car, and continuing with six-figure references.

The pace began to warm up towards the end



ALLARDETTE of Ron Ambrose and G. Lake at rest. Members of the winning team, they finished seventh overall.

of this second section and all but ten crews lost time, despite the subsequent easing of the time allowance for Control 35 from four to seven minutes when the distance was measured again at breakfast with a more accurate opisometer than was used at the planning stage!

The third section, with seven pictorial reproductions, exploited the territory around Walbury Hill to the full and was sufficiently tight to be interesting. It led to the Littleton Service Station, near Devizes, for the first of two 30-minute breaks. Most people seem to prefer taking two such halts rather than one lasting an hour. Thirty minutes is just long enough for the necessary to be done without breaking the rhythm.

Rhythm was indeed essential for the marked map, which came next, the very peak of performance from car and crews being required for the next five hours. The sheet was O.S.156 and even allowing for the prudent avoidance of some of its best territory around Stroud, it proved to be most exacting, with 69 time controls. These were concentrated in tight little loops, an excellent arrangement, since it keeps the quick boys working hard, yet permits the novice to cut and run.

Good use was made of some interesting white roads—none of them particularly rough, but most of them very slippery indeed, some being inches deep in mud. Nor were the yellow roads much easier, for wet, thickly carpeted leaves were everywhere. One nameless Mini went all agricultural three times in as many hundreds of yards—this happened on the first of two tie-deciding "timed to a second" sections, linking controls 48 and 49 (852736 to 852735) in a bogey time of 4 mins. 30 secs. Times were not available for this report, but it is fairly safe to say that nobody was "under par" either here or on the second "stage" (from 676830 to 682823 in 1 min. 30 secs.).

Opinions were divided as to whether the marked map was "on" clean, apart from the "stages". Certainly dry roads and a clear run would have helped, but with the route as slippery as it was and with the occasional unintended interference from local traffic (even at 2 a.m., for they keep late hours on 156, as we have found before), David Street and Ken Coombes put up a fine show in their Vitesse to drop only four minutes to win the special award for the best marked map performance. The Hussey/Hayes Herald, the Green/Jewell Morris 1100 and the Roberts/Bint Herald were all six minutes adrift, as was the Huson/Jenkins Mini, although this latter crew had dropped two controls. All who survived this fine section felt that they had



CHECKPOINT stop for E. O. Goodman/B. Harvey of the Oxford M.C.

indeed been rallying as they made their way back to the Littleton Service Station for the second break. En route, a particularly nasty hump-backed bridge was encountered. This is on a main road, but is well worth marking—it is at 900611.

By way of variety a "barred route" section of 28 miles led to Savernake Forest, where a marked 2½ inch to the mile map was handed out, calling for sections of 1, 2, 1, 1, 1 and 2 mins. at a 30 average through the maze of tracks in the forest. Hussey/Hayes (Herald), Pocock/Duckham (Mini-Cooper) and Ambrose/Lake (Allardette) cleaned this. A wrong-slot cost Street and Coombes 4 mins., as great a loss in 8 mins. as they had sustained in five hours on the marked map. It certainly seems irrational for penalties to be equated in this fashion—there is no doubt that the marked map performance was the more meritorious and it was only right and proper that the Vitesse crew maintained their overall lead despite the time lost in the forest, so that justice was done.

There remained only a 40 mins. run out and an exhilarating little "special" on Snelmore Common (.75 mile, the route card said, in 80 secs.—this was the third tie-decider) before the finish at the Plaza Grill in Newbury.

On such a cold night marshals could perhaps be excused for an occasional lapse. Ambrose and Lake had their watch dropped at three separate controls, and at the third bounce the long-suffering timepiece rebelled—the minute hand jumped forward 3 mins. unbeknown to the crew until they went to clock in at the end of the section, which happened to be a 1 min. one, only to find themselves marked 3 mins. late! A highly unlikely story, but a perfectly true one—honest!

The large number of "panel jobs" to be seen at the finish bore witness to the severity of the prevailing conditions, but whether they had been off the road or not, everybody had enjoyed a good, tough rally thanks to Clerk of the Course John Dorton and Secretary of the Meeting Keith O'Dell, who saw to it that detailed results were on breakfast tables on the following Monday morning.

RON AMBROSE.

Results

1, D. H. Street/K. Coombes (Vitesse), 80 penalties; 2, G. Roberts/A. Bint (Herald), 90; 3, B. A. Green/D. H. Jewell (Morris 1100), 100; 4, N. Pocock/H. Duckham (Mini-Cooper), 110; 5, A. Hornall/R. Long (Mini-Cooper), 120; 6, J. Barnes/G. R. Turk (Hillman), 120; 7, R. H. Ambrose/S. G. Lake (Allardette), 120; 8, E. O. Goodman/B. Harvey (Mini-Cooper), 140; 9, D. Stevens/M. Pedder (Anglia), 280; 10, W. Homewood/Mrs. Hussey (Herald), 300. Team Award: "The Brigadiers"—Street/Coombes, Ambrose/Lake and Goodman/Harvey.

MAIDSTONE AND MID-KENT M.C.

DRIVING TESTS

How do they do it? Once again the Maidstone and Mid-Kent Club laid on brilliant sunshine, this time for their restricted driving test meeting held at Lympne Airport (by courtesy of Skyways, Ltd.) on Sunday, 28th October.

The widely spaced pylons of the 11 tests, nine of which were attempted twice, gave the 38 competitors who entered for this event full opportunity to "get on with it", some of the Austin-Coopers sounding very close to Formula Junior as the revs. rose in the longer tests.

But it was the Sprite contingent that won the perennial battle with their B.M.C. cousins, David Sutcliffe, Ron Gee and Doug Worgan defeating Jack Henley's attempt for B.T.D. in his nimble Austin-Cooper.

KNOWLDALE C.C.

MINI-MIGLIA RALLY

THE British Rally season always seems able to produce each year a few events which can be rated as noteworthy occasions and the Knowldale Car Club's recent Mini-Miglia Rally was certainly such an event. Due possibly to its reputation from past years as a fast, tight, tough and relentless chase across the more hectic parts of North Wales, this year's entry list was a small one, comprising only 39 crews, but containing most of the top names.

The start was from Bryn Howell Hall near Llangollen, and with the route available only 30 mins. before starting time navigators had to work hard, with 66 time controls, directions of approach and departure to plot together with several doubtful white roads to think about on the little used map 107. As the first cars left the start, right under the bedroom window of the hotel chef, the rather irate "chef de cursing" asked the starter to move the cars away from his window, and as this request was supported by the pointed muzzle of a 12 bore shot-gun, no time was lost in following his instructions!

As the first section was a tight trip over Trefor Rocks, crews had little time to settle in and even the eventual winners lost themselves before control two, dropping 5 mins. Climbing on to the Llantysilio Mountains, many crews were delayed by a farmer driving his A35 van in the middle of the road. As he seems to do this regularly weekend after weekend it is now strongly rumoured that organisers are paying him to lose the clean sheets for them! Passing through Bryneglwys several crews were booked for noise, then followed a series of short sections, some gated, going north towards Ruthin, then south-west and through noise zones in Corwen and Melin-Y-Wig.

By control 17 (117/010453) near Maerdy the last of the remaining clean sheets had been marked. Roy "King Cod" Fidler/John Hopwood (Anglia 109E), by means of a quite fantastic effort, had stayed within their schedule until this point. More gates followed on the white road through control 18 at Llangwm, David Seigle-Morris having to spin skilfully the works car to avoid going through one gate without first opening it. Then followed a short breathing space along the B4501 before more hard driving over Cadair Benllyn where some crews fell for a non-goer through 838488, although the time allowed indicated the correct road. From here on to sheet 107 at 880510 was a frantic series of gate after gate.

The road to control 22 (838502), approach south-west, was a bewildering maze; Tony Fisher/Brian Melia (Austin-Cooper) missed it completely along with many others. Whilst held up at a gate just prior to this control, Ron Wilson/Barry Potts (Anglia 109E) were heavily shunted from the rear, the impact breaking loose the crankshaft pulley and forcing their retirement. At control 29 Roy Fidler/John Hopwood arrived "wrong direction", which ruined an otherwise faultless run.

By the petrol halt some miles south of

Des Chappell, circulating the pylons with his new Morris 1100 for the first time, improved steadily throughout the day. Perhaps his class win over the Heralds and 1172 Fords is an indication of the car's potential.

TONY TUCKER.

Results

B.T.D.: D. Sutcliffe (Austin-Healey Sprite), 290.2 s. Open Cars: Up to 1,600 c.c.: 1, R. W. Gee (Austin-Healey Sprite), 299.2 s.; 2, D. H. Worgan (Austin-Healey Sprite), 300.9 s.; 3, B. Barfoot (Austin-Healey Sprite), 307.0 s. Over 1,600 c.c.: 1, B. V. Chambers (Triumph TR3), 337.0 s. B.M.C. ADO15s: 1, J. Henley (Austin-Cooper), 304.7 s.; 2, D. Silience (Austin-Cooper), 312.9 s.; 3, D. Burgess (Austin Mini), 321.4 s. Saloons: Up to 1,000 c.c.: 1, B. Gray (Herald), 326.5 s.; 2, R. S. Hulks (SAAB), 333.3 s. 1,001-1,300 c.c.: 1, D. Chappell (Morris 1100), 343.4 s.; 2, D. Higson (Ford Anglia 100E), 346.9 s.; 3, K. Worth (Ford Anglia 100E), 348.6 s. 1,301-2,000 c.c.: 1, L. Cathcart (Rapier), 343.4 s.; 2, R. Payne (Wolseley 1500), 349.6 s.; 3, B. Trask (Ensign), 413.6 s. Over 2,000 c.c.: 1, T. Tucker (Ford Zephyr), 372.8 s.; 2, A. Jeffrey (Ford Zephyr), 390.9 s. Best Lady: Miss T. Conini (Austin-Healey Sprite), 347.6 s.

Abergele, most crews were near their maximum permitted lateness and those who arrived more than 30 mins. late were compelled to retire. At this half-way stage the leader was Ian Terry (Anglia) with 14 mins. dropped, followed by Reg McBride's 18 mins. Following the halt, the route headed south-east towards Denbigh then through a "new" white road to control 43 at 045594 app. south, which would have been much more difficult had the night been wet, whilst to approach control 44 (065597) from the north required careful driving to avoid rutted slots in the road. Then came a section which some crews found rather rough, over the Clwydians to control 47, then shortly, after some short sharp sections near Rhydymwyn, back over the mountains on a very slippery, steep, grassy track through 130650. Then south and east towards the finish, on the hairy roads through the Old Horse Shoe Pass, down the A542 and then across over World's End to Minera. Now,



REG MCBRIDE looks a little tired towards the end of his wonderful drive.

near the finish almost all the remaining crews were having to fight to stay inside their permitted lateness, superb performances being put in by David Pollard (Rapier), Jimmy Bullough (Rapier) and John Wadsworth (Morris-Cooper), while Pat Spencer clung on to the maximum lateness by means of a "ten-tenths" effort for the last five controls.

After a good breakfast—cooked by the shot-gun chef!—the results were quickly announced and, following some discussion about noise penalties (which most people felt had been justly earned) the awards were presented. Another well-deserved outright win for the ever-popular Reg McBride/Don Barrow was warmly applauded.

TED ROWLAND.

Results

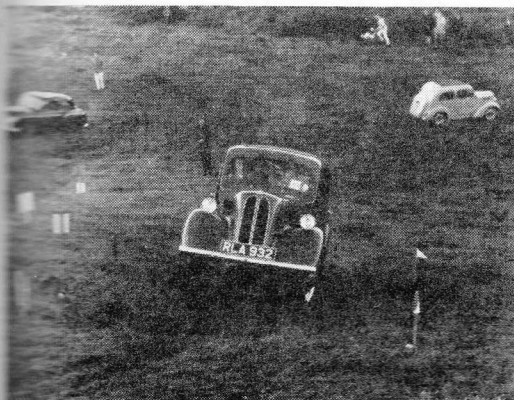
1, R. McBride/D. Barrow (Anglia 109E), 29 mins.; 2, P. Simister/G. Haggie (Anglia), 40; 3, D. Pollard/T. Baines (Rapier), 41; 4, Miss P. Spencer/T. Rowland (Austin-Cooper), 54; 5, D. Seigle-Morris/J. Brown (Morris 1100), 1 F/36; 6, I. Terry/R. K. Davies (Anglia), 1 F/39; 7, A. T. Fisher/B. Melia (Austin-Cooper), 1 F/44; 8, G. Allen/B. Hughes (Austin-Cooper), 1 F/76; 9, R. Fidler/J. Hopwood (Anglia), 2 F/36; 10, J. Wadsworth/J. M. Wood (Morris-Cooper), 3 F/72. Team Prize: McBride/Fisher, Knowldale; 2nd Team Prize: McBride/Allen, Knowldale. Class Winners: Miss P. Spencer/T. Rowland and I. Terry/R. K. Davies.

VICKERS ARMSTRONG (HURN) C.C. PURBECK TRIAL

VICKERS ARMSTRONG (Hurn) Car Club organised their annual "Purbeck Trial" on Sunday, 28th October. As the title suggests, the course was laid out mainly in the Purbeck Hills, in south Dorset.

The morning sections were arranged in the "Bowl", at Bovington Heath, where the Knott Cup victims usually perform on considerably more drastic slopes. For Sunday's "bread and butter" types, 12 hills, ranging from deep sand to thick heather, were arranged to catch the competitors.

From Bovington, a short run through attractive scenery took the by now thirsty



HARRY PALMER bouncing out of the Hollow on Stony Down.

crews to Church Knowle, where the lunch stop was of sufficient duration to ensure a good personal intake, and a pleasant "natter".

A further group of sections came at "Stony Down", a long grassy valley, which comfortably contained the entire entry of 50 without any delays. As the finish was at Wareham, only five miles away, most of the early numbers stayed on to watch, and loudly comment!

Of the competitors, Ted Crocker's Mini took class 1, with Taylor's and Kilminster's Populars hotly contesting class 2. Frank Burton's Dauphine-engined Renault 750 narrowly beat Harry Rose's ex-Atyco Volkswagen, and Tommy Wood's famous Messerschmitt had no trouble in beating some M.G.As.

Despite a cold wind, and a couple of showers, the weather held good, and everyone enjoyed a very well-organised event.

TONY HOLLISTER.

Results

Class 1: 1, E. Crocker (Mini); 2, P. Dawson (Mini Traveller). Class 2: 1, J. Taylor (Ford Popular); 2, T. Kilminster (Ford Popular). Class 3: 1, F. Burton (Renault); 2, H. Rose (VW). Class 4: 1, T. L. Wood (Messerschmitt). Class 5: 1, A. Trowbridge (Land Rover).



DAVID DE SOUZA comments on his performance at Stony Down, with Purbeck scenery in the background.

MAIDSTONE AND MID-KENT C.C. HAROLD SHARP RALLY

"YOU won't really need a navigator on the Harold Sharp—the next control will be round the next corner!"—so said Clerk of the Course Julian Chitty in his press release for the Maidstone and Mid-Kent's premier restricted rally last week-end. He was exaggerating, of course—sometimes it was round the second corner. And navigators, as usual, were quite indispensable, not only for reading the thousands of bends and for ultra-quick plotting from the 13 route cards handed out along the way, but also for sorting out therefrom the several tricky approach directions. But perhaps the most important function of the "brains of the outfit" on the Harold Sharp was time-keeping, for the rally was marked on the "failed section" system, and fails were incurred for reporting at controls more than 20 minutes late. Such was the pace that every navigator but one, Don Bailey in John Pocock's Rapier, was faced, sooner or later, with the problem of where and when (and in many instances, how) to "cut and run".

Twenty minutes adrift? In Kent? How come? For many of the quickest crews in the county were among the 65 cars which left the Robin Hood Cafe, near Charing, on a damp slippery evening. The first route card provided a clue to the answer to these questions. Sections of 2, 1, 1, 1, 1, 3 and 1, all manned and including two particularly obscure slots served as a run-in and by Control 7, not surprisingly, since marshals had been briefed to be courteous but deliberate and to "give nowt away", the threat of a clean-sheet rally had disappeared.

Yet, compared with what followed, this opening stint was by way of a run-in! On as difficult a route as can be devised on 172, 173 and 184—and there is certainly territory on these sheets to satisfy the most demanding of organisers, the 125-mile rally featured one ten minute section, four five's and six four's—a total of 54 minutes out of 250. The remaining time, over three hours of it, was broken down into one's two's and three's, the majority manned. Good enough.

Having exploited those slippery, leafy lanes above the A20 road, the route led inevitably towards Romney Marsh and the first of the three road books was handed in at 99803312 (to add to navigators' troubles eight figure references were used) and at this point Pocock and Bailey were leading with a loss of 3 minutes.

Soon after the issuing of Road Book 2 came the turning point (almost literally) of the rally. The official route from 25 (99102890) to 26 (00002800) was on yellow, but most people opted to attempt the two minute section on the shorter "white" which was known to go. They could not have anticipated the unusual depth of the mud, which reduced the normally firm track to a quagmire. The Reeves/Lake TR3A floundered, but energetic work on the part of Graeme Lake got it going again, albeit at a cost of many precious minutes. Less fortunate was the Firmin/Spiers 3.8 Jaguar, which came to a final halt right in the middle leaving the rest of the field (the Jag was running no. ten) with the alternative of a lengthy reverse or the delicate operation of de-rutting and inching past the stranded car, at an angle of some 30 degrees, with drivers' door-handles tangling with the reeds growing from the ever-receptive dyke alongside. Nobody cleaned this little lot!

Apart from this additional hazard, the Marshes, which were naturally exploited to the full, further decimated the field and it was hereabouts that the majority of crews faced up to the inevitable necessity of cutting sections. The numerous controls on Road Book 3, covering the myriad of yellow roads in the area south of Canterbury were therefore but thinly patronized as competitors sought to shorten their route so as to re-enter their maximum period of permitted lateness. Simultaneously came the realization of how cunningly the plot had been prepared. For in almost every case end-of-route-card controls were sited at the extremities of loops, which thus became obligatory. The theory of route-shortening was therefore difficult to put into practice and it is on this score alone that the rally can be criticized. Had the 20 minutes

permitted lateness been extended to the more normal 30 minutes a much more satisfactory way of presenting the same results would have occurred, instead of having to measure the profusion of "failed sections" as if they were mere minutes lost.

Be that as it may, several crews were observed clocking in at controls they had obviously failed, instead of pressing on with the business of getting back into time. Regulations are published in order that they may be read, and those of the Harold Sharp were quite unambiguous and models of clarity on this point. They also indicated that the penalty for opening a sealed envelope, issued at the start and containing the complete route, was "one fail". Many were the red faces at the finish when the implications of this device were realized. At the comparatively cheap cost of a fail, one could have planned one's route—cutting effectively by eliminating one of those time-consuming loops.

So great had been the devastation that car 42, running over permitted lateness, was thirteenth through the tie-deciding special stage, one very slippery mile of white road in Longbeech Wood with a 2 minute bogey time. In order to ensure that he had any finishers at all in this tough and most enjoyable rally, Julian Chitty decided to extend the permitted lateness at the finish control, and as the satisfied customers took breath for the first time for over four hours prior to departing homewards, the results team settled down to some monumental arithmetic.

RON AMBROSE.

Results

1, J. Pocock/D. Bailey (Rapier), 0.f/24; 2, J. Gregson/A. Straker (Riley), 10.f/99; 3, D. Foxley/C. Elwood (Saab), 11.f/96; 4, P. Ward/F. Herwin (Herald), 17.f/84; 5, J. Wolchover/J. Davenport (Sprite), 18.f/119; 6, D. Burgess/A. Bennion (Austin-Cooper), 27.f/40; 7, R. Smith/J. d'Orville (Classic), 28.f/69; 8, D. Chappell/D. Jackson (Morris 1100), 28.f/103; 9, J. Aps/R. Jewell (Anglia), 30.f/45; 10, J. Banks/M. Bowler (Minor), 36.f/53. Team: Gregson/Straker and Ward/Herwin. Tie-decider: Foxley/Elwood, 2 mins. 7 secs.

VINTAGE S.C.C. EASTERN RALLY

THE Vintage S.C.C. Eastern Rally was a purely navigational exercise which attracted 42 entries and covered a route of approximately 70 miles, starting and finishing at Wansford, near Stamford, on 4th November.

Several people ran into difficulties, notably Bernard Kain (1926 Type 37 G.P. Bugatti) and Ian Easdale (1930 Blown 1750 Zagato Alfa Romeo) as their cars had no hoods; consequently their route cards soon disintegrated when it came on to rain.

When darkness fell, Cameron Millar (1926 Twin-Cam 3-litre Sunbeam), a member of the winning team from the South, realized that he had neither a dash-lamp nor a torch to aid his navigator so he borrowed a cigarette lighter from a friendly marshal. This kept blowing out when the car was in motion, so it was necessary to keep stopping to consult the map and route card, and then try to memorize things for the next two or three miles ahead.

Binns (O.M.) and Howarth (Lancia Lambda) carried large dogs in their cars to help them keep on the scent. Binns's black dog won him a third class award, but Howarth's brown beast evidently barked some wrong instructions.

John Rowley (OE 30/98 Vauxhall) once again proved he is as adept at rallying as he is at racing and carried off the Eastern Trophy. The runner-up was Barry Clarke on his innocent looking 1929 Austin Seven saloon with its very high compression ratio which, on this occasion, omitted to break its crankshaft.

Altogether a most enjoyable and well planned event.

P. M. A. HULL.

Results

Eastern Trophy: J. W. Rowley (1927 Vauxhall). First Class: R. H. Marston (1930 Riley); E. C. S. MacPherson (1929 Lea Francis); B. M. Clarke (1929 Austin); B. Dearden-Briggs (1937 Lagonda). Second Class: J. Warburton (1920 Star); G. Liston Young (1935/6 Batilla Fiat). Third Class: S. E. Charity (1928 Swift); J. C. Woolford (1927 Lagonda); P. J. E. Binns (1927 O.M.); W. Tuckey (1932 Rolls-Royce). Team Prize: South—Binns (O.M.); Clutton (Bugatti) and Millar (Sunbeam). Light Car Award: S. E. Charity (1928 Swift).

DUSK 'TIL DAWN RALLY

WITH the season in full swing on 27th-28th October, it was the turn of the Huddersfield Motor Club to be hosts to the regular rally enthusiasts. Some 70 crews converged on Huddersfield, and one hour before his due time of departure each navigator eagerly collected a list of map references and shut himself up in his car to plot the route.

It was evidently "the mixture as before", with groups of controls in three main areas making up the meat of the event, linked by several liaison sections. The 50 expert entries had to visit 59 controls and the 20 non-experts 45.

The first group lay to the south of Huddersfield. Anne Hall completely wrecked a front wheel on her way to the first control when, on a main road, she hit a brick lying in the road. The clerk of the course arrived at control two to find he had two punctured tyres! The two-minute section between the first two controls used the private road on which the club hold their sprint meetings. The hairpins on this, and the difficulty in finding the road through a mill yard, meant that most crews lost time there. It was not long before the mere sight of the word "mill" on the ordnance survey map brought fear to the hearts of navigators. There were few crews who did not find themselves in a mill yard at some time during the night.

More than half the crews could not find the "experts only" control situated in a diabolical maze of tracks in Honley Wood, and by control 18, only the eventual winners remained unpenalized. But two controls later they lost what was to them a disastrous nine minutes, when David Pollard's navigator Tony Baines made one of his very infrequent mistakes. Next best were Terry McBride (who took over his father's entry)

and Don Barrow, who had dropped only one minute in their Anglia; when it was learned at the finish that Terry had only obtained his competition licence a week ago, there were some very red faces among the "diehards"!

The next group of controls lay in the maze of roads to the West of Sheffield, which weave in and out among the many reservoirs in the area. Only one section looked awkward—where was the route which led westward from MR 289920 to approach MR 275 914 from the east, with Bradford out of bounds and only three minutes allowed? There being no road shown on the latest seventh series edition map crews diverged—exploring every possible footpath! Those with the earlier edition of the seventh series were fortunate in that the correct route was in fact shown, but the "track" turned out to be a faint depression running across a field. Earlier crews had the worst of things, the first three cars all losing more than 10 minutes, but once one intrepid crew had blazed a trail, others bravely plunged into the field.

The roads, slippery with autumn leaves and often awash as the result of sudden rainstorms, took their toll from amongst the unwary. Frank Williams kept going in spite of brake troubles until he neatly placed his A40 on end, nose downward. The car was brought back on to the road with the help of a local Land Rover and was found to be practically unscratched. R. Bean was not so fortunate when, after negotiating 32 controls with the loss of only two minutes, he rolled his newly acquired Riley several times. Fortunately, neither he nor his navigator Barry Green was hurt.

There was a main road run over the Snake Pass to Glossop and then on to the final stages round Ripponden—an area which must surely rank high in the list of areas qualifying for the title of "navigators' nightmare country". With only one section longer than five minutes out of the last 17, it seemed impossible to imagine that any crew would successfully negotiate the wet slate-paved tracks without loss of marks, but Roy Fidler and John Hopwood in their Anglia showed everyone else it could be done "clean". Their fine run, losing a total of 12 minutes which would have given them second place, was of no avail because, early on, they failed to see a control on a main road and thought that it was not manned—and Roy had driven the last half of the rally with no clutch!

By the time the first crews were back at the finish in Huddersfield, all the details of marks lost on the first half of the rally were on display—thanks to a slick results team and to the use of the now familiar card system where a competitor receives a separate card from the marshal at each control. Before the last competitor sat down to breakfast, the results were announced and half an hour later a fine array of silverware was presented to award winners.

Competitors applauded a first-class route, rapid production of results and a magnificent group of marshals who had to contend with appalling weather all night, but a small brickbat for the inclusion of a field as part of the route. No doubt they will all be there again next year—if Mr. Marples permits it.

VALERIE DOMLEO.

Results

1, David Pollard/Tony Baines (Rapiere), 0 fails, 10 mins.; 2, Terry McBride/Don Barrow (Anglia), 0, 14; 3, Roger Sutcliffe/Geoff Haggie (Volkswagen), 22; 4, B. Redman/J. Wood (Mini), 23, and Geoff Allen/Barry Hughes (Mini-Cooper), 23; 6, Jack Anderton/Keith Barraclough (Anglia), 28; 7, Anne Hall/Val Domleo (Anglia), 31.

Non Experts: 1, Barrie Williams/M. Lindsay Jones (Mini-Cooper), 13; 2, N. Blakeborough/J. Johnson (Volkswagen), 57.

B.A.R.C. DINNER-DANCE

OVER 1,100 members and guests attended the annual dinner-dance of the B.A.R.C. at Grosvenor House on 2nd November. The Duke of Richmond and Gordon was in the chair, and after his speech of welcome to the guests he was followed by the Parliamentary Secretary to the Ministry of Transport, Lord Chesham, who spoke at length without arousing any enthusiasm, addressing those present as if they were members of his constituency, or a Civil Service committee.

However, a really first-rate cabaret revived everyone's spirits, compered by that laugh-a-second merchant, John Bligh. Lionel Blair and his four lovelies produced a popular routine, including their version of the Madison, but undoubtedly the star turn was supplied by John Cooper and Graham Hill, co-opted into the show. John "rubber-legs" Cooper outdid anything achieved by Sammy Davies, Jr., or the late Leon Erroll. Tommy Trinder was in fine fettle, stating that he is the only man who has a Rolls-Royce with a Coventry-Climax engine!

Motor-sporting personalities abounded, and amongst the guests were Earl and Countess Howe, Lord Montagu, the Marquess and Marchioness Camden, Sir Isaac Hayward (L.C.C.) and Lady Hayward, Sir William and Lady Lyons, and Mr. and Mrs. D. H. Glover. The motor-racing world was represented by Graham Hill, Tony Brooks, John Cooper, Dick Jacobs, John Fenning, Ken Tyrrell, John Campbell-Jones, Jack Lewis, Les Leston, "Doc" Merfield, Peter Procter, Cuff Miller, Peter Pilsworth, Alan Fraser, Bob Staples, Henry Taylor, Tom Wisdom, John Brown, Dick Attwood, Gerry Ashmore, Sydney Allard, Tony Settember, David Hobbs, Brian Berron-Johnson, Ian Raby and David Baker.

Amongst the trade folk present were Denis Druitt and John Gooding (BP), Keith Ballistat (BP), Geoff Murdoch (Esso), Jimmy Hill and George Williams (Castrol), and Dick Jeffrey, John Sambrook and Evan Price (Dunlop).

The evening finished with John and Hattie Morgan being chaired in the centre of a cheering crowd of dancers. John has announced his retirement, after 15 years, as secretary of the B.A.R.C., which can now boast over 16,000 members.

ULSTER A.C.

AUTUMN RALLY

THE Autumn Rally of the Ulster Automobile Club was held on Saturday, 27th October, starting at Nuts Corner Airport at 10.30 a.m.

Of the 45 entries, 39 came to the line and of these only 32 finished the course. The route, which covered 150 miles, was through the byways and over some rough tracks.

Four driving tests had to be undertaken during the first two hours and Thompson Glass in his Hayrake came out top in every one of these, but unfortunately did not figure in the awards as he, in company with quite a number of other competitors, suffered under the 300 mark penalty as laid down by the R.A.C. for taking less than three-quarters of the time allowed between controls.

W.J.K.

Results

1, P. B. Hopkirk (M.G. Midget), 1.6 marks; 2, Dr. J. D. Keatley (Austin-Cooper), 4.0; 3, R. White (Austin-Healey Sprite), 4.4. Sports Cars up to 1,300 c.c.: 1, P. B. Hopkirk, 1.6; 2, R. White, 4.4; 3, D. R. Bell (Healey Sprite), 18.0. Saloons: Up to 1,000 c.c.: 1, Dr. J. D. Keatley, 4.0; 2, V. Stanfield (Mini-Austin), 8.2; 3, C. W. Andrew (Mini-Austin), 9.0. 1,001-1,300 c.c.: 1, R. J. McCartney (VW), 305.6; 2, D. L. McAvoy (VW), 347.2; 3, R. C. T. Hughes (VW), 376.0. Over 1,300 c.c.: 1, F. A. Robinson (VW), 8.4; 2, E. Baird (Ford), 12.8; 3, C. O. Innis (Singer), 196.8.

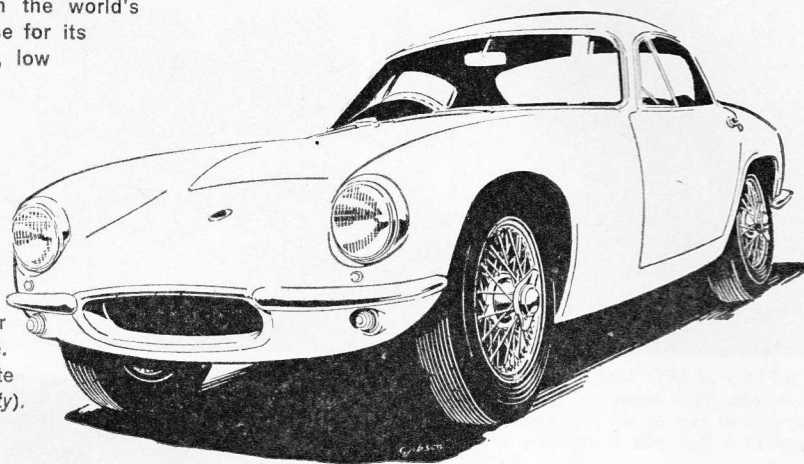


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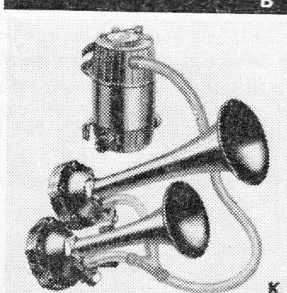
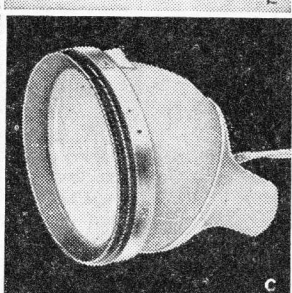
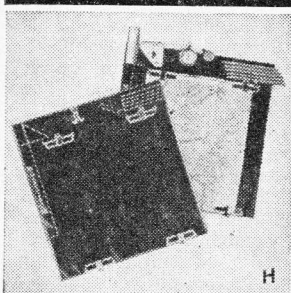
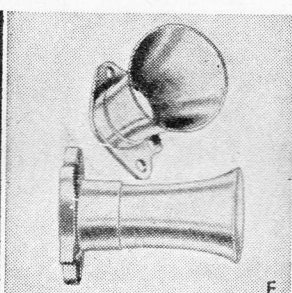
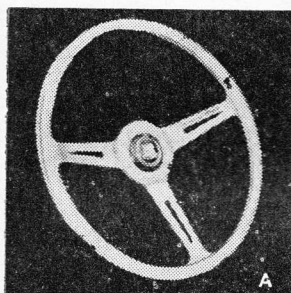
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CHASE TROPHY TRIAL

**Rex Chappell Wins
Shenstone and D.C.C.
Event**

REPORT AND PICTURES BY
FRANCIS PENN

TRYING HARD with characteristic determination, trials champion Rex Chappell sets his car at one of the field sections, on his way to a fine win in a well-planned trial.

SHENSTONE certainly hit the jackpot with their 1962 Chase Trophy Trial, an event counting for both the R.A.C. and the B.T.R. & D.A. Championships, which drew a record entry of 55 cars.

First they chose a gloriously sunny warm day, yet with a touch of heavy dew (which kept down the morning "cleans" to an absolute minimum) on a very well-plotted course down in Edes Field, better known in the past as the "Parsons Midden" by reason of its somewhat pungent aroma when dug deep!

The first three sections, all with downhill starts, ran high up the side of a steep grass bank, terminating with deep heavy ruts. No. 3, in the course of its peregrinations, ran through a wet bog. No one made it on any! The highest-placed were Chappell, Hurt, Hodgson, S. Clipston and Holdrup. No. 4 was a steep, short terror, which failed one and all before the half way mark.

The next five or so were all half circles and curves, using adverse camber, in an adjoining field. These produced a somewhat similar result, i.e., still no cleans. Indeed, it wasn't until hill 11 that Ernie Chandler, riding No. 3, made the first clean on a hill which, though on wet grass, was fairly straight. He was quickly followed by about 50 per cent. of the entry. Next came the wood, in which Hurt, Highwood, Lewis, Cannon, Portlock, Holdrup and



ABOVE: Peter Highwood bites his lip (not too hard, we hope) as his car leaps over a step on one of the woodland sections, with a tricky surface of leafmould. He eventually took third place. BELOW: Former trials champion Charles Pollard, with Mrs. P. in the passenger's seat. What's that rule about passengers remaining "normally seated"?

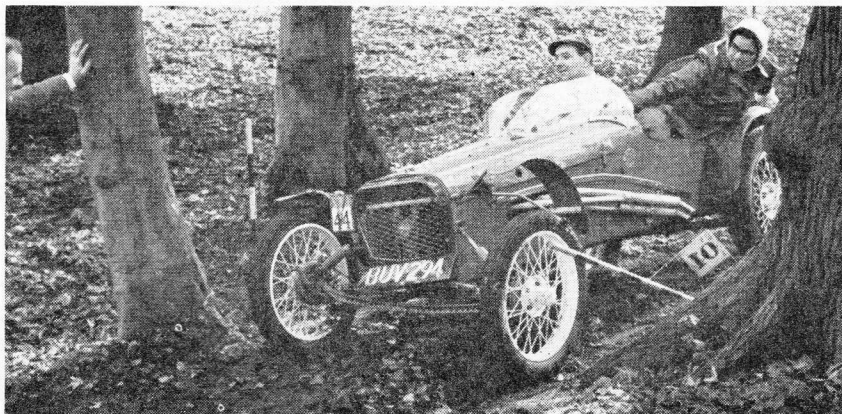
Eaves scored well, still without many recording clean climbs; indeed trials champion Rex Chappell had only one to his credit at the end of the morning round; but wait, we jump ahead too soon! The *piece de resistance* was yet to come in hill 16. Half-way up were two trees on an adverse camber, complete with marker poles which literally kidded one and all; whichever way it was approached, the back of the car slid down into the right hand one! Peter Highwood nearly caught out the organizers by making a queer detour and approaching the problem from quite a different angle—only to hit the left-hand marker after all!

Lunch time score showed that Lol Hurt, who had made two cleans to Chappell's one, led by nine marks, with Frank Lewis third, another four marks down.

But, and it's a big but, in the afternoon, on a slightly easier course, Chappell, with seven cleans to Hurt's four, stormed home to win by 17 marks, with Highwood a trailing third. Quite the best Chase yet!

Results

Chase Trophy: R. Chappell, 132 marks; 2, L. Hurt 149; 3, P. F. Highwood, 167; 4, M. R. B. Cannon, 176; 5, I. H. Portlock, 177; 6, G. L. Holdrup, 181; 7, M. J. Eaves, 181.



CORRESPONDENCE

Three Stars, Please!

WITH reference to your classification of drivers in the 26th October issue. On the whole, I think it is a very fair indication of the drivers' abilities. However, I do think Richie Ginther merits three stars. True, he had an unfortunate accident which put him out of the scene at the beginning of the season, but he showed everyone that he could go as fast as the five star boys, by finishing third at Rouen. At Oulton, he was the first driver ever to lap at 100 m.p.h., and this was only equalled by Hill and Clark; his fine drive at Monza showed that this was no "fluke". May I also point out that in 1961 he gave Moss more than one race for his money (e.g. Monaco). In the World Championship Points system, he finished up with 16, whereas Jo Bonnier and Masten Gregory, to whom you have awarded three stars, accumulated three and no points respectively.

I know Ginther has had bad luck this season, but at least he has collected 10 points, whereas, Ireland and Gregory have finished in very few Formula 1 races. I am no fan of Ginther's (I am a Graham Hill fan as a matter of fact) but I do think he might have had a bit more thought paid to his performances.

I am just 17, and have been getting your excellent magazine every week for three years. I think your Grand Prix reports and road tests are first class, and through reading your club reports I find that following club racing is almost as exciting as following the big stuff.

ST. BEES SCHOOL, CUMBERLAND.

P. C. MANSON.

Junior Stars

YOUR "starred drivers" article may displease some, either in its concept or in the interpretation of this. Nevertheless, it creates much interest, which is much more important.

To develop this idea, I would tentatively put forward the following rating of current British Formula Junior drivers:

5 stars: Peter Arundell, Tony Maggs.

4 stars: Alan Rees.

3 stars: John Love, Mike Spence, Frank Gardner, Peter Procter, John Fenning.

2 stars: Bruce Johnstone, Paul Hawkins, Richard Attwood, Gavin Youl, Peter Ashdown.

1 star: Denis Hulme, Bob Anderson, John Hine, Bill Bradley, Keith Francis, Jack Pearce.

Honourable mention: Bob Olthoff, Roy Pike, John Rhodes, John Taylor, Hugh Dibley, Adam Wyllie.

Since Maggs is now a Formula 1 driver, and Arundell (surely!), Love and Johnstone likely to join him next season, Formula Junior racing seems to be succeeding in producing Grand Prix drivers each year. Will Rees, Spence, Gardner and Fenning be the following year's supply? FARNBOROUGH.

A. J. KENTON.

Showing Racing Cars

JOHN BOLSTER was right—the exhibition of racing cars at the Paris Salon was fabulous, as exciting to the same extent that the Salon itself was dreary. Imagine it, stands full of Renaults and Panhards filling the main hall and anything worth seeing, i.e. foreign cars, pushed away into dark recesses.

Bolster concluded his review of the racing car exhibition by saying "what a lesson for our S.M.M. & T.". He should really have addressed that remark to our B.R.S.C.C. I wonder if their 1963 so-called Racing Car Show will be yet another thinly disguised vehicle for the "goodies" makers to flog their wares, with a few scruffy competition cars dotted around the hall to justify the title. It really ought to be called The Tuning Accessory Show.

The Paris exhibition shows that wonderful cars are readily available from private and company collections. . . . I have all the owners' addresses if the B.R.S.C.C. would like them. Money surely can't be any obstacle; the profit from the Racing Car Show must be staggering. The public pays to enter, exhibitors pay to exhibit, the show is staffed by club members and that would seem to leave the club paying only for the hire of the hall and publicity. There must be some promising drivers among B.R.S.C.C. members; why doesn't the club sponsor a team of F.J. or sports cars and discover this latent talent? That way they'd have a few more racing cars to put in the show! LONDON, S.E.19.

PETER MADGE.

He Didn't Listen

WITH reference to Mr. John E. Thompson's letter, which was published in the 26th October edition of AUTOSPORT, concerning the Six-hour saloon car race at Brands Hatch, I wish to say that I entirely disagree with him.

He stated that the spectators were not frequently informed of race positions, and that no one knew that the John Coombs and Equipe Endeavour Jaguars were on the same lap less than an hour from the finish. In fact we were given at least the first three positions in each class every half-hour, and were also given the first five or six positions in the Index of Price every hour. Also, if Mr. Thompson had been listening, he would have heard, as I did, the commentator saying that the two Jaguars were on the same lap.

I would like to extend my gratitude to the commentators who, in my opinion, did an excellent job and made the day very interesting. Thanks especially to Les Leston for his prompt reports from the pits. MAIDSTONE, KENT.

PATRICIA HOPE (age 16).

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

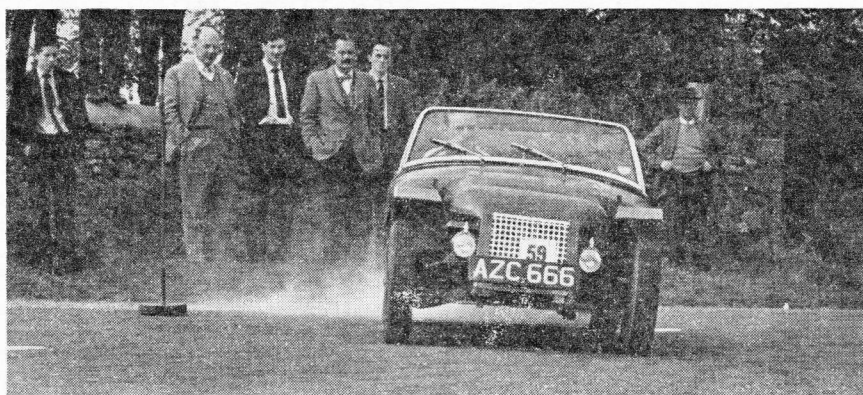
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YOUR CAR & YOUR
MOTORING NEEDS





WHAT IS IT? Des Cullen in his Sprite, which he has fitted with a special "sawn-off" bonnet to reduce length for driving tests at Kilkenny.

RHODES CUP TRIAL

THREE times Eire trials champion, Seamus Griffin will have to work harder than ever this season if he is to continue his previous run of successes. In the recent Vigzol Cup Night Trial, Griffin had John Hayes (Austin-Cooper) and Leslie Fitzpatrick (M.G. Midget) literally snapping at his heels. Charlie Gunn in a Mark 2 Austin-Healey Sprite looked all set to win the Premier Award from Griffin, in the Motor Enthusiasts' Club's Rhodes Cup Trial held on 13th October. When it looked as though the exuberant Gunn had the Premier in his pocket, he dropped 10 marks for failing to put one of his rear wheels



LESLIE FITZPATRICK driving his M.G. Midget at Kilkenny.

across a line. The P.A. went to Seamus Griffin and his 1,172-c.c. Griffin-Ford with a total of 327.6 marks. Gunn was only two marks behind the maestro in second place and John Moore in an Austin Seven was only 0.7 marks behind Gunn in third place.

Results

Premier Award: Seamus Griffin (Griffin-Ford), 327.6 marks.

1,000 c.c. Saloons: 1, John Moore (Austin Seven), 330.3; 2, Brendan Kenna (Austin-Cooper), 339.6; 3, Leslie Vard (Austin Seven), 341.6.



JACK FILDES puts his M.G. 1100 through its paces in the Rhodes Cup Trial.

Over 1,000 c.c. Saloons: 1, Larry Mooney (Volkswagen), 336.8; 2, Jack Fildes (M.G. 1100), 357.4.

Sports Cars: 1, Charlie Gunn (Sprite Mk. 2), 329.6; 2, Des Cullen (Sprite Mk. 1), 333.8; 3, David Glover (Sprite Mk. 1), 357.4.

Specials: 1, Alex Malcolm (Buckler), 337.2; 2, Stephen Griffin (G.T.S.), 344.8; 3, Reggie Redmond (M.M.3), 355.0.

Ladies' Award: Mrs. Edna Guthrie (Volkswagen), 380.6.

Novices' Award: C. Peterson (Morris), 352.0.

Visitors' Award: Don Sheedy (Austin Seven), 357.4.

KILKENNY WINTER TRIAL

AUSTIN Seven exponent John Moore captured the Premier Award in a very closely contested Winter Trial organized by the Kilkenny Motor Club on 14th October. Most of the tests were open ones and not the tight type favoured by Seamus Griffin, who finished second, 1.6 marks behind Moore. Des Cullen drove his Mark I Sprite with special shortened bonnet and he was only 0.4 marks behind Griffin. Leslie Fitzpatrick was perhaps a little over-enthusiastic in his Midget, but nevertheless he finished a good fourth overall, only one mark behind Cullen. Charlie Gunn did not hit the top form he displayed on the previous day and he was unplaced in his Mark 2

BRIAN FOLEY'S REPORT FROM EIRE

Sprite. Billy Kilroy made a very welcome return to the sport after an absence of over a year and a half due to a severe foot injury in a shooting accident; he gained a most creditable third place in his class.

Results

Premier Award: John Moore (Austin Seven), 333.4 marks.

1,000 c.c. Saloons: 1, Noel Smith (N.S.U. Prinz 30), 348.0; 2, Des Bradley (N.S.U. Prinz 30), 362.4; 3, Don Sheedy (Austin Seven), 368.6.

Over 1,000 c.c. Saloons: 1, Brian Kehoe (V.W.), 351.6; 2, Pat O'Callaghan (V.W.), 359.0; 3, Billy Kilroy (V.W.), 364.2.

Sports and Specials: 1, Seamus Griffin (Griffin-Ford), 335.0; 2, Des Cullen (Sprite Mk. 1), 335.4; 3, Leslie Fitzpatrick (Midget), 336.4.

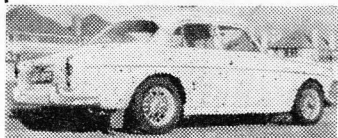
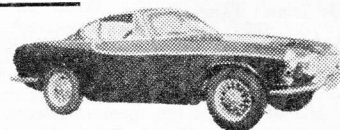


OFF THE ROAD is the G.T.S. of Stephen Griffin whilst competing in the Rhodes Cup Trial.

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1960 (Sept.) A.C. Aceca-Bristol, 100 D2 engine, overdrive, radio, oil cooler and electric fuel pump. Svecia red, off-white upholstery. Genuine reason for sale. £1,350.—Marsh, Emsworth 2634 (Hants), evenings 2498.

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ASTON MARTIN DB2/4, 1957, B.R.G., mechanically sound. £1,095.—Armitage Motor Co., 1 Wilton Mews, S.W.1. BELgravia 5112.

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1961 SPRITE, finished in ivory with red interior. This one-owner car has been maintained by H. W. Motors since new and is in faultless condition throughout. £460.—H. W. Motors, Ltd., New Zealand Avenue, Walton-on-Thames. Tel.: Walton-on-Thames 20404.

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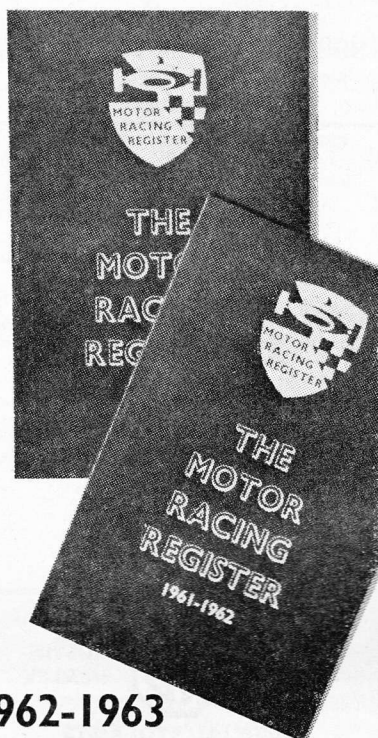
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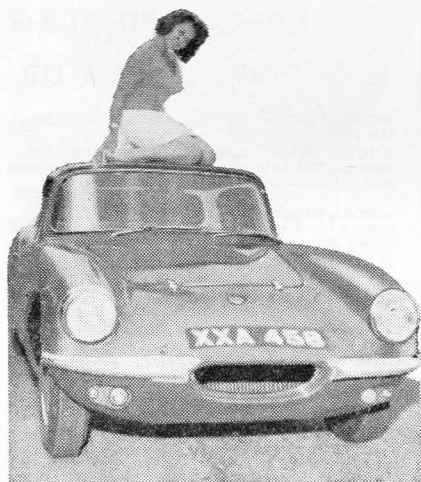
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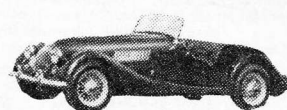
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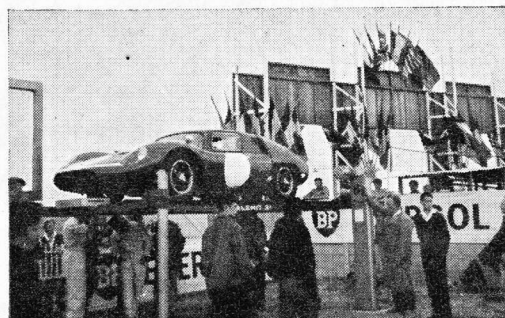
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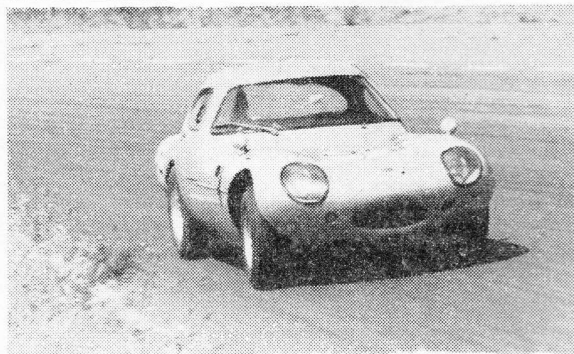
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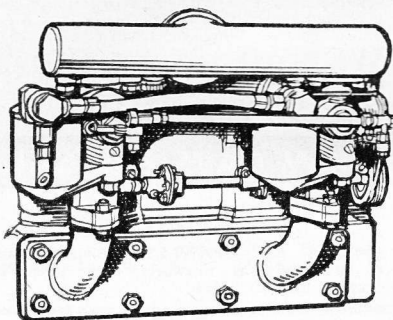
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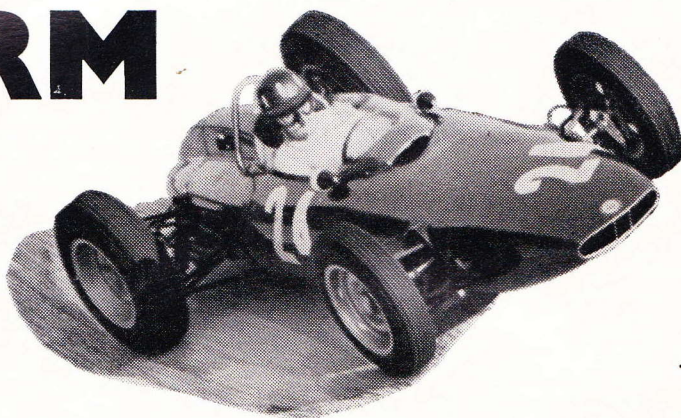
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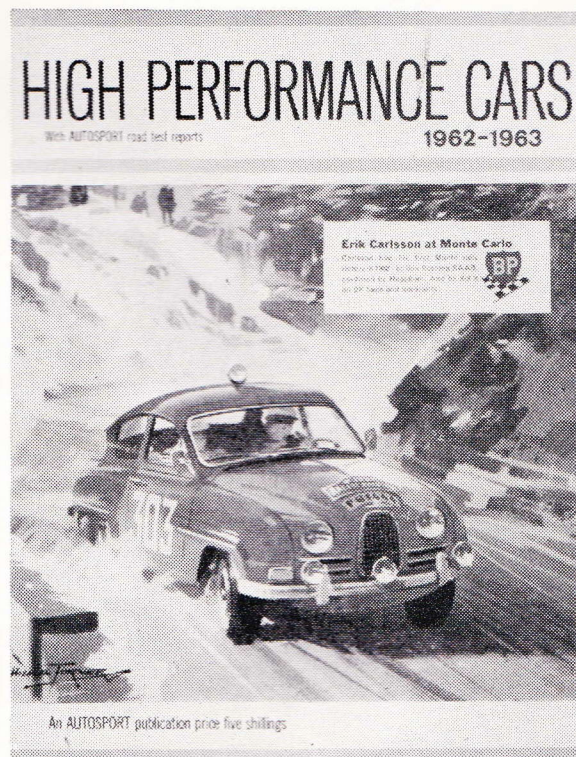
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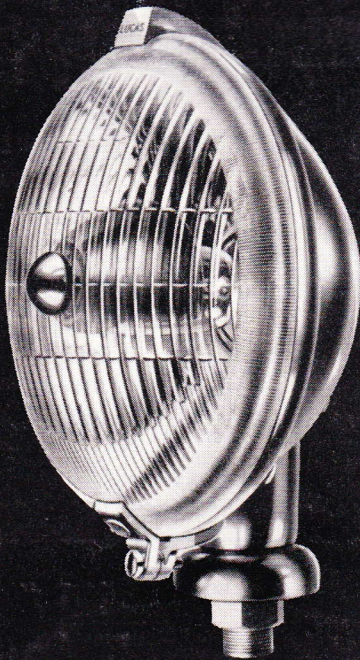
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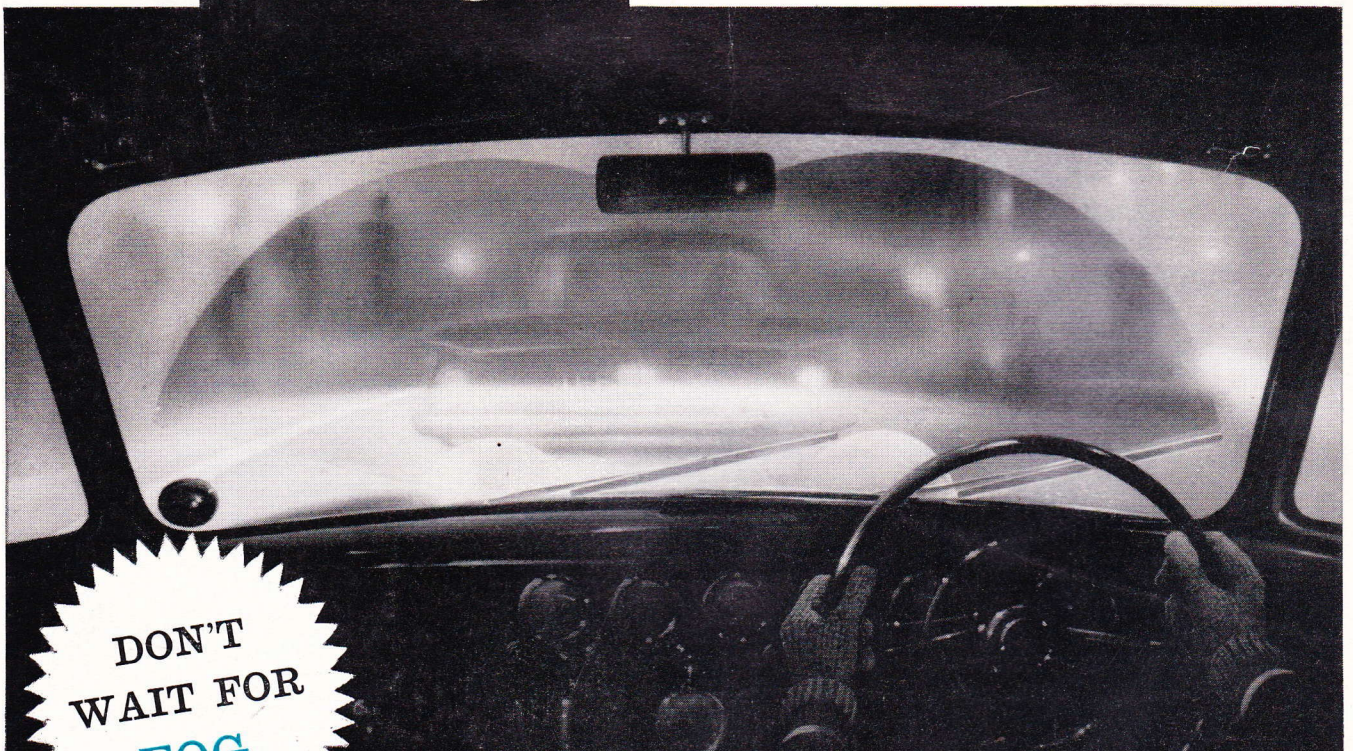
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