

THE R.A.C. RALLY

AUTOSPORT

NOVEMBER 23, 1962

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BRITAIN'S MOTOR SPORTING WEEKLY

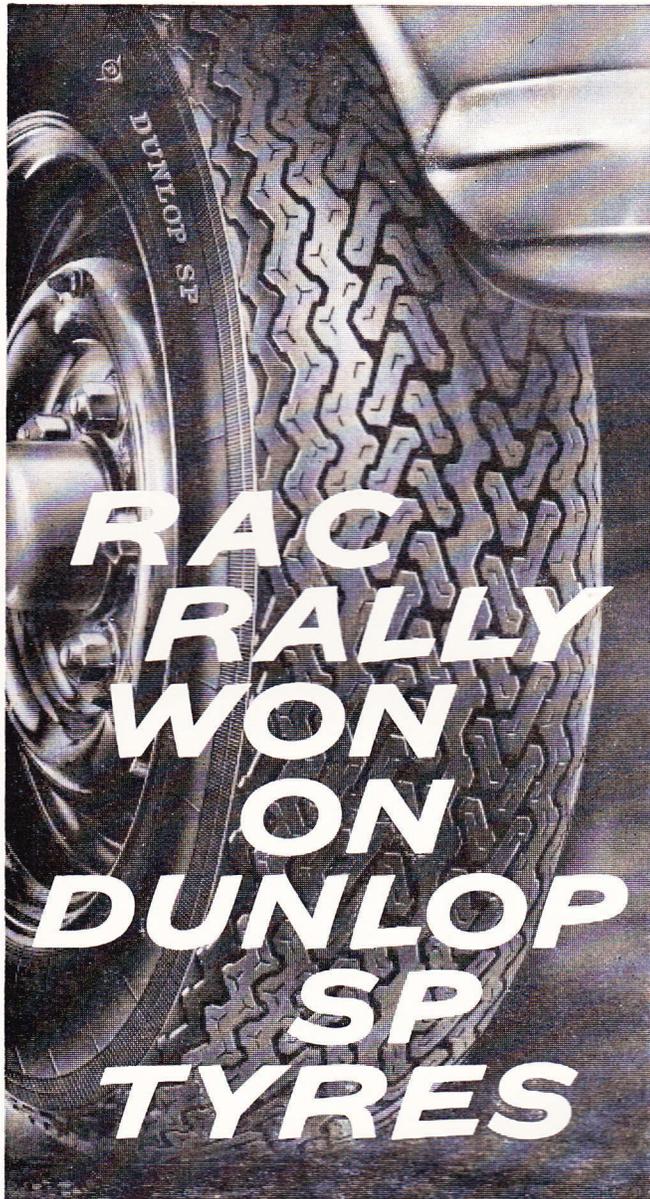
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THE R.A.C. INTERNATIONAL RALLY—FULL REPORT AND PICTURES

JOHN BOLSTER TESTS THE T.V.R. GRANTURA : THE TURIN MOTOR MUSEUM



**THE TYRE PROVED BY TWO YEARS
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1st

E. CARLSSON—D. STONE
SAAB

2nd

P. HOPKIRK—J. W. S. SCOTT
AUSTIN HEALEY 3000

3rd

Miss P. MOSS—Mrs. P. MAYMAN
AUSTIN HEALEY 3000

LADIES PRIZE

Miss P. MOSS—Mrs. P. MAYMAN
AUSTIN HEALEY 3000

MANUFACTURERS

TEAM PRIZE

MORRIS MINI-COOPER

AND ALL CLASS WINNERS

(Subject to official confirmation)



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FOR TOP SAFETY—TOP MILEAGE

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 25 No. 21**November 23, 1962****Managing Editor GREGOR GRANT****Assistant Editor MARTYN WATKINS****Technical Editor**
JOHN V. BOLSTER**Art Editor**
THEO PAGE**Northern Editor FRANCIS N. PENN****CORRESPONDENTS**

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General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

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EDITORIAL

A SWEDISH HAT-TRICK

FOR the third successive year, Eric Carlsson and his SAAB have won the R.A.C. International Rally, a performance without precedence in the history of motoring sport. Navigated by David Stone, Carlsson completed the 2,200 miles, including 300 miles of special stages in forest-land, 62 points ahead of the runners-up, Paddy Hopkirk/Jack Scott (Austin Healey 3000). BMC had a magnificent rally, for Hopkirk was not only a class winner, but headed the GT category, and Pat Moss/Pauline Mayman (Austin Healey 3000) were third overall and winners of the Coupe de Dames, to give the former the European Ladies' Championship. Morris-Cooper won the Manufacturers' team award, and Rauno Aaltonen/Tony Ambrose (Morris-Cooper), and T. A. Makinen/J. Steadman (Morris Mini-Minor) won their respective classes. Tiny Lewis/David Mabbs (Sunbeam Rapier) headed a Rootes 1-2 in their class and were fourth overall, ahead of other class-winners, Gunnar Anderssen/Doug Johns (Volvo). The impressively reliable Rovers were third in the team contest behind the TR4 Triumphs. Altogether it was a thoroughly sporting and successful event, with the accent on toughness during the majority of the special stages. It was a pity, however, that several stages had to be scrubbed owing to inaccuracies in time-keeping. Also, the police were again active, going to the trouble of setting up a radar trap at the start of a 30 m.p.h. limit into Falkirk, and also trapping near Bristol. Consequently it is all the more pleasurable to record that, coming out of Blackpool for the final stage, a Swedish competitor in a Mini-Minor, who had radiator trouble, was accompanied by a Z-car, the occupants of which gave every possible assistance to ensure that he reached a point where the damaged component could be replaced. With the 1962 event, the R.A.C. Rally has reached maturity, and can now be compared favourably with the established Continental "classics". This is undoubtedly due to the untiring efforts of Jack Kemsley, and his indefatigable helpers. In a long-distance event of this calibre, organization is a vast undertaking, and one can give nothing but the highest praise to the officials and marshals, without whose enthusiasm the staging of the rally would have been impossible. The formula of concentration on forestry commission land for the special stages was most successful, and again the forestry officials were most co-operative. It is alleged that some of the sections were needlessly rough, but at Bournemouth the general consensus of opinion was that the 1962 R.A.C. Rally was easily the best, and most sporting of the series.

OUR COVER PICTURE

THE HECTIC DRAMA of an International rally's special stages is well caught in this George Phillips picture, taken at the end of the Bovington special stage at what was virtually the conclusion of the R.A.C. Rally. As the Aaltonen/Ambrose Mini slithers to a halt the co-driver's arm is already holding out the road-book, while a marshal springs forward to receive it.



5 FIRSTS FOR B·M·C!

MANUFACTURERS' TEAM PRIZE

1ST MORRIS MINI-COOPER

R. Aaltonen/J. A. Ambrose
T. A. Makinen/J. Steadman
W. L. Morrison/R. Finlay

CLASS 6—over 1600 c.c.

1ST AUSTIN-HEALEY 3000
ALSO 2ND OVERALL

P. Hopkirk/J. W. S. Scott

CLASS 5 (Group 3) Grand Touring cars up to 1600 c.c.

1ST MORRIS MINI-COOPER

R. Aaltonen/J. A. Ambrose

CLASS 2 (Group 2) Touring cars 851 c.c.—1000 c.c.

1ST MORRIS MINI-COOPER

T. A. Makinen/J. Steadman

COUPE DES DAMES

1ST AUSTIN-HEALEY 3000

Pat Moss/Pauline Mayman

ALSO 3RD OVERALL Pat Moss now becomes the 1962 Ladies' European Rally Champion having driven B.M.C. cars throughout.

Subject to official confirmation

B·M·C builds to Win!

THE BRITISH MOTOR CORPORATION LIMITED

BIRMINGHAM AND OXFORD

PIT & PADDOCK

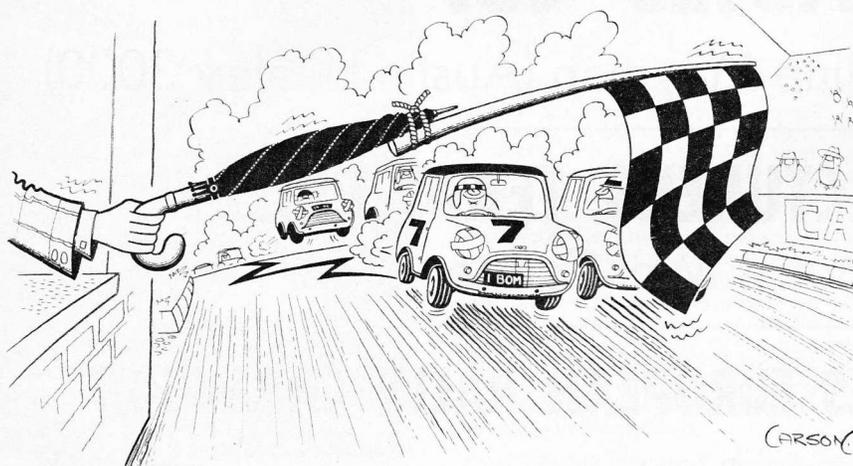
RON HARRIS TO RUN FORMULA JUNIOR LOTUS TEAM

ARRANGEMENTS have been completed whereby Ron Harris, of the Ron Harris Racing Division, will direct the Formula Junior Lotus team in 1963. He will be responsible for the entering and preparation of the Formula Junior and/or Formula 2 team cars for all International and other important events. Engine preparation will, of course, still be undertaken by Cosworth Engineering whose work has played a great part in the many victories of the Formula Junior Lotuses since 1960.

The cars will be run under the name of Ron Harris Team Lotus and will be painted in Lotus's familiar green and yellow colours—therefore, the also familiar red and white colours of the 1962 Ron Harris Racing Division cars will be missing from the scene next year!

Ron Harris commenced racing two Lotus 20s in the middle of the 1961 season in club events, Mike Ledbrook and John Gee-Turner driving, with some success, but his team suddenly came in with a bang this past season when John Fenning drove Ron Harris's red and white Lotus 20 to score many wins and places in all events from club to International status, including second place in the Snetterton international in April. In August this year, Harris took over the Lola Formula Junior team and towards the end of the season drivers John Fenning and John Hine scored more wins for the team.

John Fenning was undoubtedly his star driver—his fourth place in the B.A.R.C. Formula Junior Championship at Goodwood and his third in the Vanwall Trophy Race at Snetterton in a Lola were most impressive—and one awaits the nomination of drivers for the 1963 Lotus Formula Junior team, for John Fenning should surely be in it. And the Lotus Junior team is the stepping-stone to the Formula 1 team (Jim Clark, Trevor Taylor, Peter Arundell . . .).



LAYSTALL crankshafts and Cromard cylinder liners are utilized in the 2.7-litre Coventry Climax engines currently powering a number of *Formule Libre* and sports cars both in America and "down-under".

PRACTISING for the South African Grand Prix takes place on Boxing Day (well I never!), 27th December and 28th December. The race starts at 3 p.m. the following day.

THE Ian Walker Racing Team have disposed of the three cars they have been racing this year. Both Lotus 23s have been sold to Americans; one to Chevrolet driver Peter Sachs, and the other to Karl Meyer. The remaining Formula Junior car has gone to hill-climb specialist Peter Boshier-Jones, who, it is supposed, will use it for both racing and climbing hills. Next year's plans are as yet not finalised, but Formula One is certainly not out of the question.

FUTURE FORMULAE

AT a meeting in Paris earlier this month, the C.S.I. made a number of decisions regarding the racing formulae for the future. Basically, Formula 1 continues in its present form, unchanged, for 1963-4-5, and two additional formulae, Formula 2 and Formula 3, are adopted.

Formula 2 will be for single-seaters with an engine, limited to four cylinders, of a maximum capacity of 1,000 c.c. and a minimum weight of 420 kg. For Formula 3, single-seaters must be fitted with a power unit taken from an homologated Touring car, breathing through a single carburettor with a maximum choke of 36 mm. Maximum capacity is 1,000 c.c., and minimum weight is 400 kg. Gearboxes are limited to four forward speeds and reverse.

These new formulae come into effect on 1st January, 1964, and obtain until 31st December, 1965. The existing Formula Junior, therefore, has only one more season of "life". The new Formula 2, of course, is its logical successor: with no ban on overhead camshafts, it is probable that these 1,000 c.c. cars will be as fast, or faster, than Juniors of 1,100 c.c., and will certainly provide the same sort of "training" for full Formula 1.

SURTEES FOR FERRARI

JOHN SURTEES has signed to drive for Sefac Ferrari in 1963, and an announcement will be made by Enzo Ferrari at his press conference next month as to the full composition of the team. Surtees will drive in Grands Prix, sports-car and G.T. events. His first race for the Italian team will probably be at Sebring next March.

THE proposed Palm Springs Grand Prix for Formula 1 cars, scheduled for last weekend, was cancelled. However, organiser Merrill Lowell hopes to arrange a Formula 1 event next year, and, to gain experience, he is holding a sports car race this weekend.

GRAND PRIX DE PUERTO RICO

RUN on 11th November, the sports car Grand Prix de Puerto Rico, organised by the Sports Car Club of America, proved another victory for that promising young American driver Roger Penske, who once again drove his rebodied Inter-Continental Cooper-Climax, called the Zerex-Duralite-Climax. 15,000 spectators watched the cars competing on the Caguas circuit, or rather 15,001 as five times World Champion Juan Manuel Fangio was there to watch the fortunes of the Scuderia SSS Repubblica di Venezia, for which team his protégé Juan Manuel Bordeu was driving.

American Formula Junior Champion, Tim Mayer, was second in a Cooper Monaco, and Dan Gurney third in the 2-litre flat-8 works Porsche which Jo Bonnier had driven in several American events previously. 1961 Canadian champion Ludwig Heimrath was fourth in a Porsche RS61.

PETER RICHARDSON, of the Castle Garage, Finchley Road, N.W.11, hopes to fit a big American engine in the back of his ex-Moss/B.R.P. Cooper for next season. This means that his 1,500 c.c. twin-cam Climax engine is up for sale—any offers?

BRUCE McLAREN WINS AUSTRALIAN G.P.

LEADING from start to finish, Bruce McLaren in Tommy Atkins's 2.7-litre Cooper-Climax won the 122 miles Grand Prix of Australia on the Perth circuit in 1 hr. 21 mins. 58.4 secs. The New Zealander also set up the fastest lap of the race.

Second and third places were occupied by the Cooper-Climaxes of John Youl and Bib Stillwell. Jack Brabham was eliminated on the fourth lap, when his Brabham-Climax crashed after a collision with another car.

BRABHAM TO RETIRE

JACK BRABHAM, World Champion in 1959 and 1960, has decided to retire from motor-racing within the next 12 months, to devote himself to business interests. He will, however, continue to be closely connected with racing, and will undoubtedly continue the manufacture of single-seaters. This would seem to dispose of the rumour that the Australian would be joining the Honda team, but it is not improbable that he will be connected with the Japanese in a consultant capacity.

NEW CASTROL FILMS

THREE first-rate films are now available from Castrol, including the French Grand Prix at Rouen, which has some excellent colour photography and close-ups of drivers in action. "Six of the Best" is a motor-cycling film in which the Grand National on Ilkley Moor is simply superb. An anti-skidding short, made with the assistance of the B.S.M., gives people a fair idea of how to cope with slippery roads.

THE recent Tour de Corse rally was won by Pierre Orsini/Canonicci from Jacques Santonacchi/Ninou Santonacchi and Bernard Consten/Claude Le Guezec, all driving Renault Dauphine 1093 cars. Fourth was Jean Rolland/Augias in an Alfa Romeo Giulietta, the first Grand Touring car.

CASTROL WINS



in R.A.C. RALLY LADIES CUP

Pat Moss and Pauline Mayman (Austin-Healey 3000)

MANUFACTURERS TEAM PRIZE

Morris Mini-Cooper

and 1962 LADIES EUROPEAN RALLY CHAMPION

Pat Moss

(Subject to official confirmation)

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



SPORTS NEWS

GRAND TOURING CAR MANUFACTURERS' CHAMPIONSHIP

As expected, the 1,000 c.c., 2,000 c.c. and over 2,000 c.c. divisions of the 1962 Grand Touring Car Manufacturers' Championship proved clear-cut wins for Fiat-Abarth, Porsche and Ferrari respectively.

The 1-litre class was Fiat-Abarth all the way, and at Lake Garda (Italy), Pergusa (Sicily), and Bridgehampton (U.S.A.) they even filled the first six places. Stirling Moss gave Austin-Healey four points for his third place in the Sebring Three Hours race, while Keith Holland gave G.S.M. their five points from a fifth at the Berlin Grand Prix and a fourth at the Nürburgring 500-kilometres race. Britain's main hope in this class is Marcos, but this marque never contested at any of the five rounds; the Dick Jacobs M.G. Midgets likewise.

Alfa Romeo put up a very strong challenge in the 2-litre division and, indeed, won the first round of this class at Daytona early in the year. Porsche won all but one of the remaining rounds: Sebring, Targa Florio, Nürburgring 1000-kilometres, Le Mans, Clermont-Ferrand, Bridgehampton and Monthéry, leaving Lotus victorious in the practically all-British Tourist Trophy. Lotus, of course, so nearly beat Porsche at Le Mans, but this marque either suffered misfortunes or did not compete in the remaining events. Morgan were fourth, behind Lotus, and Abarth-Simca fifth. The latter machine was only homologated towards the end of the season, but at Monthéry, its only event, Abarth-Simcas showed an impressive turn of speed which should indicate a strong Porsche challenger next year.



ROB WALKER recently opened a new garage at Corsley, near Warminster, Wilts, to specialize in tuning and conversion work and the sale and maintenance of performance cars. The Corsley Garage has been appointed Jaguar area dealers and Austin retail agents. It is hoped to run a G.T. car from this garage under the R. R. C. Walker Racing Team next season.

Ferrari did not really need to produce his GTO to make sure of the large class—the 250GT would have sufficed!—but this model further accentuated the Italian car's superiority over the rest of the world's Grand Touring car manufacturers. Privately-entered Jaguars often picked-up a few points, as did Chevrolet in the American events. Aston Martin failed miserably, only gaining one point from sixth position in the Clermont-Ferrand race; indeed, they were sometimes hard-pressed to keep up with the Jaguars while they lasted.

The final placings were as follows:

| | |
|--------------------------|----------|
| Class 1: | |
| 1. Fiat-Abarth | 45* pts. |
| 2. G.S.M. | 5 .. |
| 3. Austin-Healey | 4 .. |
| Class 2: | |
| 1. Porsche | 45* pts. |
| 2. Alfa Romeo | 27* .. |
| 3. Lotus | 20 .. |
| 4. Morgan | 7 .. |
| 5. Abarth-Simca | 4 .. |
| 6. Sunbeam | 3 .. |
| 7. T.V.R. | 2 .. |
| 8. M.G. | 1 .. |
| Class 3: | |
| 1. Ferrari | 45* pts. |
| 2. Jaguar | 16 .. |
| 3. Chevrolet | 9 .. |
| 4. Lancia | 4 .. |
| 5. Aston Martin | 1 .. |

* = best five performances

Next year, it is to be hoped that British manufacturers, both large and small, will attempt to bring back lost prestige to this country. However, to be fair, it must be said that this Championship, run in three classes, is often overshadowed by the fact that sports and experimental prototype cars are allowed to run in the same races; therefore, outright victory and subsequent publicity is denied of any Grand Touring car manufacturer. One fact remains, however, and it is that next year's class winners will be worthy of being termed champions, for several hill-climbs, the Tour de France and, of all things, the German Rally have been included in the list of qualifying rounds.

ONE of our American contemporaries, *Competition Press*, reports that Phil Hill arrived at the pre-race press luncheon at Laguna Seca in a borrowed Ferrari Berlinetta. He handed it over to the parking-lot attendant, then stood watching while the attendant stalled it twice during parking. The press gathering thought this highly amusing, but Phil said to the red-faced attendant: "Don't feel bad, I've been stalling it all over town and I'm supposed to know better."

PROTOTYPES CHAMPIONSHIP

THERE are to be two Prototype Championships next year, according to the F.I.A. The first, for Prototypes of unlimited engine capacity, will be based on the results of the Sebring 12 Hours, the Nürburgring 1,000 Kilometres and the Le Mans 24 Hours races. The second, for Prototypes up to 3,000 c.c., has five qualifying rounds, the above three plus the Targa Florio and the Monza Six Hours race. Le Mans will be "championship mad," for in addition to the two Prototype Championships, which will be decided at this event, cars will be battling out for the 2,000 c.c. and over 2,000 c.c. Grand Touring Car Championships. With the Index of Performance and the Index of Thermal Efficiency as well, Le Mans will be most confusing next year!



BENELITE GRILLES, 6-51 Lillington Road, Leamington Spa, Warwickshire, now produce a new radiator grille designed for the B.M.C. Mini range. The aim of the design is to provide a neat method of mounting auxiliary lamps in a position where they should not come to any harm!

CIRCUIT OF IRELAND

LOMBANK, Ltd., are to sponsor the Circuit of Ireland International Rally once more; the 1963 event will take place during the Easter week-end. Premier awards will again be the Ulster A.C. Trophy and the Lombank Trophy.

ROBIN MCKINNEY is the new Clerk of the Course for the 1963 Circuit of Ireland International Rally. He succeeds Gordon Neill, who has been Clerk of the Course for nearly 20 years, and who has resigned owing to pressure of business.



FORD AND TOTAL. Sid Henson, Competitions Manager of the Ford Motor Co., shakes hands with Mike Somerville, Publicity Manager of Total Oil Products (G.B.), Ltd., after having signed an agreement to use Total petrol in all 1963 European rallies.



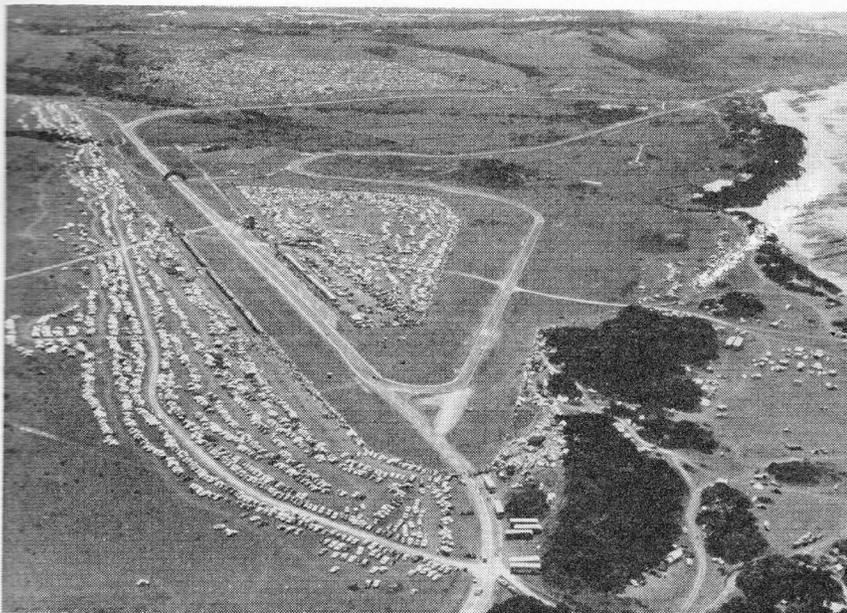
(E. Carlsson/D. Stone) *(Subject to official confirmation)*

SAAB

No other car has ever won the R.A.C. Rally three times in succession. In fact, no other car has even won it twice before.

The Swedish car with the aircraft quality
—now only £725. 11. 3 (inc. P.T.)

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SOUTH AFRICAN SCENE

BY DALE GORDON

THE eyes of the motor-racing world will be focused on East London on the 29th December when the last, and decisive, race in the current Championship series takes place—the 9th International R.A.C. South African Grand Prix.

Jim Clark's excellent victory at Watkins Glen, New York, leaves him a chance to equal Graham Hill's 39 points—but only if he wins. For Jim only first place is good enough to snatch the laurels, as, with the score at 39 points each, presuming he wins at East London, he would have the best five performances (*i.e.* four wins and a fourth place, as against Graham's three wins and two seconds), and would thus have preference.

Sir Alfred Owen's "do something, or else . . ." warning to B.R.M. has certainly had the desired effect, as, even now, he has intimated that they are to continue to support Grand Prix racing. Only one thing now stands between B.R.M. and the World Championship of Manufacturers—Lotus-Climax!

The fantastic situation of the battles between Jim and Graham and Lotus-Climax and B.R.M. is going to attract many extra thousands of spectators to the East London Grand Prix circuit, and the final number should exceed 100,000—even more than the all-time record for a rugby test-match! This is indeed a good position from which to launch South Africa's first *Grande Epreuve*.

It is being said that the television companies bidding for sole rights are negotiating at a price in the region of R100,000 (£50,000). That public interest is high is borne (no pun meant) out by the fact that a public stand seating 360 people was sold out in less than half an hour—and two months before time too.

Special charter flights will be arriving from distant places, and all East London hotels are reported to be fully booked. Accommodation is now being sought in King William's Town (over 30 miles away), and the influx of cars early on race day is expected to jam up East London and its environs.

With the exception of the Ferrari and Porsche drivers, the world's leading men will definitely race, and the following have officially confirmed that they are participating: Graham Hill, Richie Ginther (B.R.M.); Jim Clark, Trevor Taylor (Lotus); Jack Brabham (Brabham); Roy Salvadori, John Surtees (Bowmaker Lola); Bruce McLaren, Tony Maggs (Cooper). The field is limited to 18 starters, so it looks as if a few local men will have a drive, including Gary Hocking, Bruce Johnstone and Syd van der Vyver, who is rumoured to have acquired a V8. Also present will be our current South African Champion, Ernest Pieterse.

The largest crowd to attend a meeting in Cape Town since the Cape Grand Prix was treated to a first-class show staged by energetic Adrian Pheiffer, Chairman of the Metropolitan Motor Cycle and Car Club. Motor racing seemed to be on its last legs in Cape Town when, suddenly, he started reversing the trend. Tony Maggs and other drivers were invited down from Johannesburg, whilst Mike Hailwood (world 500 c.c. motor-cycle champion) and Paddy Driver agreed to race. However, the latter two were not allowed to participate according to A.C.U. rules, although they put in a publicity appearance as they warmed up local riders' bikes.

Tony Maggs agreed to race for a purely nominal sum (thank you, Tony, we appreciate it), and he was undoubtedly a great draw. This potential world champion brought his, then, fiancée along, but by now Gail Condon (late of Pretoria) is Mrs. Maggs. Good luck to them both! Naturally, Tony was given a Cooper to race and at the wheel of Don Philp's 1959 Cooper-Climax, developing about 135 b.h.p. and bags of oversteer, he was placed second twice, the winner in both cases being Ted Lanfer's new Lotus 22 driven by Bob van Niekerk.

Ted brought it in c.k.d. with customs approval, and is the proud owner of the only one in this country—all R4,700 (£2,350) worth of it. It has a Cosworthized Ford engine (F.J. weight is just right for the

EAST LONDON circuit, where the Championship-deciding Grand Prix takes place on 29th December, measures 2.43 miles per lap. Jim Clark holds the lap record at 94.18 m.p.h.

S.A. Drivers' Championship), developing around 125 b.h.p., a wide torque range (4,500-7,000 r.p.m.) and maximum torque at 5,200 r.p.m. He will be using Dunlop D12s, and expects about 250 racing miles from them. The car has a ground clearance of 3½ ins. (same as the Assegai), a Hewland-converted five-speed Volkswagen gearbox and, with the existing differential, reaches 136 m.p.h. on the straight at 7,000 r.p.m.; however, the new differential which he has ordered should give 144 m.p.h. at the same revs. Bob van Niekerk will drive it in all S.A. Championship events, and has so far lapped at about 1 min. 31 secs. on Killarney.

Tony Maggs also drove the G.S.M. Flamingo, but as the car was not running well he was not placed. He liked the Flamingo very much, but complained of excessive understeer, although he really enjoyed the race meeting.

Adrian Pheiffer told me they are planning a local race in early January at Killarney, and are expecting a couple of graded drivers to compete.

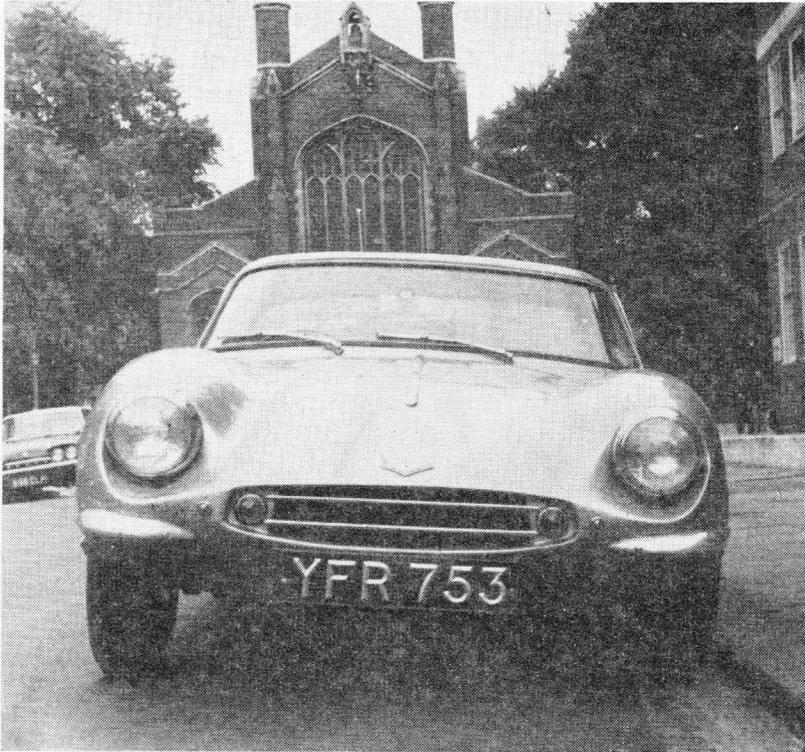
In addition, I heard from very reliable sources that a 1,000 miles Sports G.T. and Production Car Race will be held about March next year. This endurance race should last about 16 hours, and will start on



TONY MAGGS and his wife: they were married on 17th November.

a Friday night to finish on Saturday afternoon at 3 or 4. A carnival, cavalcade of motoring and a display of new cars (the Earls Court of Cape Town) are planned, and it is said the secrecy stems from the fact that negotiations are still under way with possible sponsors. If sufficient sponsorships can be arranged, it is hoped to invite overseas drivers to compete in what will be South Africa's most venturesome and biggest (after the S.A. Grand Prix) race meeting. I believe that the organizers wanted to hold a Championship Grand Prix as well, but the calendar has already been finalized.

John Clarke, public relations officer and ex-chairman of the Amateur Automobile Racing Club, told me that plans to hold a road race in Cape Town are progressing favourably. The original idea was to start it next to the Mouille Point Lighthouse, but tenants of flats have objected, so it seems certain it will be held on the foreshore. The course would thus contain, *inter alia*, the tallest building in Africa, a couple of traffic islands, various businesses and two cinemas (very cosmopolitan). The City Council is keen, so it seems as if the Cape will soon have another tourist attraction.



JOHN BOLSTER TESTS THE

T.V.R. GRANTURA

You can build cars in Coventry or Birmingham, but the choice of Blackpool is somewhat unusual as the site for a factory. Nevertheless, it is from that salubrious resort that the little T.V.R. hails, and it is now beginning to make a name for itself in competitions, Ken Richardson being the very experienced manager of these activities.

Earlier T.V.R. cars had trailing arm independent suspension front and rear, derived from the Volkswagen front end. This design was open to criticism because it lacked lateral stability, so a re-designed chassis with unequal length wishbones, front and rear, has now been introduced. The multi-tubular frame forms, in effect, a backbone. The M.G.A. engine and gearbox sit inside this structure and the driver and passenger are outside it, being therefore separated by what appears to be an outside propeller shaft tunnel. A hypoid unit is mounted in the rear of the backbone chassis, driving the wheels through articulated shafts. The brakes are by Girling with discs in front.

A lightweight tubular frame supports the glassfibre body. This is of unusual shape, being low, wide, and devoid of any tail, though the latest models are not quite so "Manx". The bonnet sweeps well down to a low, plain slot for the entry of cooling air. I was worried about parking the car in London with such small bumpers, but no damage was in fact suffered, though I would prefer full-width protection. When the bonnet is opened, the whole of the front end is in full view and the engine accessibility could not be bettered. The very low mounting of the radiator core necessitates the use of a remote header tank, and the

test vehicle which must be criticized, even though the cars now coming off the assembly line are better in these respects. The scuttle was unusually high and the seating very low, making forward visibility a problem for a short driver. The electric horn button was so placed that one inadvertently sounded it when seeking the switch for the non-cancelling indicators. Furthermore, the headlamp dipper switch was all too easily confused with other similar controls on the instrument panel. The switches had been repositioned on the cars shown at Earls Court and the instrument panel was further forward and slightly lower, to the benefit of forward vision. Thus, I can now withdraw these criticisms.

As the car is quite light, the M.G.A. engine gives it a lively performance. Various final drive ratios are available and I was able to attain 6,300 r.p.m. on top gear, when timing the T.V.R. at 107.1 m.p.h. I went up to 6,500 r.p.m. on the gears when achieving the maxima shown in the data panel, the engine noise being fairly prominent inside the car when the unit was really pressed. At cruising speeds, however, the mechanical noise was by no means unpleasant, though no air cleaners were fitted to the S.U. carburetters. The 4.3 to 1 hypoid made the car remarkably lively on top gear, as the 0-100 m.p.h. acceleration time of 28 seconds proves. A higher geared rear end might make 110 m.p.h. available but at the expense of slightly less brilliant



fan is electrically driven with a thermostat switch.

The body is extremely well made and beautifully finished, while the display of proper round instruments is attractive. There are, however, a few details of the

acceleration. As one would expect, the independent rear suspension reduces wheel-spin and completely eliminates any bouncing or tramping. The standard M.G.A. gearbox was fitted to the test car but special pinions, giving closer ratios, are available.



SPECIFICATION AND PERFORMANCE DATA

Car Tested: T.V.R. Grantura Mark III, 2-seater sports coupe, price £1,182 18s. 4d. (disc wheels), £1,218 13s. 8d. (wire wheels), including P.T. Available in component form from £862.

Engine: 4 cylinders, 76.2 m.m. x 88.9 m.m. (1,622 c.c.). Pushrod-operated overhead valves. Compression ratio 9 to 1. 91 b.h.p. at 5,500 r.p.m. Twin S.U. carburetters. Lucas coil and distributor.

Transmission: Single dry plate clutch. M.G.A. 4-speed gearbox with synchromesh on upper three gears and short central lever, ratios 4.3, 5.89, 9.5, and 15.65 to 1. Open propeller shaft. Chassis-mounted hypoid final drive.

Chassis: Backbone-type multi-tubular frame. Independent four-wheel suspension by unequal length

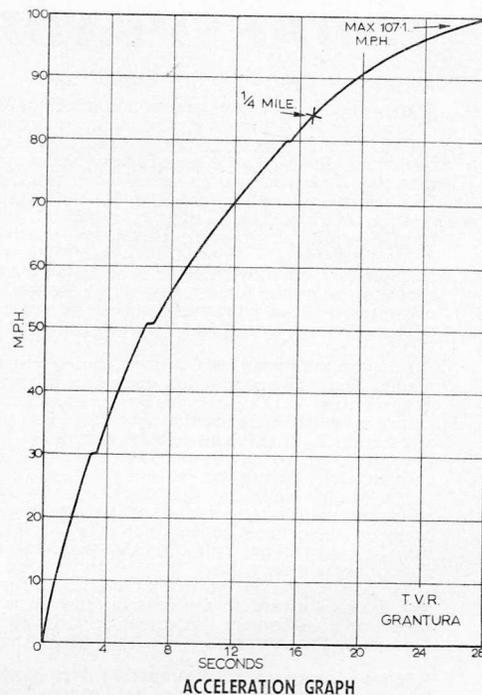
wishbones, helical springs, and telescopic dampers. Rack and pinion steering. 5.60-15 ins. tyres on bolt-on disc wheels—wire wheels extra.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Ammeter. Water temperature, oil pressure, and fuel gauges. Flashing indicators. Heater extra.

Dimensions: Wheelbase 7 ft. 1½ ins. Track: front, 4 ft. 3 ins., rear, 4 ft. 4 ins. Length 11 ft. 6 ins. Width 5 ft. 4 ins. Weight 14 cwt.

Performance: Maximum speed 107.1 m.p.h. Speeds in gears: third, 80 m.p.h., second, 51 m.p.h., first 30 m.p.h. Standing quarter-mile 16.8 secs. Acceleration: 0-30 m.p.h., 3.2 secs.; 0-50 m.p.h., 6 secs.; 0-60 m.p.h., 9.6 secs.; 0-80 m.p.h., 15.4 secs.; 0-100 m.p.h., 28 secs.

Fuel Consumption: 21 m.p.g. (see text).



The rack and pinion steering gives accurate control and the ratio is well chosen. The response is substantially neutral, the rear end steering of the first T.V.R.s having been completely eliminated by the new wishbone suspension. The cornering power is also very much higher than that of the earlier T.V.R. model and the traction of the independently sprung rear wheels is good on all surfaces.

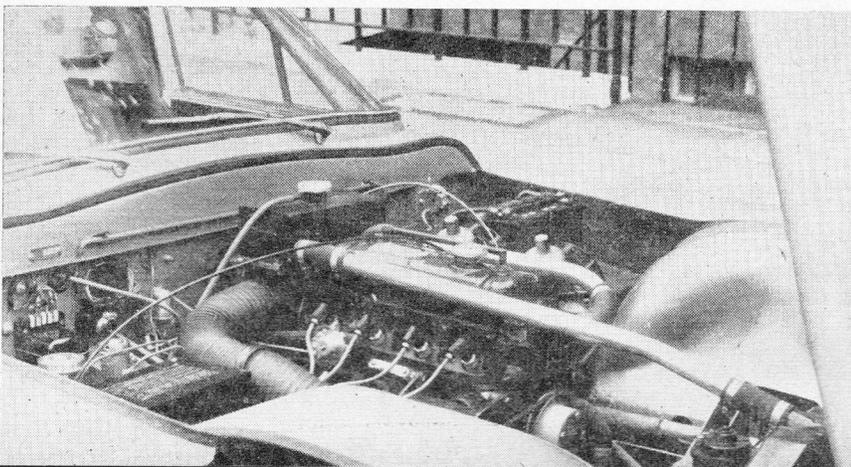
The whole structure is commendably rigid, no scuttle shake being experienced, a fault that afflicts too many cars these days. One tends to expect a firm ride with a sports car of this calibre. In fact, the suspension is deceptive, feeling quite taut and yet dealing with poor road surfaces remarkably well, while there is a marked absence of roll. In the case of the first car tested, powerful, fade-free braking was available if the driver had a strong right leg, which was not ideal for a woman driver. However, another T.V.R. which I drove later had much lighter brake operation.

There is plenty of room for the tallest driver, but the luggage must be lifted over the backs of the seats and the space is not very large. There is no built-in ventilation and the quarter lights at the front of the doors do not swivel, nor are there any

extractor panels at the rear. Ventilation can therefore only be effected by lowering the door windows.

Though the exhaust has a deep note, it is by no means noisy, which avoids unwelcome attention and makes a long journey untiring. Entry to the low seats is much easier than would be expected and the general impression inside the car is of a small luxury vehicle rather than a stark sports model. The machine is in fact entirely practical as everyday transport and the attention it attracts is quite flattering. Perhaps the M.G.A. engine does not look particularly glamorous by sporting standards, but the whole "engine room" is so attractively arranged and finished that it brings whistles of admiration from garage mechanics who open the bonnet. The availability of spares at B.M.C. agents is a practical point, too.

The petrol tank of 10 gallons capacity is a useful touring feature. A fuel consumption of only 21 m.p.g. was recorded, which was heavier than expected. Subsequently, it was found that the ignition had retarded itself during the test and one would anticipate an average consumption of 25 m.p.g. or more. It was noticed that some water replenishment was occasionally required.



The T.V.R. Grantura is a pleasant little sports car with a roof, and it has many endearing characteristics. Exceptionally well finished, it is essentially a sporting vehicle for the man or woman who cannot be bothered with noise and discomfort. It is available in lightweight trim for competition work, but that is another story. For the real enthusiast, it may be bought in kit form and assembled, at a considerable saving in cost.

CORRESPONDENCE

Racing Car Show

I CANNOT let Mr. Madge's criticism of the Racing Car Show go unanswered, as I consider it completely unfounded.

I visited this excellent Show, although I rather doubt if Mr. Madge could have done; if he did he must have had his eyes shut. He complains that the show had a "few scruffy competition cars dotted about". Did he not see the then very latest Formula Junior cars from Cooper, Ausper, Merlyn, Elva, Lotus and M.B.M., who came all the way from Switzerland, and also brand new sports-racing cars from the latter three firms? Apart from these there were many other competition cars on show ranging from 750 formula to G.T., many on show to the public for the first time. As well as the exhibitors, the organizers had an interesting and varied selection of cars, including a Testa Rossa Ferrari, the Allard Dragster, and a Grand Prix Lancia D 50.

I believe the root of Mr. Madge's complaint stems from the lack of modern F1 racing cars at the show, but this was hardly avoidable as Team Lotus, U.D.T., Bowmaker-Yeoman and Porsches were competing in South Africa at the time. On show, however, were Cooper and Ferguson F1 cars and also the B.R.M. V8 engine. The organizers also attempted to obtain the championship winning F1 Ferrari, but unfortunately, through no fault of their own, this fell through.

Mr. Madge complains that there were far too many stands run by accessory manufacturers and others trying to "flog their wares". Many of these firms actively compete in motor racing, and others, including AUTOSPORT, play a great part, so why shouldn't they be able to show their goods?

My congratulations go to the B.R.S.C.C. for organizing this show, and I look forward to the next one, as do many other enthusiasts. I shall be quite content if it comes up to its previous high standard.

DUFFIELD, DERBYSHIRE.

ANDREW R. MARRIOTT.

NOBODY seems to have supported Mr. Madge who wrote to you about the Racing Car Show, but I support him. This week Mr. Mann says that any car which races is a racing car, but who wants to pay 5s. to go and see Minis and T.V.R.s, which are parked in dozens outside the hall?

Mr. Smith thinks the cars are not scruffy, the Ferrari certainly was, and the year before the V-16 B.R.M. looked ready to fall apart. The main criticism seems to be the small number of racing cars at the Racing Car Show, and this is unquestionably true.

LONDON, N.W.6.

R. DAVIES.

Stay in Scunthorpe!

YOUR correspondent Peter Madge seems to have got the hornets going with his criticism of the Racing Car Show. Having seen the replies, I think there is a lot to be said on both sides but, on the whole, I side with Mr. Madge.

The simple truth is that the Show is 80 per cent. accessory stalls and 20 per cent. racing cars and special features. Therefore, Mr. Madge is right, and the title of the Show is misleading. Somebody trekking down from Scunthorpe, attracted by the name of the Show, would probably feel like having the law on the organizers, after he had done a couple of laps of the Show.

By the way, Mr. Madge, do you run a car? If you do it might pay you to actually ferret about among all those accessory stalls. I did, in 1961, for the benefit of my poor old Anglia, the model with the back window that spiders can't crawl up. I've had a whale of a time since then.

WOODMANSTERNE, SURREY.

MICHAEL FORREST.

On the Road to Brighton

WE were very pleased to see that you gave our car, the 1902 James & Browne, a mention in your excellent report on the Brighton Run.

Your surmise that we had stopped at Streatham due to tyre trouble was not in fact correct. I feel sure you are tired of having to reply to letters from people complaining about small inaccuracies which are bound to arise when reporting on an event as large as the "Run", and at the same time participating in it yourself. Thus I am telling you what happened to us because you may find it of interest.

This year "Boanerges" was in the finest form he has ever been in, according to Lt.-Col. Browne. During the summer the car was completely rebuilt after breaking a crank so that it is now possible to find gears, unlike when John Bolster drove him last spring.

On the day we were bowling along at fine speed and running slightly ahead of schedule until, at Streatham, the car veered suddenly to the left. We stopped to eventually find that the gearbox output shaft carrying the final drive chain wheel had seized in its bearing and did not free on cooling. Seizure was due to adjusting the chains with the car unladen. When loaded the semi-elliptics flatten, pushing the axle back and overtightening the chains in this case.

We thus had to remove the bearing complete with casing and shaft from the chassis and gearbox and rush it back to the City and Guilds College. In the workshop, after a struggle with the security officer, we were able to press the shaft from the bearing. The shaft was then machined and polished and the bearing reamed and run in on the lathe before a race back through the Sunday morning traffic in the tender car.

By one o'clock we were motoring again, needless to say with chains well slackened and without further stops we received our pennant just after three. Our average speed, apart from the one stop, was 22 m.p.h.!

This incident really endorses what you had to say in your report about the accessibility of the old cars.

CITY AND GUILDS COLLEGE MOTOR CLUB, LONDON, S.W.7.

H. C. WATSON.

I FEEL I owe you an explanation of the "buckled wheel" on my old Arnold Motor Carriage, which I know has worried John Bolster and Raymond Baxter on more than one of the Brighton Runs.

In fact, the rims of both rear wheels are somewhat warped and the defect is quite antique, actually being present when I acquired the car in 1930 and probably existing long before then. I have been advised that the only possible means of correcting the fault would be to have the spokes cut out, when it might be possible to straighten the rims, but probably new rims as well as spokes would be required. Rightly or wrongly, I think that it is essential that such an antique as the Arnold should be as original as possible, and as the warped rims do not appear to affect the performance or reliability I have retained them, though I am sure they must look rather horrifying when viewed in action! The wired-on tyres are always unpredictable, but I do not seem to get more trouble than the equivalent Benz cars, so propose to keep the warped rims until replacement becomes essential. Our call at the garage near Gatwick was mainly to relieve nature, do a spot of routine lubrication and have a smoke!

As regards originality, it may be of interest that when I got the car, which had had only one previous owner, who bought it in 1896, it was not only suffering from neglect, but had been wickedly wrecked by some garage to whom he had sent it to be put in running order for an early "Brighton", and they, having no knowledge of vehicles of such age, had ruthlessly scrapped various components and substituted modern equivalents. I got in touch with the makers, and to my great surprise and joy they promptly handed out from store everything I needed in the way of missing components and replacements for worn parts as well as contemporary accessories. How's that for service? But, they had no wheels.

Looking forward to many more Brightons with wobbly wheels and with kind regards.

STUBBINGTON, HANTS.

EDWARD DE W. S. COLVER.



Roy Fedden Trophy Trial

THANKS for your kind words about me in your report of the Roy Fedden Trophy Trial, but towards bottom of column three you state: "final two hills offered little opposition, only Dennis and Tucker failing the first, and Dennis and Barrow the second." This is untrue, as others failed the first besides Tucker and myself, and on the second I climbed clean and Barrow did not attempt the hill.

Perhaps it's only fair to me and my "antiquated-looking special" to list our performances in the previous three Roy Fedden Trials: 1959, 1st, Roy Fedden Trophy; 1960, Daphne Trophy; 1961, 1st Class Award.

CAMELFORD, CORNWALL.

E. H. DENNIS.

Criticism Received

IN the past year I have become more and more disappointed with AUTOSPORT, and I consider it time that I aired my grievances.

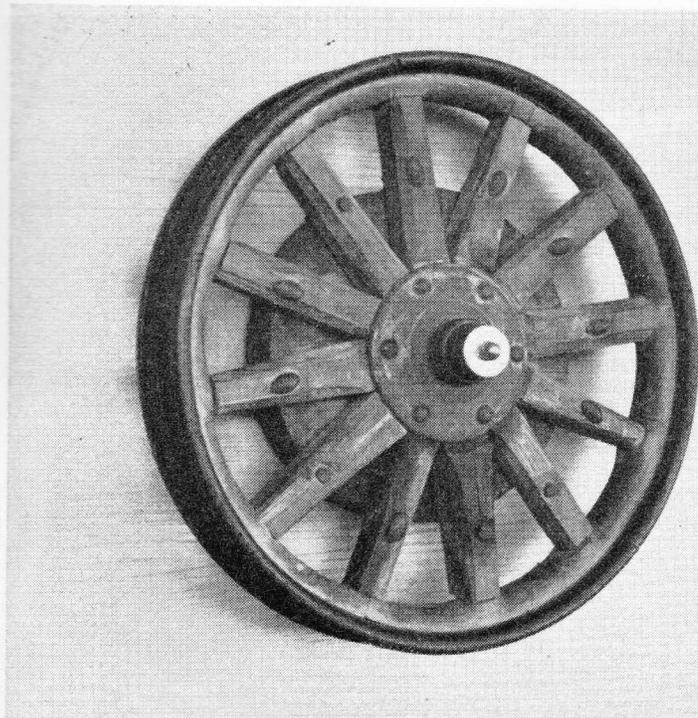
Your Grand Prix reports, to my mind, are poor stuff by comparison with those offered by your competitors. Gregor Grant appears to have lost interest in racing cars to the extent that we have to wait until those excellent articles by David Phipps are published before we can learn details of the competing cars. On this point, it seems a shame that James Allington's excellent drawings have to be reduced to such a small scale that much of the detail is lost.

On the other hand, I have to admit that you seem to be giving more space to European racing nowadays. At least, there is not so much of those reports of American club racing meetings, but why you had to give half a page in last week's issue to a child's toy (the Roy Cooper Speedster) I cannot think!

HONITON, DEVON.

PETER KINGSTON.

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



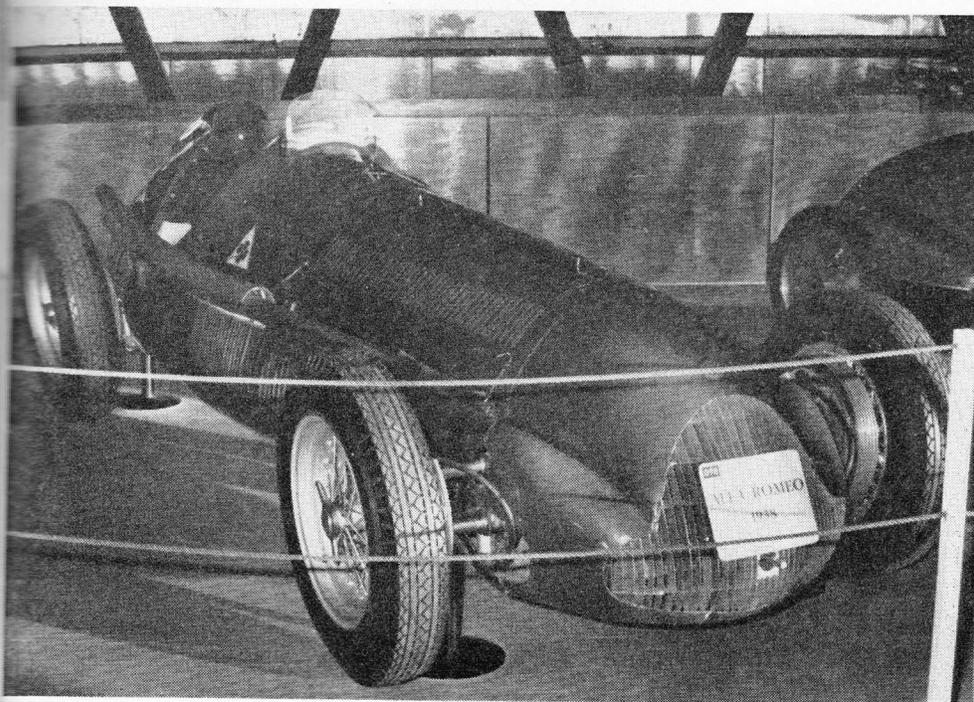
JOHN BOLSTER visits the

BESIDE the 1907 Itala with which Prince Scipione Borghese won the Pekin-Paris race is the replacement wheel which was carved specially after the original had broken! An old photograph is also shown.

TURIN MOTOR MUSEUM

PHOTOGRAPHY
BY
THEO PAGE

PART TWO: The Racing Cars

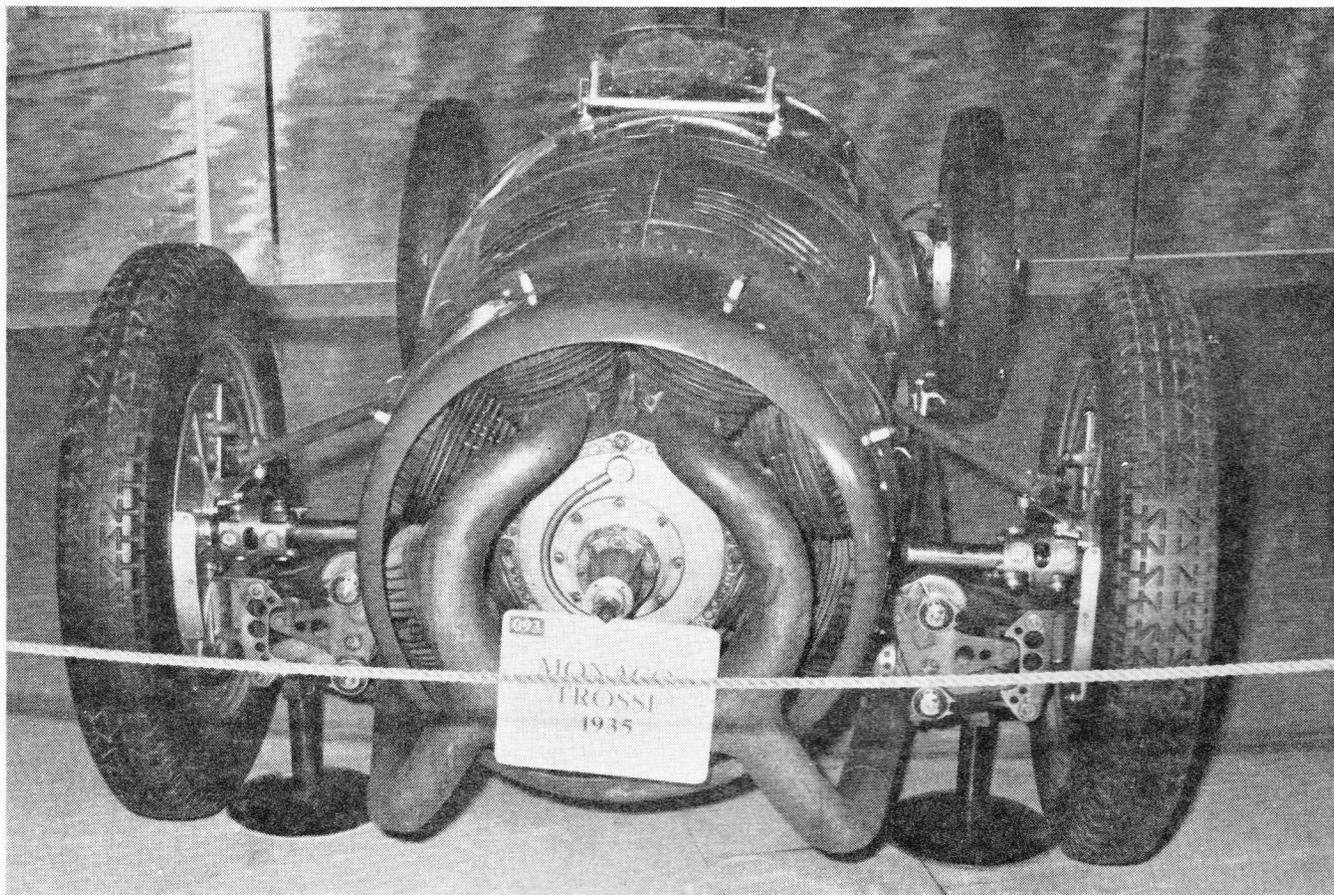


BEFORE one ascends the staircase to the sporting section of the Biscaretti Museum, one is confronted by a very famous Itala. This is none other than the celebrated 1907 car with which Prince Scipione Borghese won the Pekin-Paris race after unimaginable vicissitudes, such as falling through a bridge into a river. In Russia, a wheel was broken, but a Mujik carved another one out of wood, and this strong and effective replacement is exhibited beside the car. The chassis is the 35/45 h.p. model, with four cylinders of 130 mm. by 140 mm. (7,433 c.c.).

Looking like a Grand Prix model, the 1921 Fiat 501S is actually a production car. It has a racing body with staggered seats and an exhaust pipe built onto the side of the body with, of course, no silencer. Only the lack of front brakes distinguishes it externally from a Fiat "racer", but the

(Continued on page 718)

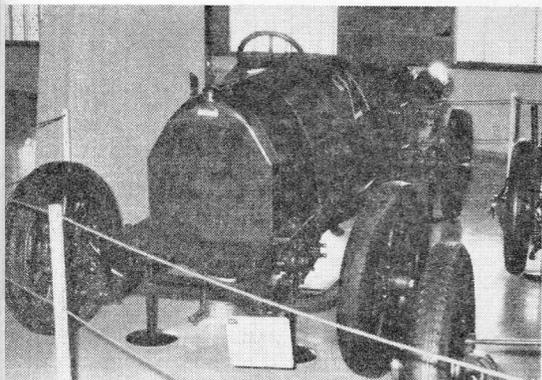
◀ A TYPE 159 Alfa Romeo (developed from the 158) is exhibited. The 1½-litre supercharged engine is capable of producing a remarkable 266 b.h.p. per litre!



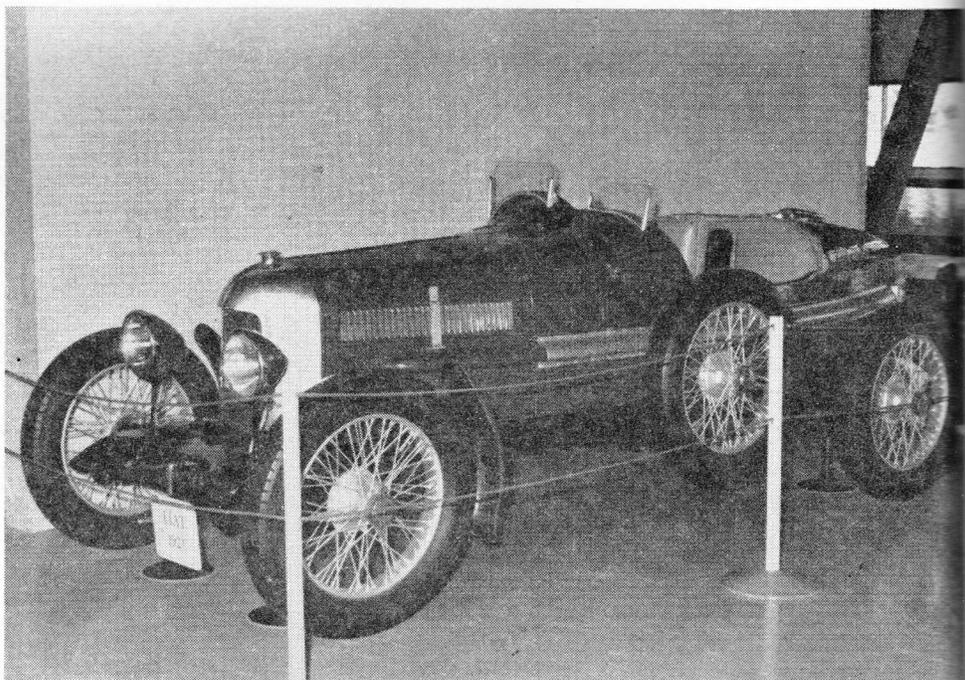
▲ BUILT by Augusto Monaco for Count Carlo Felice Trossi to beat the Mercedes-Benz and Auto Union teams in 1935, the f.w.d., 4-litre, 16-cylinder, two-stroke, air-cooled, radial-engined Monaco-Trossi was never raced successfully.

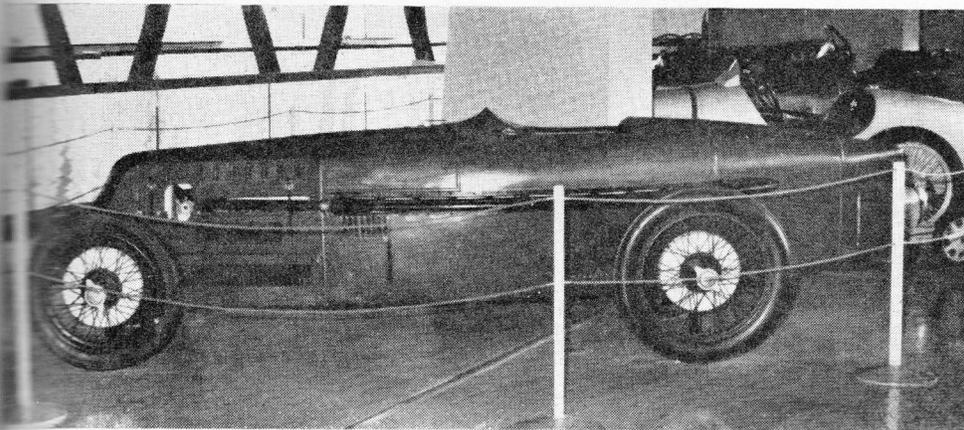
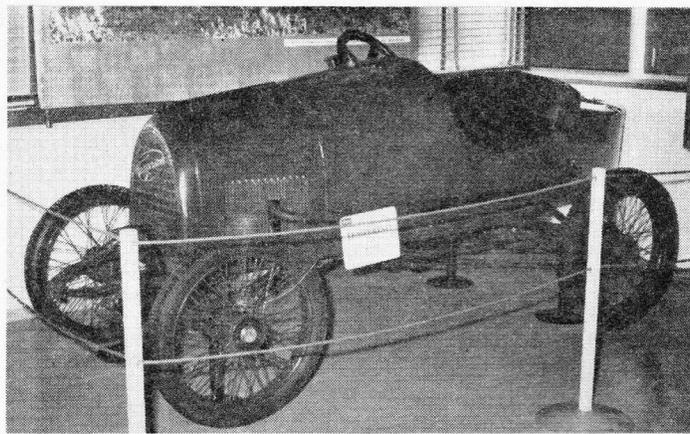
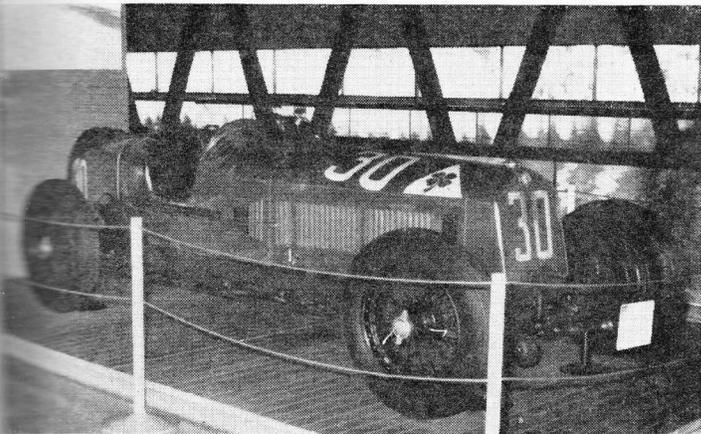
Racing Cars Through

ONCE a well-known marque in racing, the 1912 Aquila Italiana has a six-cylinder 4,182 c.c. engine developing a mild 60 b.h.p. at 3,600 r.p.m.



▶ "BOY-RACER" is this 1921 Fiat 501S. This Grand Prix-looking car was in actual fact a production car, having a hotted-up 10-15 h.p. engine. It has a racing body with staggered seats.





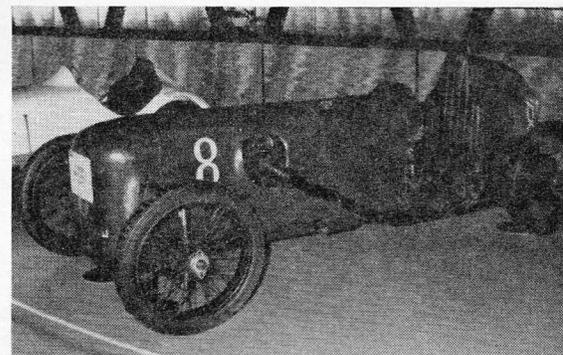
TOP LEFT: This very rare P2 Alfa Romeo is one of the 1924 models as rebuilt later by the works. It has a straight-eight 2-litre engine developing 156 b.h.p. at 5,500 r.p.m.

TOP RIGHT: The 1923 Temperino is a racing cyclecar having a V-twin air-cooled engine. A few of these shaft-driven cars were built in England.

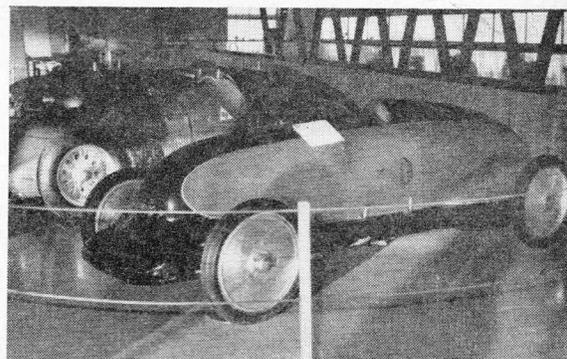
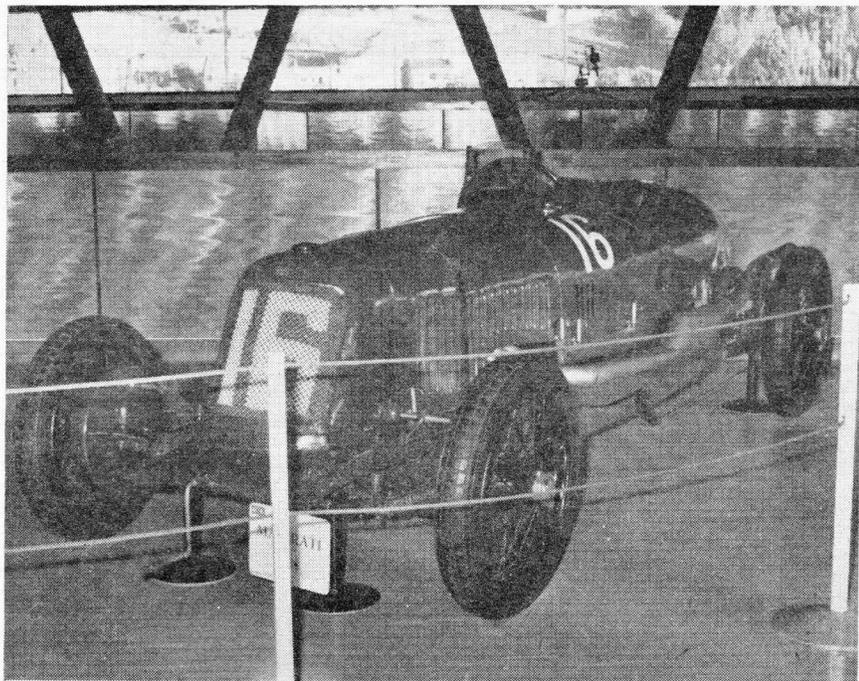
BELOW: Famous in hill-climbs was the Nardi-Monaco, which is propelled by a powerful V-twin J.A.P. engine and features front-wheel drive.

The Years...

▲ A LOW seating position was featured in the 1925 Itala, which had either an 1,100 c.c. or 1,500 c.c. 12-cylinder engine. The one at the Museum has the former unit which develops 60 b.h.p. at 7,000 r.p.m. Front-wheel drive and independent wish-bone-type suspension is employed.



◀ THE 1928 2-litre Maserati is effectively an offset single-seater as the passenger's seat is covered (this was at a time when mechanics were not allowed to ride with the drivers, though his "seat" had to remain).



COUNT GIOVANNI LURANI'S 500 c.c. record-breaking Nibbio is exhibited. The 51 b.h.p. twin-cylinder Guzzi motor-cycle engine is fitted in the rear.

Turin Motor Museum—continued

engine is merely a hotted-up 10/15 h.p. unit.

The 1911 Bedéla is a French racing cyclecar. The driver occupies the rear tandem seat and the passenger can change gear by flicking the rubber belts onto different pulleys. The driver has a lever to move the back axle and tension the belts. The engine is an air-cooled V-twin with, curiously enough, automatic inlet valves, and the capacity is 1,056 c.c.

Aquila Italiana was once a well-known name in competitions. The 1912 racing two-seater has a near-production six-cylinder engine of 4,182 c.c. giving 60 b.h.p. at 3,600 r.p.m. The transmission is conventional, the rear springs are three-quarter elliptics, and there is a bolster-type petrol tank behind the seats.

The 1914 Fiat is a 4½-litre Grand Prix car, its o.h.c. engine developing 135 b.h.p. at 3,000 r.p.m. Low, streamlined, and with front brakes, it must have seemed the last word when it was built. A 2-litre G.P. Bugatti is too well known for a description to be necessary.

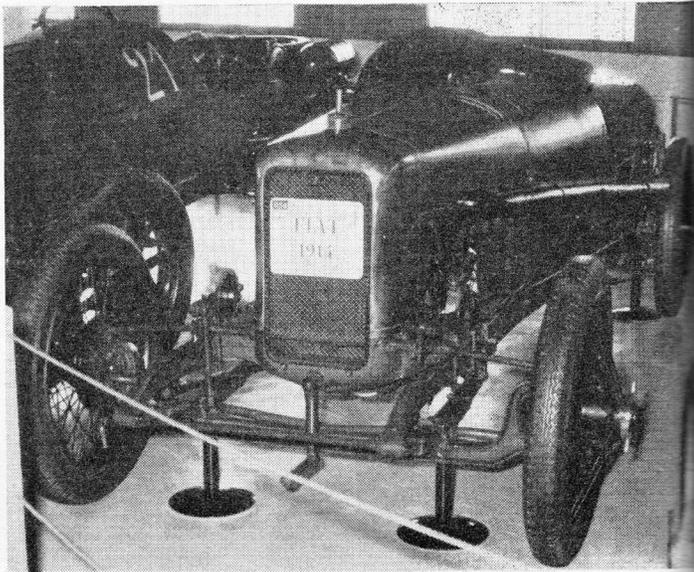
Extremely exciting is the 1925 racing Itala. This single-seater car has the driver submerged in modern fashion and it has front wheel drive with wishbone-type independent suspension all round. Designed by Cappa, who produced the Aquila Italiana, it has a tiny 12-cylinder engine which was made in 1,100 c.c. and 1,500 c.c. sizes. The car at the Museo has dimensions of 45 mm. × 55 mm. (1,050 c.c.) and developed 60 b.h.p. at 7,000 r.p.m. As so

enable that fine driver, Count Trossi, to tackle Hitler's cars in 1935. It has a 4-litre 16-cylinder two-stroke air-cooled radial engine driving the front wheels. The independent four-wheel suspension is by astonishingly short wishbones, the springs being concealed in the chassis cross tubes. This extremely expensive white elephant never raced successfully.

THE 1914 Grand Prix Fiat has a 4½-litre o.h.c. engine developing 135 b.h.p. at 3,000 r.p.m. It was considered ahead of its time, having front brakes and being low and streamlined.

★

A GRAND PRIX Fiat of 1907 is also shown. Its 16½-litre engine develops 135 b.h.p. at 1,600 r.p.m. Seven years later, of course, the same power was available from an engine a quarter of its size (see right).



The supercharged racing Alfa Romeo, type 159, gave Italy complete mastery of Grand Prix racing. It has trailing arm suspension in front and swing axles behind, while the highly supercharged straight-eight engine can develop 266 b.h.p. per litre. The Disco Volante is the spectacular Alfa sports-racing car. It has a six-cylinder 3-litre engine giving 200 b.h.p. at 7,000 r.p.m.

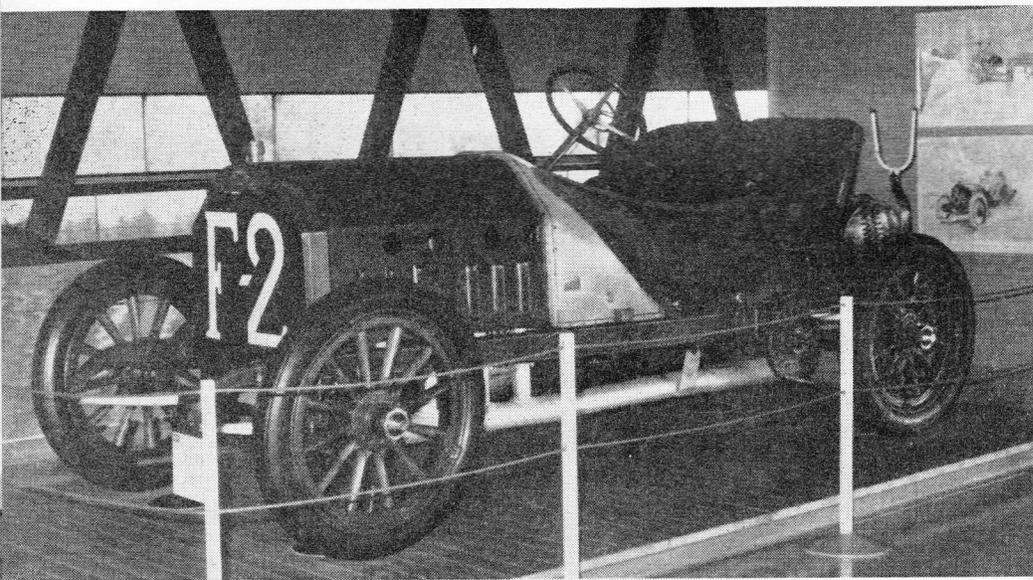
A fuel-injection Grand Prix Mercedes-Benz of 1954 is shown. This one has the non-enveloping body and inboard brakes, and it gave Fangio one of his world championships. Talking of Fangio, one can examine the Lancia sports car with which he won the Carrera Panamericana in 1953. It has a V-6 engine of 3,100 c.c. giving 235 b.h.p. at 6,000 r.p.m. and all the brakes are inboard mounted, their drum size being enormous.

How proud we are to see the Le Mans-winning D-type Jaguar, with its tail fin and disc brakes. This one is the 3,442 c.c. version with Weber carburettors.

Fangio is remembered again when one sees the 250F Maserati. This 270 b.h.p. six-cylinder front-engined car gave him his fifth championship. Another of Juan Manuel's championship cars is the 2½-litre Lancia V8 with side tanks, later to become the Lancia-Ferrari. This model gave 264 b.h.p. at 8,500 r.p.m. and I can still remember the shattering noise that it used to make.

Finally, there is the 2-litre Ferrari that gave Alberto Ascari the championship in 1952 and 1953. The brake drums are enormous and well set out from the wheels, while the whole car looks curiously big for a 2-litre. The four-cylinder engine gave only 185 b.h.p., but that was enough for the Formula 2 Grand Prix period.

Everybody should visit the Museo, for the opportunities to learn are endless. The journey from England is long, but so very well worth while.



often happens, the money ran out before the car could be properly raced.

One of the earlier Maseratis is the 2-litre straight-eight supercharged racing car of 1928, giving 155 b.h.p. at 5,300 r.p.m. The passenger's seat is covered so the machine is really an offset single-seater. Close to this car is one of the well-known Alfa Romeo 2.3-litre supercharged sports cars of 1931.

The Nardi-Monaco was very famous in hill-climbs. It has a "hot" V-twin J.A.P. engine and front wheel drive, with super-imposed transverse springs. The trailing tubular rear axle is on very short super-imposed quarter-elliptic springs. Curiously enough, there are no dampers, though whether they were ever fitted is not clear.

Quite fantastic is the Monaco-Trossi, which was built by Augusto Monaco to

The Alfa Romeo P2 was always a "difficult" but very fast Grand Prix car. The car shown has the later radiator and the spare wheel slotted sideways into the tail, with larger brake drums in front. It is therefore the 1924 model as rebuilt later by the works, when its straight-eight 2-litre engine gave 156 b.h.p. at 5,500 r.p.m.

An astounding contrast is provided by the 1907 Grand Prix Fiat. This has an over-square four-cylinder engine of 16½-litres capacity, giving 135 b.h.p. at 1,600 r.p.m. The valves are inclined in hemispherical heads with one huge rocker per cylinder, operating the inlet and exhaust valve alternately by the agency of a push-and-pull rod. This construction, afterwards used on aero engines and on the Salmson car, prohibits the employment of overlap timing.



HAT-TRICK FOR CARLSSON

Eric Carlsson/David Stone (Saab) Win the Eleventh R.A.C. Rally

FOR the third time in succession, Eric Carlsson has won the R.A.C. International Rally, his Saab (navigated by David Stone) finishing 62 penalty marks ahead of the Paddy Hopkirk/Jack Scott Austin-Healey 3000 which, in turn, was 53 up on the sister car of Pat Moss/Pauline Mayman who took third place and the Coupe de Dames.

The rally itself was a great success and the formula of relatively easy road sections linking tough special stages seems generally popular although several private entrants thought that some of the special stages were even rougher and more destructive than those encountered in previous years. This 1962 event should consolidate the R.A.C.'s reputation on the Continent and may help, in the future, to attract as many entries from other areas as came, this year, from Scandinavia.

By the time the rally reached Peebles, early on Tuesday morning, the pattern had been set and it was obvious that only the toughest cars were going to survive the pounding they were receiving on the rugged stages. Scandinavian drivers were well on top, the first places being occupied by Eric Carlsson/Dave Stone (Saab); 2, Tom Trana/Ron Crellin (Mini-Cooper); 3, Bengt

Soderstrom/Horace Liddon (Mini-Cooper); 4, Mrs. Sylvia Osterberg/Mrs. Cecile Pattison (Volvo); 5, Paddy Hopkirk/Jack Scott (Austin-Healey); and 6, Pat Moss/Pauline Mayman (Austin-Healey).

After a brief breakfast halt the crews were sent forth on a 57-mile main road run

by
GREGOR GRANT and MICHAEL DURNIN

Photography by
GEORGE PHILLIPS, FRANCIS PENN
and TONY HOLLISTER

via Armadale and Falkirk to the eighth special stage where six miles of extremely rough, corrugated track had to be covered in 7 mins. 15 secs. A light rain fell and mud was an added hazard on some of the tree-lined bends. The Anglia of Anne Hall/Val Domleo slid off on to rocks but Anne and Val were soon on again, damaged

THREE TIMES a winner, Eric Carlsson hustles his Saab through Minera, on the Welsh road section. Following him through are Pat Moss (Austin-Healey) and Thuner (Triumph).

front suspension making the car a real handful. Near the end of the stage a Bailey bridge was set into the road virtually on a step, which caused the Tiny Lewis/Dave Mabbs Rapier to leap high into the air, breaking a top wishbone on landing. They finished the stage and drove gently along the 19 miles to the next one at Loch Ard. This, despite a time schedule demanding five miles in 6 mins. 15 secs. proved to be fairly simple and straightforward and Tiny nursed the car along without daring to use the brakes, which would probably have damaged the front suspension beyond hope of immediate repair.

From Loch Ard there were 150 miles of main road motoring via major time controls at Lochearnhead and Inverness and along this run (on which the David Seigle-Morris/Rupert Jones M.G. 1100 holed a piston and had to be retired, ending a fine effort) Tiny Lewis found time to repair his Rapier's front suspension. Soon after Nairn came the well-known Culbin Sands Forest, where, on the wet, narrow tracks with rough, banked shale straights and loosely surfaced bends drivers were required to cover the 12.75-mile stage in gathering darkness at an average speed of (Continued on page 722)



NO—HE DIDN'T BREAK THAT! The battered vehicle in the background as the TR4 of John Sprinzel/Willy Cave passes by is, in fact, a target on the Lulworth Gunnery range, scene of the R.A.C. Rally's final test.

RALLY

Around

MINI IN A FORD: World's End is the location of this remote water-splash. Bursting through the water is the Morris of R. C. Eaves/P. Doand, which finished in 78th position.

★

THE SURFACE of loose rocks has already taken its toll of spotlamp glass on the Sutcliffe/Fidler TR4. This surface, however, was pretty good compared with some of 'em!





—HO!

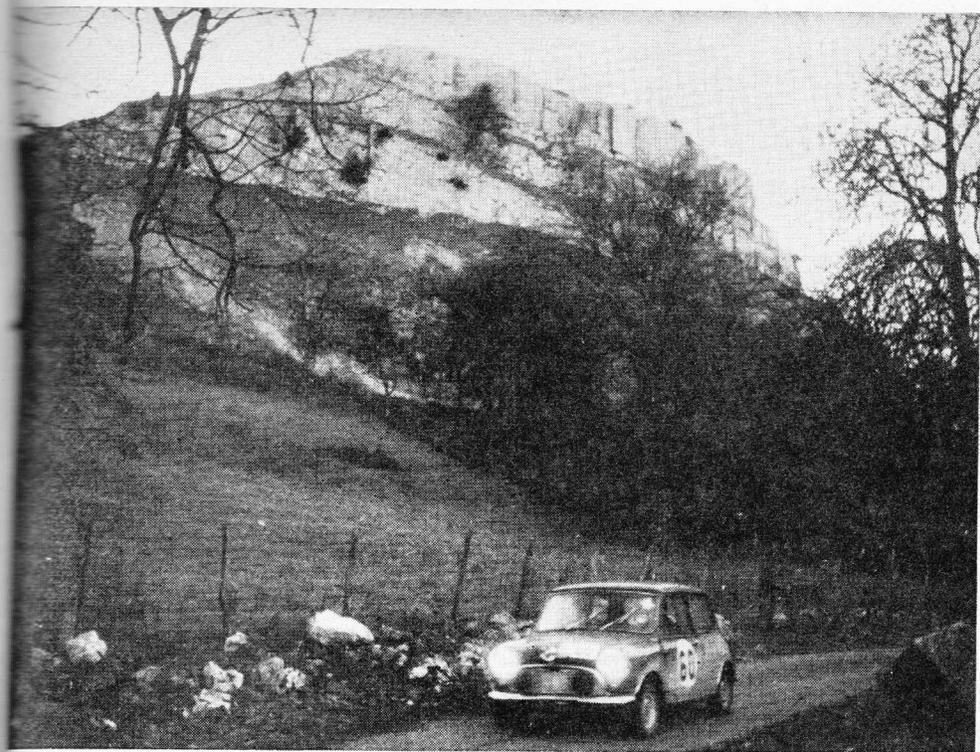
The R.A.C. Rally in Pictures



SHARP ANGLE of heel is adopted by the Sunbeam of Tiny Lewis/D. Mabbs (above) as it is swung through a hairpin near Bruera. The crew won the 1,600 c.c. touring class by a handsome margin.

TOP OF THE PAGE: The Sunbeam girls—Rosemary Smith and Rosemary Seers—splash through the World's End ford in their Alpine. They eventually finished in 47th place, with a loss of 750 marks.

LEFT: Dusk settles in the Welsh mountains, and the headlights come on as the surviving competitors swing on south towards Bournemouth. Here is the privately-entered Mini of J. N. Partridge/M. P. W. Britton, which finished in 44th place, losing 734 marks.



wide and hit a rock. The front tyre burst and the suspension was a little out of true, but Paddy drove on the rim for the last two miles of the stage and later claimed that the car handled surprisingly well. Henry Taylor/Brian Melia (Anglia) hit exactly the same rock, but were able to drive on at unabated speed with only a slightly bent wheel to show for it.

Back to the main road for a brief nine miles and then into the forest again for the 10-mile Clashindarroch stage which was very twisty and climbed and descended steeply. The road was narrow, but for most of its length the surface was reasonably smooth with loose gravel or mud forming the surface.

Fifty miles on main roads were welcome and they led to a very similar, drop-flanked stage of 7.6 miles in Drumtochty Forest, where Mabbs and Turvey had the fan of the Mini-Cooper break and pierce the radiator. The infamous Cairn O'Mount pass made the run down to a major control at Brechin interesting, to say the least, but

WEATHER CONDITIONS are indicated by the state of the marshals on the Dodd's Wood section as Tommy Gold's helmeted co-driver leaps out with the car.

Carlsson—continued

50 m.p.h. A flying stone holed the radiator of the Peter Procter/Barry F. Hughes Rapier and again the car overheated but they were able to complete the stage slowly and return to Nairn where the radiator was repaired and the cylinder head gasket replaced in the garage of hill climb expert, Ray Fielding. Another crew to patronize Fielding's garage was Derrick Astle/Peter Roberts (Reliant) whose gearbox required attention.

Another unlucky crew on Culbin were Don Grimshaw/Geoff Allen, whose Austin-Healey lost its sump guard, the drain plugs from gearbox and overdrive and had its clutch slave cylinder pipeline broken by a stone. Next the auxiliary lights went out when a fuse blew, but they managed to complete the stage and drove on without a clutch.

The road section to the next stage was 40 miles long and was much tighter than usual; nevertheless it was simple enough when compared to the 5.15-mile blind through Ordequish Forest, for which a target time of 6 mins. 20 secs. had been set. The deeper holes in the track had been smoothed over, but fist-sized stones abounded and the going changed from firm, stony earth to glutinous mud and back with bewildering rapidity. A brief respite came



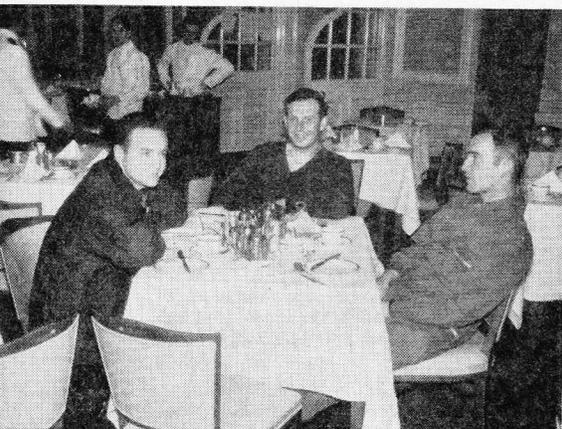
ON THE ROAD: First international rally appearance for the M.G.B was in the hands of R. N. Richards/G. C. Davies, who have just eased past after being baulked by the van.

during a mile on the main A96 road and then it was back to the forest for a 6.4-mile stage over White Ash Hill at 49 m.p.h. This was virtually a dash up one side of the hill and down the other, the unmade road twisting frantically between a rockface on one side and a considerable drop on the other for much of its length. Even here there were loose stones and one of them came clean through the sump guard and into the sump of the Mini-Cooper of Geoff Mabbs/Brian Turvey. Much time was lost in plugging the sump, but this was only one incident in a rally filled with trouble for this unfortunate crew.

The special stages were coming fast and thick now, and only 16 miles along the A96 lay the 13th stage. This traversed Bin Forest and was over 4.8 miles of "three-ply" road which, although fairly flat, had its share of corners and was complicated by light frost and occasional patches of mud. On one of these patches the Paddy Hopkirk/Jack Scott Healey slid

was merely an interlude on a 100-mile run to an 8.45-mile stage in Trentsmuir Forest, which the first cars reached shortly after 2 a.m. on the third day of the rally. This stage was flat but very, very rough and was one of the most damaging of the event. There were quite long straights followed, in some cases, by acute bends, but the difficulty was, to quote Paddy Hopkirk: "Driven as fast as road conditions permitted, any car in the world would have fallen apart, knocked to pieces by loose stones."

Fifty miles on A roads led south to the last stage of the night. Here, 3.8 miles in Devila Forest had to be covered at 49 m.p.h. and this again was flat but the roughness was only in patches, most of the going being over clay and gravel. Peter Bolton

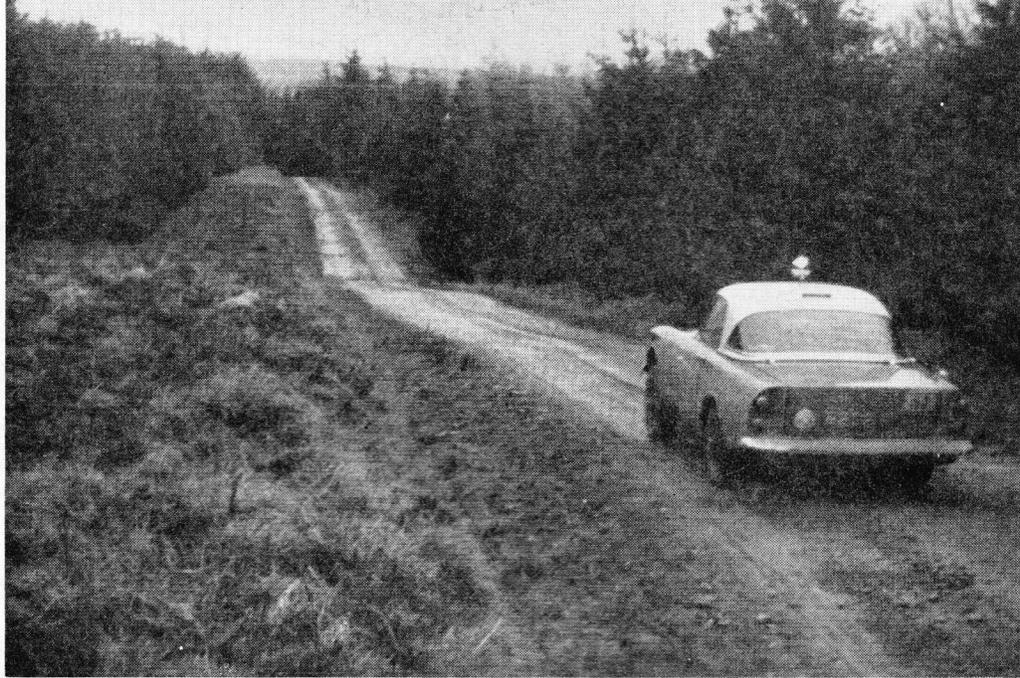


RELAXING at Peebles are David Stone, who navigated Eric Carlsson (left), Henry Taylor and his navigator, Brian Melia.

SUSPENSION working hard, the Rosemary Smith/Rosemary Seer Sunbeam Alpine sets off on the Newcastleton special stage.

(Volvo) finished this stage in great style, disappearing into the ditch just opposite the marshal at the end. Co-driver Mike Kempley scrambled out of the car, climbed out of the ditch and clocked in with a minimum of delay and the car was soon dragged out and sent off again. This was the last stage before a 50 mile main road section led back to Peebles, just 24 hours, 648 miles and 10 special stages (totalling 70 miles) after leaving.

After breakfast, at first light the first cars set out on a 58 mile run to the 18th special stage, at Newcastleton Forest, which completed the Scottish section. The 5.6 mile stage had to be done in 6 mins. 40 secs. and although most of the surface was reasonable it was "rippled", causing suspension to work overtime and making really high speeds out of the question, especially as occasional small patches of loose stones lurked in obscured dips. Peter Bolton had a really nasty moment when he found himself without brakes, a



LADIES' CHAMPION: Pat Moss, this year's winner of the European Ladies' Rally Championship, winds her Healey round the hairpin to World's End passage control (above) and on the Newcastleton stage (right).

stone having severed the pipe, but he managed to get to the end. Geoff Mabbs, whose Mini had seized once on the road again, found it out of commission when a petrol line parted.

Sixty miles on main roads via Armathwaite led to Greystokes Forest, quite near Keswick, where Alan Fraser/Peter Jopp replaced their Rapier's rear axle. Knowl-dale C.C. were out in force here to marshal a 5.7 mile stage where the fine run of Peter Riley/Tony Nash came to an end in the trees where their Healey was very badly damaged although they escaped without injury. Another Healey retired here when the Don Grimshaw/Geoff Allen car had its radiator shattered by a flying stone. The Gregor Grant/Peter Pilsworth Harrington-Alpine was finally retired here, with irreparably split petrol tank.

Then, in the heart of the Lake District, came a group of three stages which were described as being the most dangerous but the most exhilarating of the entire event.

All three were in daylight and were over steep, hilly terrain with narrow roads surfaced partly with mud and partly with loose, fine gravel and having, in many places, long drops to inspire caution. These stages, in Whinlatter Forest, Wythop Forest and Dodd's Wood were described by one driver of immense international experience as: "Damage apart, these were the sections which really sorted out the men from the boys". It was particularly unfortunate that defective timing made it necessary to scrub the Greystoke and Wythop stages from the results.

The first major part of the rally was now over bar an 80 mile run, mostly on A roads (although Makinen's Mini-Cooper had a stone through the radiator on M6), to Blackpool and a very welcome night's sleep. Two extremely well-placed cars retired on this run, the Cooper-Mini of Tom Trana/Ron Crellin with a broken drive shaft and the similar car of B. Soderstrom/H. Liddon with gearbox failure.

Blackpool Places

1st (Comp. No. 4), E. Carlsson/D. Stone (SAAB)*, 119 marks lost; 2nd (19) P. Hopkirk/J. Scott (Austin-

(Continued on page 726)



OULTON PARK



FRANCIS PENN went to Oulton Park for the circuit test. His pictures show the different ways in which rally drivers tackle circuit problems.

TOP OF THE PAGE: Eric Carlsson, R.A.C. Rally winner for the third time, did it like this—cool, calm, close in to the verge and very fast.

ABOVE LEFT: Tiny Lewis did it like this—again close in to the verge, using all the track, and using the Sunbeam's understeer.

LEFT: Paddy Hopkirk, on the other hand, did it like this—at least, on this occasion! The situation, to judge from Paddy's grin, is very much under control, however: he probably only did it to frighten the photographers!



RIGHT: Carlsson again. Smoke pours from the Saab's front tyres as the giant Swede takes off at the start of the Oulton Park circuit test.



BELOW: A study in concentration from Pat Moss as she sits relaxed in the big Healey.



RIGHT: W. L. Morrison hurries his Mini along through a fast right-hander. He was a member of the Manufacturers' Team Prize-winning B.M.C. team.



RIGHT: Racing driver turned rally driver, Henry Taylor knows Oulton Park pretty well. Here he adopts the attitude once well known on this and other circuits.





NEARLY THERE! Gunnar Andersson's Volvo splashes through one of the Bovington special stages towards the end of the rally.

Oulton as they had to stop to replace a broken oil pump and only scraped into the control with 4 mins. in hand.

From Oulton Park the route led into Wales via Hatton Heath, Bruera and World's End (where water dropping from the cars after a ford froze immediately in the bitter evening). The first victims of this glass-like surface were I. Terry/R. Davies, whose Group 3 Anglia modified its front suspension very considerably on a rock; then came W. Worswick/T. Houghton, who dented their Classic quite badly but the worst looking accident was to the hitherto immaculate Rapier of G. Cook and H. Horton which slid into the bank and overturned. The car was soon righted and, amazingly, damage was found to be very slight. The hard frost made the next stage, at Clocaenog Forest, virtually impassable and it had to be cancelled. So the cars went on to Gwydyr Forest, near Penmachno, where 5.9 miles of basically tarmac road was liberally covered with gravel and deep mud but still had to be covered at 50 m.p.h.

R.A.C. Rally—continued

Healey)*, 158; 3rd (6), R. Aaltonen/T. Ambrose (Mini-C.)*, 170; 4th (30), H. C. Taylor/B. Melia (Ford Anglia), 185; 5th (5), Miss P. Moss/Mrs. P. Mayman (Austin-Healey), 195; 6th (38), T. A. Makinen/J. Steadman (Mini-C.)*, 198; 7th (10), I. D. L. Lewis/D. Mabbs (Sunbeam)*, 211; 8th (134), Mrs. S. Osterberg (Volvo)*, 215; 9th (32), W. L. Morrison/R. Finlay (Mini-C.), 225; 10th (31), F. Crossley/A. Senior (Mini-C.), 235; 11th (18), T. A. Gold (Austin-Healey), 239; 12th (16), K. James/M. Hughes (Rover), 240; 13th (7), J. J. Thuner/J. Gretener (TR4), 243; 14th (140), L. Gillmo/R. Jones (Volvo), 254; 15th (2), G. Andersson/D. Johns (Volvo), 255; 16th (37), P. Bolton/M. Kempsey (Volvo), 258; 17th (12), J. Sprinzel/W. Cave (TR4), 259; 18th (68), B. Hadfield (Allardette), 260; 19th (84), D. Pollard/J. Baines (Sunbeam), 273; 20th (44), P. Simister/D. Ralphs (Allardette), 279; 21st (69), T. Paton/R. Dixon (Mini-C.), 286; 22nd (35), M. Sutcliffe/R. Fidler (TR4), 293; 23rd (59), E. Harrison/J. Harrison (Anglia), 299. Manufacturers' Teams: 1, B.M.C. (Morris-Cooper) (Nos. 6, 32 and 38), 593 marks lost; 2, Standard-Triumph (Nos. 7, 12 and 35), 795; 3, Rover (Nos. 16, A. E. Bengry/D. Skeffington and J. Cuff/N. H. Baguley), 873. Club Team: 1, Knowldale 1 (Nos. 4, 31 and 69), 640 marks lost.
* * Indicates class leaders.

Thursday dawned a fairly miserable day and the cars set off at 11 a.m. on the 70 miles to Oulton Park, where a series of five-lap races formed special stage 23. Bill Bengry/Dave Skeffington (Rover) very nearly overran their time allowance on the way to



OVER SHE GOES! The G. Cook/H. A. H. Horton Sunbeam Rapier is pushed back on its wheels after overturning when ice on the road caught the driver napping in the World's End area.

Here Geoff Mabbs (whose Mini was, for a change, going well) caught his great friend and rival, Tiny Lewis, but was unable to get past due to the large number of narrow gates and the Rapier's greater acceleration.

Thirty-seven miles later came the 4.6-mile stage over Coed-Y-Brenin where the road rose and fell steeply over the hill and was surfaced with alternate stretches of mud and tarmac, both glistening with frost and light snow. The Anglia of Anne Hall/Val Domleo left the road early in the stage and came to rest, upside down, some 10 ft. below road level; fortunately without injury to the crew. Tom Gold's Sprite also slid off and landed almost vertically down the

CHECKING IN at Peebles, the J. Gardner/B. Parker Ford crew gets its card stamped in the cold light of dawn.



precipitous bank, again without injury to the crew.

Only eight miles of frosty road preceded a long 17.4-mile stage in Dovey Forest where the hilly terrain and rough road dictated caution. On a very steep downhill section near the end of the stage the Procter/Hughes Rapier went off the road (and over the time limit) while Rauno Aaltonen/Tony Ambrose (Cooper) were more lucky and were able to regain the road with Geoff Mabbs' help, before Geoff himself ran into trouble with split carburettor rubber mountings which leaked furiously and gave rise to danger of fire.

Twenty-five miles later the 7.6-mile Dyfnant Forest stage started along a narrow and twisty road through the hills and actually boasted a pair of good straights before becoming convulsed again. The next stage, in Radnor Forest, was very similar but the 30th stage, scheduled for midnight on the Coed Sarnau, had to be cancelled due to ice making it excessively dangerous. There were two stages at Hafren, the first of four and the second of 7.2 miles. These were similar in character, both having fairly rough climbs and descents and tight bends with drops on one side and rock on the other. Gunnar Andersson (who had recovered from his

indisposition during the overnight halt in Blackpool and was now able to take some of the weight from Doug Johns, who had been doing all the navigating and most of the driving of their group 2 120 b.h.p Volvo) had trouble here with a burnt out generator and the Osterberg Volvo cracked its sump.

Ice and snow were in evidence on the next road sections (by-passing the cancelled Myherin special stage) on the way to stages at Brechfa and Crychan. These, of 5.3 and 4.9 miles respectively were both over hilly, tree-lined roads surfaced with gravel and preceded the last Welsh stage, at Eppynt, where an 18.3-mile length of road was used. The first 10 miles were through the forest over a good but extremely cambered track with sweeping bends made tricky by light snow, and then the road broke suddenly out of the forest on to superbly surfaced but icy road.

Team Chilern's Dick Cullen/John Preedy left the road in a big way, avoiding the Ford of Hayes/Bate, and were saved from a 200 ft. drop on the Brechfa special stage by trees. Fortunately the Rover service people were not too busy, and the roof was reshaped just before Bovington.

It was bitterly cold as the route led for 70 miles to Abergavenny and a reviving

breakfast halt at the Llansantffraid Hotel. Mrs. Georgie Fotheringham-Parker and Mrs. Pammy Lloyd did a wonderful job here in organizing and helping to serve over 250 breakfasts. This and a 100-mile run on main roads via controls at Redhill and Beaminster ensured that drivers arrived reasonably fresh for a pair of special stages (Nos. 37 and 38) at Bovington. It was nice to see the Morley brothers spectating. The first stage was rough and the second even rougher and it was ironic that on the last mile of the last stage the sump of the John La Trobe/Julian Chitty Rapier should split. They were able to reach the finish of the stage when the sump was patched and filled with a molybdenum compound which enabled them to drive the 15 miles to the finish at Bournemouth.

Johnny Cuff/N. Baguley damaged their immaculate Rover when they hit the church on the first stage. Most spectacular arrival was that of Peter Bolton, whose Volvo was broadsided at the finish of the second stage. Alan Fraser/Peter Jopp valiantly kept going with a cracked gearbox on their Rapier, praying that some crude patching would retain some of the oil.

Provisional results were announced within six hours but times and comparative performances on the special stages have not yet become available.

Those who finished the 11th R.A.C. Rally can congratulate themselves on a considerable feat of endurance and skill and on possessing virtually indestructible cars; those who secured places "in the money" can assure themselves that they earned it the hard way in the face of superb competition, but the most heartfelt congratulations of all must go to the devoted people who organized and marshalled a true and searching test of man and machine.

At Bournemouth the Rally Ball in the Pavilion was a huge success.

Results

General Classification

Best Performance: E. Carlsson/D. Stone (SAAB), 204 marks lost; 2, P. Hopkirk/J. W. S. Scott (Austin-Healey), 264; 3, Miss P. Moss/Mrs. P. Mayman (Austin-Healey), 314; 4, I. D. Lewis/D. Mabbs (Sunbeam), 349; 5, R. Aaltonen/J. A. Ambrose (Morris), 352; 6, H. C. Taylor/B. Melia (Ford), 354; 7, T. A. Makinen/J. Steadman (Morris), 394; 8, G. Andersson/D. Johns (Volvo), 397; 9, J. Thuner/J. M. Gretener (Triumph), 430; 10, Mrs. S. Osterberg/Mrs. G. Pattison (Volvo), 442.

Class Awards

850 c.c. Touring Cars: 1, Carlsson/Stone; 2, T. S. Baker/J. Handley (Austin), 599 marks lost; 3, G. Bowes/J. W. Wheatley (SAAB), 641. **1,000 c.c. Touring:** 1, Makinen/Steadman; 2, T. Paton/R. Dixon (Morris), 514; 3, L. Gibson/H. F. Murland (Morris), 571. **1,600 c.c. Touring:** 1, Lewis/Mabbs; 2, D. E. Pollard/J. A. Baines (Sunbeam) 519; 3, M. Day/B. Stevens (Volkswagen), 673. **Over 1,600 c.c. Touring:** 1, Andersson/Johns; 2, Mrs. Osterberg/Mrs. Pattison; 3, K. James/M. Hughes (Rover), 444. **Up to 1,600 c.c. Grand Touring:** 1, Aaltonen/Ambrose; 2, Taylor/Melia; 3, W. L. Morrison/R. Finlay (Morris), 449. **Over 1,600 c.c. Grand Touring:** 1, Hopkirk/Scott; 2, Miss Moss/Mrs. Mayman; 3, Thuner/Gretener.

Best Performance by a private entrant: L. Gillmo/R. Jones (Volvo), 448 (12th in General Classification).

Best Performance by a G.T. Car (the AUTOSPORT Trophy): Hopkirk/Scott. **Best B.R.D.C. Member:** Taylor/Melia. **Best B.T.R.D.A. Member:** Miss Moss/Mrs. Mayman. **Best Aggregate Performance on Scottish special stages:** Carlsson/Stone.

Ladies Cup: 1, Miss Moss/Mrs. Mayman*; 2, Mrs. Osterberg/Mrs. Pattison; 3, Miss D. Freeman/Miss E. Jones (Austin), 706 marks lost. **Foreign Entrants' Prize:** Carlsson/Stone. **Highest-Placed Northern Resident:** James/Hughes. **Highest-Placed Southern Resident:** Miss Moss/Mrs. Mayman. **Highest-Placed Scottish Resident:** Morrison/Finlay.

Manufacturers' Team Prize: 1, B.M.C. (Aaltonen/Ambrose, Morrison/Finlay, Makinen/Steadman); 2, Triumph (Thuner/Gretener, J. Sprinzel/W. S. Cave, M. Sutcliffe/R. Fidler); 3, Rover (James/Hughes, A. E. Bengry/D. Skeffington, J. Cuff/N. H. Baguley). **Lombank Club Trophy:** Carlsson/Stone, F. Crossley/A. H. Senior, T. Paton/R. Dixon.

Best Performance on the Special Stages: Carlsson/Stone. **Free Entry for 1963 R.A.C. Rally:** L. Gillmo. **Free Entry for 1963 Tulip Rally:** T. Paton. **Invitation to 1963 East African Safari:** E. Carlsson.

*Miss Pat Moss wins the 1962 European Ladies' Rally Championship.

Pickering Forest

1, Eric Carlsson (SAAB), 7 m. 13 s.; 2, Don Morley (Austin-Healey), 7 m. 21 s.; 3, Tom Trana (Morris Mini-Cooper), 7 m. 22 s.; 4, Pat Moss (Austin-Healey), 7 m. 30 s.; 5, Bengt Soderstrom (Morris Mini-Cooper), 7 m. 35 s.; 6, Eugen Bohringer (Mercedes-Benz), 7 m. 36 s.

Staindale Forest

1, Morley, 32 m. 56 s.; 2, Carlsson, 32 m. 58 s.; 3, Trana, 33 m. 9 s.; 4, Paddy Hopkirk (Austin-Healey), 33 m. 15 s.; 5, Moss, 34 m. 1 s.; 6, Soderstrom, 34 m. 33 s.

Hamsterley Forest

1, Carlsson, 9 m. 10 s.; 2, Trana, 9 m. 27 s.; 3, Moss, 9 m. 49 s.; 4, Gunnar Andersson (Volvo), 9 m. 52 s.; 5, Soderstrom, 9 m. 53 s.; 6, Sylvia Osterberg (Volvo), 9 m. 59 s.

Wark Forest

1, Carlsson, 26 m. 14 s.; 2, Trana, 27 m. 5 s.; 3, Hopkirk, 27 m. 40 s.; 4, Osterberg, 27 m. 40 s.; 5, Henry Taylor (Ford), 27 m. 57 s.; 6, Rauno Aaltonen (Morris Mini-Cooper), 28 m. 5 s.

Kielder Forest

1, Hopkirk, 6 m. 48 s.; 2, Carlsson, 6 m. 50 s.; 3, Peter Procter (Sunbeam Rapier), 6 m. 53 s.; 4, Taylor, 6 m. 56 s.; 5, Moss, 7 m. 2 s.; 6, Trana, 7 m. 2 s.

Redesdale Forest

1, Carlsson, 4 m. 29 s.; 2, Olle Dahl (SAAB), 4 m. 31 s.; 3, Don Grimshaw (Austin-Healey), 4 m. 34 s.; 4, Soderstrom, 4 m. 36 s.; 5, Anne Hall (Ford Anglia), 4 m. 37 s.; 6, Trana, 4 m. 38 s.

Carron Forest

1, Trana, 9 m. 16 s.; 2, Carlsson, 9 m. 17 s.; 3, Soderstrom, 9 m. 36 s.; 4, Hopkirk, 9 m. 37 s.; 5, Hall, 9 m. 41 s.; 6, Logan Morrison (Morris Mini-Cooper), 9 m. 42 s.

Loch Ard Forest

1, Trana, 6 m. 49 s.; 2, Carlsson, 6 m. 53 s.; 3, Aaltonen, 7 m. 5 s.; 4, Soderstrom, 7 m. 6 s.; 5, Hopkirk, 7 m. 6 s.; 6, Dahl, 7 m. 14 s.

Culbin Forest

1, Carlsson, 18 m. 56 s.; 2, Trana, 18 m. 58 s.; 3, Hopkirk, 19 m. 11 s.; 4, Soderstrom, 19 m. 12 s.; 5, Aaltonen, 19 m. 21 s.; 6, Taylor, 20 m. 13 s.

Ordequish Forest

1, Trana, 5 m. 51 s.; 2, Carlsson, 6 m. 1 s.; 3, Morrison, 6 m. 12 s.; 4, Taylor, 6 m. 25 s.; 5, John La Trobe (Sunbeam), 6 m. 29 s.; 6, B. Hadfield (Allardette), 6 m. 32 s.

Bin Forest

1, Carlsson, 5 m. 26 s.; 2, Soderstrom, 5 m. 33 s.; 3, Trana, 5 m. 33 s.; 4, Aaltonen, 5 m. 39 s.; 5, Dahl, 5 m. 49 s.; 6, T. A. Makinen (Morris Mini-Cooper), 5 m. 51 s.

Clashindarroch Forest

1, Trana, 15 m. 9 s.; 2, Carlsson, 15 m. 25 s.; 3, Soderstrom, 15 m. 31 s.; 4, Hopkirk, 15 m. 33 s.; 5, Aaltonen, 16 m. 2 s.; 6, Moss, 16 m. 33 s.

Tentsmuir Forest

1, Carlsson, 11 m. 2 s.; 2, Trana, 11 m. 8 s.; 3, Hopkirk, 11 m. 21 s.; 4, Aaltonen, 11 m. 32 s.; 5, Soderstrom, 11 m. 35 s.; 6, Moss, 11 m. 45 s.

Mewcastleton Forest

1, Carlsson, 7 m. 37 s.; 2, Aaltonen, 7 m. 46 s.; 3, Soderstrom, 7 m. 51 s.; 4, Hopkirk, 7 m. 51 s.; 5, Procter, 8 m. 3 s.; 6, Taylor, 8 m. 4 s.

Whinlatter Forest

1, Carlsson, 8 m. 32 s.; 2, Hopkirk, 8 m. 35 s.; 3, Moss, 8 m. 47 s.; 4, Hall, 8 m. 48 s.; 5, Aaltonen, 8 m. 50 s.; 6, Procter, 8 m. 51 s.

Dodd's Wood (Skiddaw Forest)

1, Hopkirk, 5 m. 22 s.; 2, Carlsson, 5 m. 30 s.; 3, Moss, 5 m. 34 s.; 4, Mike Sutcliffe (TR4), 5 m. 40 s.; 5, Aaltonen, 5 m. 41 s.; 6, Tiny Lewis (Sunbeam), 5 m. 43 s.

Oulton Park (A)

1, Andersson, 12 m. 5 s.; 2, Peter Jopp (Sunbeam), 12 m. 15 s.; 3, Procter, 12 m. 19 s.; 4, Carlsson, 12 m. 20 s.; 5, La Trobe, 12 m. 20 s.; 6, Lennart Gillmo (Volvo), 12 m. 28 s.

Oulton Park (B)

1, Moss, 11 m. 2 s.; 2, Hopkirk, 11 m. 8 s.; 3, Jean-Jacques Thuner (TR4), 11 m. 42 s.; 4, Sutcliffe, 11 m. 45 s.; 5, John Sprinzel (TR4), 12 m. 1 s.; 6, Tom Gold (Austin-Healey), 12 m. 2 s.

Gwydyr Forest

1, Carlsson, 8 m. 33 s.; 2, Aaltonen, 8 m. 35 s.; 3, Hopkirk, 8 m. 38 s.; 4, Moss, 8 m. 51 s.; 5, Procter, 8 m. 55 s.; 6, Sutcliffe, 9 m. 8 s.

Coed-Y-Brenin Forest

1, Hopkirk, 7 m. 31 s.; 2, Carlsson, 7 m. 36 s.; 3, Moss, 7 m. 44 s.; 4, Procter, 7 m. 55 s.; 5, Lewis, 7 m. 57 s.; 6, Taylor, 7 m. 57 s.

Dovey Forest

1, Carlsson, 26 m. 8 s.; 2, Aaltonen, 26 m. 54 s.; 3, Moss, 27 m. 9 s.; 4, Hopkirk, 27 m. 13 s.; 5, Lewis, 28 m. 31 s.; 6, Sutcliffe, 28 m. 31 s.

Dyfnant Forest

1, Carlsson, 10 m. 59 s.; 2, Hopkirk, 11 m. 23 s.; 3, Lewis, 11 m. 40 s.; 4, Makinen, 11 m. 45 s.; 5, Moss, 11 m. 47 s.; 6, Procter, 11 m. 52 s.

Radnor Forest

1, Carlsson, 6 m. 14 s.; 2, Moss, 6 m. 22 s.; 3, Hopkirk, 6 m. 33 s.; 4, Lewis, 6 m. 38 s.; 5, Aaltonen, 6 m. 41 s.; 6, La Trobe, 6 m. 42 s.

Hafren (Stage 1)

1, Carlsson, 5 m. 32 s.; 2, Paul Steiner (Austin Mini-Cooper), 5 m. 40 s.; 3, Hopkirk, 5 m. 42 s.; 4, Lewis, 5 m. 52 s.; 5, Andersson, 5 m. 54 s.; 6, Procter, 5 m. 56 s.

Brechfa Forest

1, Carlsson, 7 m. 29 s.; 2, Lewis, 7 m. 52 s.; 3, Aaltonen, 7 m. 58 s.; 4, Hopkirk, 8 m. 2 s.; 5, Procter, 8 m. 7 s.; 6, Moss, 8 m. 12 s.

Crychan Forest

1, Carlsson, 7 m. 34 s.; 2, Hopkirk, 7 m. 54 s.; 3, Aaltonen, 7 m. 56 s.; 4, Moss, 7 m. 59 s.; 5, Lewis, 8 m. 0 s.; 6, Procter, 8 m. 3 s.

Eppynt

1, Hopkirk, 21 m. 42 s.; 2, Moss, 22 m. 8 s.; 3, Carlsson, 22 m. 11 s.; 4, Taylor, 22 m. 24 s.; 5, Lewis, 22 m. 59 s.; 6, Geoff Mabbs (Austin Mini-Cooper), 23 m. 45 s.

Bovington Camp (Stage 1)

1, Carlsson, 4 m. 50 s.; 2, Lewis, 4 m. 52 s.; 3, La Trobe, 4 m. 56 s.; 4, J. N. Rhodes (M.G.), 4 m. 59 s.; 5, Aaltonen, 4 m. 59 s.; 6, Peter Bolton (Volvo), 5 m. 0 s.

Bovington Camp (Stage 2)

1, Carlsson, 4 m. 38 s.; 2, Aaltonen, 4 m. 49 s.; 3, Lewis, 4 m. 52 s.; 4, Taylor, 4 m. 54 s.; 5, Moss, 4 m. 55 s.; 6, Rhodes, 4 m. 56 s.

Club News

By MICHAEL DURNIN

THE Mini-Se7en C. is still expanding, so much so that a northern centre was opened recently, a Birmingham centre was opened also and it is anticipated that further centres will be started. The club has been under way for about one year and it already has over 600 keen Mini members. Further information about this enterprising club may be obtained from Graham Peters, Eaton Cottage, Elevenacre Rise, Loughton, Essex. . . . The Scottish Sporting C.C. are to hold their Cat's Eye Rally on 4th December. The route covers 60 miles and there are classes for saloon cars up to and over 1,100 c.c. and sports cars. . . . The Vintage S.C.C. hold their Measham Rally on 5th-6th January. It starts and finishes at Church Stretton, Salop, and the course will be about 200 miles. There will be classes for touring and sports cars, both Vintage and Thoroughbred. Regs. are available from M. B. Bullett, March Hare, Belle-mere Road, Hampton-in-Arden, Warwickshire. . . . The Octagon M.C., the R.A.F.A.M.C. (N.W. Division) and the Metrovick M.C. are holding a co-promoted closed rally on 2nd December. The course will be over 120 miles in Cheshire and secretary of the meeting is J. Barton, 104 Stanney Lane, Ellesmere Port, Wirral, Cheshire. . . . The Midland Region of the British Motor Racing Marshals C. will, on Wednesday, 5th December, at 8 p.m., be presenting another Racing Divers' Forum, at the Midland Aero Club, Elmdon Airport, Birmingham. Drivers on the panel this time are Chris Summers, David Hobbs, Pauline Mayman and Valerie Domleo. All enthusiasts will be welcome, but due to the overwhelming attendances in the past it is requested that free tickets be applied for from the Midland Secretary, Roy Mitton, Flat 2, 6 Hall Road, Handsworth, Birmingham, 19.

Coming Attractions

- 24th November. V.S.C.C. Northern Sporting Trial. Starts Bolton Abbey, Ilkley, Yorks, at 9.45 a.m.
B.A.R.C. (N.W. Centre) Lancashire Trial and Trainee Rally. Starts Park Hotel, Netherton, near Liverpool, Lancs, at 7.30 p.m.
24th-25th November. Ashford M.C. Rally. Starts Ashford, Kent (M.R. 172/43007), at 8 p.m.
Windsor C.C. November Handicap Rally. Mini-Se7en C. Minicento Rally. Starts Dutch House, Sidcup By-Pass, Kent, at 9 p.m.
Leeds University M.C. Rally of the Northern Lights. Starts Crescent Hotel, Ilkley, Yorks. (M.R. 96/117477), at 10.30 p.m.
West Essex C.C., Chelmsford M.C. and Four Ways C.C. Essex Rally. Starts Woodford and Chelmsford at 9 p.m.
South Wales A.C. Winter Double Rally. R.R.E.M.C. Pathfinders Rally.
R.A.F.A.M.C. (N.W. Division) Blake Trophy Rally. Starts Royal Service Station (Rootes), Chester Road, Sale, Cheshire, at 10 p.m.
Leicestershire C.C. Bowmaker Rally. Starts Clark's Garage, St. Johns, Narborough, Leicester (M.R. 132/552993), at 11 p.m.
Vickers-Armstrongs (Hurn) C.C. Starlight Rally. Starts Stickland's Garage, Gillingham, Dorset (M.R. 166/809264), at 10.15 p.m.
25th November. Hagley and D.L.C.C. Production Car Trial. Starts Barn Cafe and Service Station, Cook Hill, Alcester, Warwickshire, at 10.30 a.m.
Kentish Border C.C. Kentish Border Trial. Starts Vintners Park, Maidstone, Kent, at 10 a.m.
1st-2nd December. Stockport M.C. Revenge Rally. Starts Simister's Garage, Tytherington, at 10.30 p.m.
Swansea M.C. Rally of the Vales. Starts Guildhall, Swansea, Glamorganshire, at 6 p.m.
1st-9th December. Nassau Speed Week, Bahamas (S., G.T., F.J.).
2nd December. Octagon M.C., R.A.F.A.M.C. (N.W. Division) and Metrovick M.C. Inter-Club Rally. Starts Globe Inn, Kelsall (M.R. 109/523682), at 1 p.m.
London M.C. 44th Gloucester Trial. Starts Stratton Arms Hotel, near Cirencester, Glos, at 11 a.m.
15th December. Rand Grand Prix, South Africa.
29th December. South African Grand Prix, East London.



AUTOCROSS? Not on your life! This is serious stuff, the R.A.C. Rally. Here the T. A. Makinen/J. Steadman Mini finds it rough going in the final stage at Bovington Camp. They finished eighth, having lost 413 marks—198 more than the winner Eric Carlsson.



LAST WEEKEND, the Seven-Fifty Motor Club held their Harold Biggs Memorial Trophy Trial at Cross-in-Hand, near Heathfield, Sussex. The winner was Peter Highwood (Canhi), who beat Colin Taylor (Cannonball) and Bernard Dees (Cannon). Muddy conditions prevailed, and despite the cold weather everyone enjoyed themselves.

ROMFORD E.C.C.

GRANGE RALLY

ON 10th November, the Grange Rally started from the large and warm Brentwood showrooms of Grange Motors, who presented a very handsome silver cup for the winners of this event. They turned out to be M. Price and A. W. Jackson driving a Mini.

This was the Romford E.C.C.'s event in a rally co-promotion group which also includes the Basildon, Essex Ladies, Ford Sports, Stone Cross and Thurrock motoring clubs. All the clubs were well represented in the very good entry of 58.

The event had two schedules for expert and novice crews, and the latter had short cuts to bring them to the finish at about the same time. In all there were 18 time controls in 150 miles of motoring in five hours. The opening and closing sections were of the plotting and bashing variety and immediately there were sections of the "any order", "Tulip card" and backward route card types. This last was not as fearsome as it sounds.

All arrived at the finish at Grange Motors soon after midnight to the welcome sight of a tea/hot dog mobile wagon doing a roaring trade in the workshops. Here we heard a number of hairy stories about slippery roads especially one at M.R.162/810081½ where a duck pond suddenly appeared under your

front wheels when the navigator said "Straight on." The pond claimed four cars including Phil Astle's Rapier and Keith and Linda Berry's Consul. While the latter were pushing the Consul out the next crew's navigator leapt out of his car bounded across the mud and thrust his road book at them shouting his time! The Rapier arrived with 20 minutes lateness, at the finish dripping with pond weeds and surrounded by an unhygienic aroma.

The event was definitely "on." The Price/Jackson got a clean sheet and the Rowland/Knoit crew had no time penalties, but missed a route check, putting them down to fifth. Second in the results were J. R. Menhinick and V. Bucknell who, I'm told, only started rallying this season. C. Rowley and R. Staines were last in the field and were the only novice crew to get a "clean sheet." C. A. PELTING.

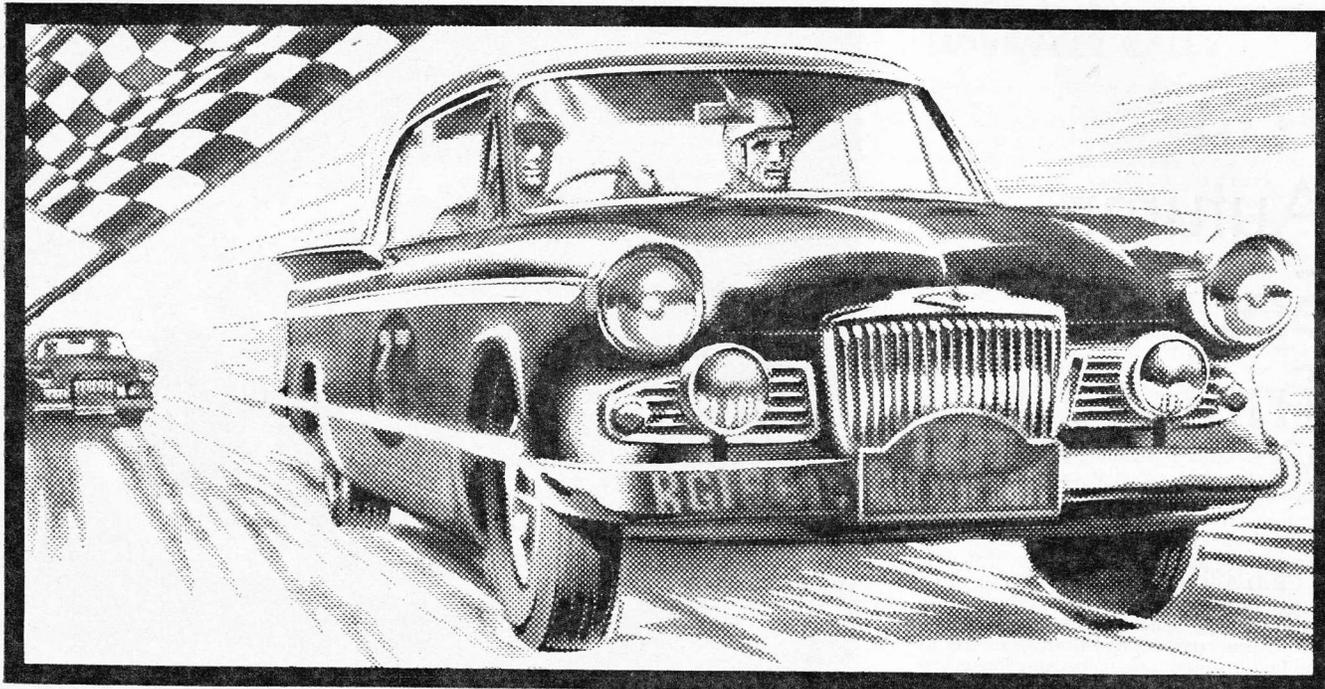
Results

Expert Class: 1, M. Price/A. W. Jackson (Austin-Mini), 0 minutes lateness; 2, J. R. Menhinick/V. Bucknell (Zodiac), 1; 3, R. Warner/N. Roberts (TR3), 2.

Novice Class: 1, C. Rowley/R. Staines (Mini-Traveller), 0; 2, W. F. Philpot/J. F. Ingram (Popular), 3; 3, K. J. Murray/L. A. Murray (Rapier), 6.

Best R.E.C.C.: M. Price/A. W. Jackson (Austin-Mini), 0; Best E.L.M.C.: Miss L. A. Slater/Miss O. Gowers, 314; Best Basildon: K. J. Murray/L. A. Murray (Rapier), 6; Best Ford Sports: R. Warner/N. Roberts (TR3), 2; Best Stone Cross: J. R. Menhinick/V. Bucknell (Zodiac), 1.

Team Award: R. G. Russell/G. R. Thompson/R. Warner (Ford Sports M.C.).



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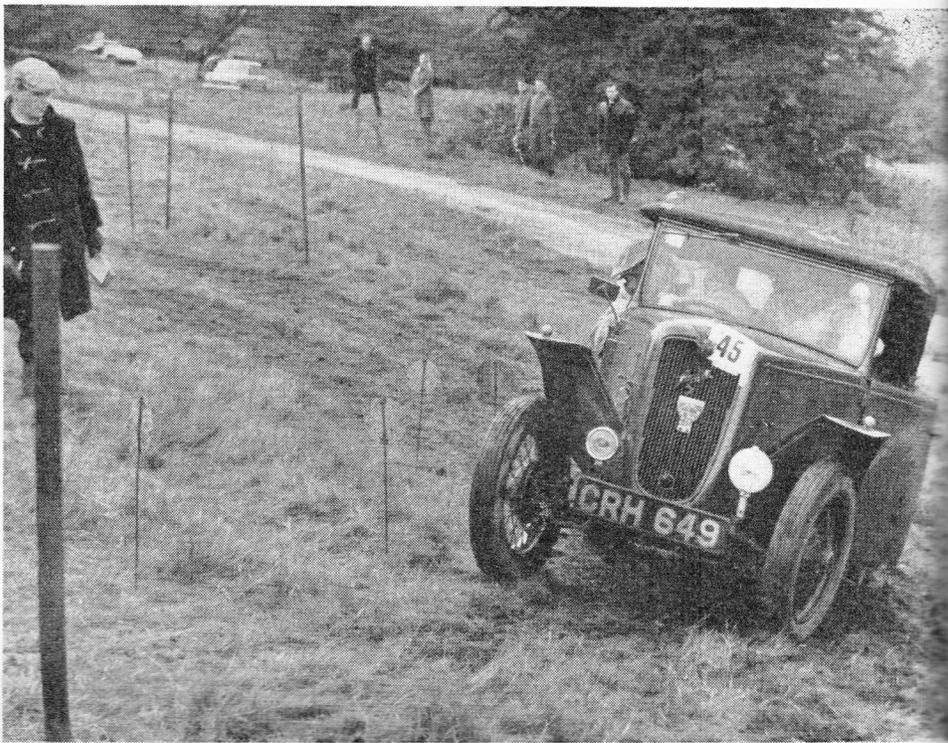
NORTH MIDLAND M.C.

17th
Autumn
Sporting
Trial . . .

WHICH rather misleading title, reminiscent of the days when it catered for trials specials, introduces one of the finest production car events in the country.

This year it attracted an entry of 50 cars and, as usual, counted for the B.T.R.D.A. Championship. Run as usual in the Winster area, this year the course was reversed, hence a rather jam up on the narrow road up to Elton Mountain as competitors and others became mixed as the first hill was immediately at the top! However, that was soon sorted and the trial quickly was under way. On Elton Top were nine sections which, after a night of rain and a day of sunshine, were just about right as all were on grass and firm mud which, contrary to expectations, did not cut down to a bog and were fair to all types of cars. After Elton the course led down to the well-known field where were sited a further brace complete with offset camber.

Although the cars ran in classes, there was a main award, using an index of performance comparison, and again, going



J. McEWEN'S Austin 7 (pre-war type, of course!) gained a First Class Award amongst more modern machinery. He cleaned 13 of the 22 sections.

against form, it was not a VW or Dauphine benefit, the premier award going to a Cooper-Mini in the very experienced hands of F. W. Wall who, *en route*, made 11 cleans out of 22 possibles.

Others to put up top line performances and to win their respective classes included M. Hazlewood (Austin-Healey)—8 cleans, E. B. Wadsworth with the evergreen Denzel—15 cleans, J. R. Collinge (Ford)—7 cleans, and J. A. McEwen (Austin 7)—13 cleans.

Organization as usual was first class in an event which was enjoyed by one and all.

FRANCIS PENN.

Results

Committee Cup: F. W. Wall (Cooper-Mini), 35 marks, 54.5 index.

First Class Awards: M. Hazlewood (Austin-Healey), 52 59.8; E. B. Wadsworth (Denzel), 24, 64.9; J. R. Collinge (Ford), 51, 70.8; J. A. McEwen (Austin 7), 38, 60.0.

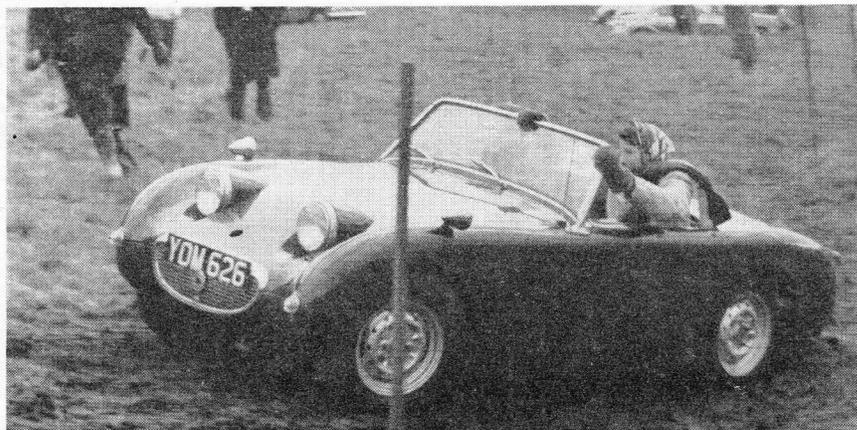
Second Class Awards: A. Eadon (Herald), 37, 57.6; G. Beeson (Austin-Healey), 84, 96.5; R. Oakes (Volkswagen), 38, 102.7; D. Clift (Ford), 60, 83.3; J. Welton (Volkswagen), 60 94.9.



EDGAR WADSWORTH'S almost vintage Denzel performed as well as usual and Edgar won a First Class Award!



N. S. BENNETT corners his Ford Anglia in the mud, while, in the background, the passengers of an earlier type Anglia look on.



AUSTIN-HEALEY SPRITE of P. Haden gets stuck in the mud. Both driver and passenger cling to the windscreen for support.

CAMBRIDGE UNIVERSITY A.C. SNETTERTON SLALOM

ALTHOUGH it was the 4th November, the sun shone brightly at Snetterton for the Cambridge University Automobile Club's Grand Slalom, and competitors have often felt colder in mid-summer. For the event the club had taken over the whole circuit and had spaced out four tests.

The first of these consisted of rushing back and forth through the Esses with a straw bale chicane thrown in for good measure, while for the second a similar kind of thing happened at the hairpin. Test three comprised a drag along the straight but with the monotony broken by a wiggle-wobble half way and the last one was a real old dice starting on the straight, through Sear to finish half way round Riches. It's surprising how different familiar corners are when taken in reverse but nevertheless only one competitor, an elderly Junior, overturned and that without personal damage although one competitor, John Mangoletsi, in his newly-acquired U2, crossed the finishing line at Riches travelling backwards!

Although many of the tests were on the tight side most included some straight and were such that provided the car was accurately placed gave the bigger and more powerful cars a chance to score preventing the "Mini benefit" which seems to characterize normal

driving tests these days. In fact the event drew some interesting cars in the entry ranging from ordinary road going saloons, through Juniors and sports racing vehicles to really heavy metal like Dickie Stoop's Porsche Carrera and Richard Wrottesley's new toy, a Ferrari Berlinetta. But the classes were well divided and any car competently driven stood a chance of taking home some award and for those who weren't successful . . . well, there was plenty of enjoyable motoring and what more do people want for their money!

JOHN ALEY.

Results

B.T.D.: D. W. Embley (Lotus 7), 147.5 s. Best Veteran member: J. R. Stoop (Porsche), 154.8 s. Best Resident member: W. B. Jenkins (Elva), 159.9 s. Team Award: Peterborough (M. E. Garton (Austin-Healey Sprite), J. Mangoletsi (U2), J. Corfield (Terrier)), 466.2 s.

First Class Awards.—Saloon Cars up to 1,100 c.c.: J. R. Aley (Mini 848), 173.4 s.; Saloon Cars 1,101-1,600 c.c.: E. Weaver (Sunbeam Rapier), 167.5 s.; Cooper-Mini and Group 3 850s: Mrs. J. R. Aley (Cooper-Mini), 171.3 s.; Saloon Cars over 1,600 c.c.: W. B. Fowler (Jaguar 3.8), 180.7 s.; Grand Touring Cars up to 1,100 c.c.: M. E. Garton (Austin-Healey Sprite), 158.1 s.; Grand Touring Cars 1,101-1,600 c.c.: J. R. Stoop (Porsche), 154.8 s.; Grand Touring Cars 1,600-2,700 c.c.: N. H. Dangerfield (Triumph TR4), 155.1 s.; Grand Touring Cars over 2,700 c.c.: J. G. Fenwick (Austin-Healey 3000), 164.6 s.; Sports Cars and Specials: D. W. Embley (Lotus 7), 147.5 s.; Racing Cars, J. Mangoletsi (U2), 154.7 s.

Second Class Awards: Grand Touring Cars up to 1,100: M. J. Lewis (M.G. Midget), 168.6 s.; Sports Cars and Specials: M. Perry (Attila-Climax), 149.5 s.

LIVERPOOL M.C.

GUYS AND DOLLS RALLY

THE Liverpool Motor Club's Guys and Dolls Rally, held on the 3rd November, started and finished at the Hare and Hounds Hotel, Tarbock, nr. Liverpool. First car was away at 7.15 with approximately 100 miles ahead, on a fine clear night. The route went as planned except for a diversion due to someone digging up the road after the final check two days before.

The route consisted of fairly easy rural roads, joined by off-beat sections, where both driver and navigator got a thorough testing. Ray MacBryde and his wife Gwen repeated their success of last year in winning the Guy and Doll award and beating the all-male crews, although this year they tied with Club Chairman Mike Hughes, whose navigator, Miss P. Byres, was enjoying her first attempt. The winner was decided on furthest cleanest.

Jim and Shirley Dixon pushed their game little Steyr-Puch 500 a bit too far this time and rolled it, but fortunately the crew reported to Rally Control that they were O.K.

The Secretary of the Meeting, Clerk of Course and Chief Marshal were doing their duties for the first time, and they are to be congratulated on the result.

JOHN CRAIG.

Results

Guy and Doll Award: 1, Ray and Gwen MacBryde (Simca); 2, Mike Hughes/Miss P. Byres (Humber); 3, C. Kay/S. Kay (Herald).

Male Crew Award: 1, R. and J. Cornes (M.G.); 2, K. Bond/A. Macnair (Zephyr); 3, A. O'Donnell/A. Greenhalgh (Alpine).

Novice Award: A. O'Donnell/A. Greenhalgh.

EASTERN COUNTIES M.C. DINNER-DANCE

THE 12th Annual Dinner and Dance and distribution of awards of the Eastern Counties Motor Club took place on 9th November at the Cavendish Hotel, Felixstowe. Some 180 members and friends attended and enjoyed a really splendid dinner, after which the Toastmaster, S. J. Digby, proposed the Loyal Toast followed by one to "Our Guests" (proposed by the Chairman, N. G. Perkins), who included the Chairman of the Felixstowe Urban District Council, W. R. Storkell, J.P., and Mrs. Storkell, Mr. and Mrs. Oliver Sear, of the Snetterton Motor Racing Club, and David Short and his lady, representing the East Anglian Motor Club. The response to this toast was made by Councillor Storkell, in which he paid tribute to the Club for the early-season amenity it provides in the form of the Felixstowe Rally.

The speeches completed, Mrs. Perkins presented the year's awards and the serious business of dancing got under way.

P.W.S.

MID-CHESHIRE M.C. DINNER-DANCE

THE Mid-Cheshire Motor Club held their 11th Annual Dinner and Dance at the Four Ways Restaurant at Delamere, Cheshire, on Friday, 16th November.

Guests included Roy Salvadori, Duncan Measor and the Northern Editor of AUTOSPORT.

After speeches by the President, Peter Birt and Duncan Measor, a large presentation of glitterware was presented—festivities continuing to a late hour. A most proper "Do". F.N.P.

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

NOVEMBER RALLY

INTENDED as an event for novices but also required to sort out the experts, this year's November Rally did just that. The outright winners, L. J. R. White/D. Pratt (M.G.A.) dropped seven minutes, and some 30 novices and newcomers completed the course. The Novice award went to T. M. Hatfield/N. Wilkins (ZA Magnette) and best Newcomer was R. H. Towers/M. S. Bailey (TF).

Starting near Aylesbury, the route moved quickly to the top of map 145, with a succession of one- and two-minute sections near Greatworth. Any marshalled route check became a time control, and B. S. Abrams had the misfortune to have the nearside-door of his M.G.A. neatly broken off at the hinges when it was opened in the path of a navigator running into the control from another car. The route alternated tight and easy sections to enable novices to regain lost time, and a secret check beyond Chipping Walden caught out many crews who ignored an approach direction to a route check. The unmarked roads between 418430 and 395432 caused trouble to those who did not trust the signpost and the organizer's time allowance, those taking the longer route shown on the map dropping minutes in a big way. Route checks on this section made up an Eight Clubs reference to RC33, decoded at TC32 and an uphill half-mile in one minute which ended the few remaining clean sheets.

After a tie-deciding regularity section of one mile, the supper stop at Chalford Oaks gave newcomers a chance to reduce some of their lateness. Experts and novices then moved on to map 144, the former having an extra loop through Kineton ford and five minutes allowed from 094266 to 064280; this indicated Guitting Wood as the only possible route in the time, but most crews decided not to chance the wet leaves and dropped time taking the longer "yellow" route. Back on 145 again, the newcomers rejoined the rally with the other classes for a section of spot-heights, many of which were again marshalled and became time controls. The notorious gate at 374314 was only opened by the marshals if cars were pointed at it, and many cars overshoot it and missed the marshalled check ending this three-minuter. A second regularity section through Lodge Farm, starting at 402216 ended the pressure, a Tulip section taking the rally to breakfast at Abingdon. Roads were made interesting by carpets of wet leaves, and this helped to sort out the experts. Careful exploration of the route by Clerks of the Course, Maurice Sokel and Alan Harmer, produced a well-balanced event, the success of which was enhanced by the considerable number of marshalled points which were staffed by marshals who had been well-briefed in their task.

Results

Experts: 1, L. White/D. Pratt (M.G.A.), 70; 2, A. Riley/D. Riley (M.G.A.), 110; 3, S. P. E. Freeman/L. C. Eversden (Rapier), 380. Novices: 1, T. Hatfield/N. Wilkins (ZA Magnette), 870; 2, K. S. Brown/C. Holdom (Volvo), 940. Newcomers: R. H. Towers/M. S. Bailey (M.G. TF), 1,120; T. J. King/E. C. Green (Morris Minor), 1,140; M. R. Fairbairn/R. J. Fairbairn (M.G. Midget), 1,560.

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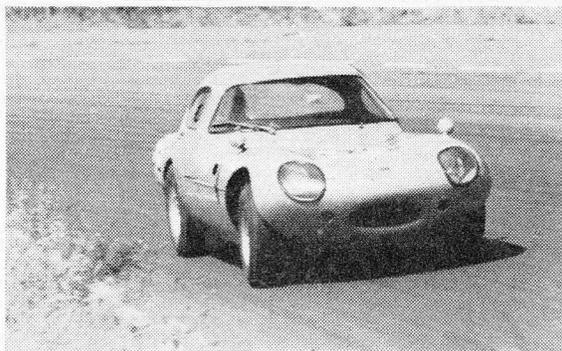
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MIKE EYRE and his wife Sue splash their way round in deep mud.

**SEVEN-FIFTY M.C.
HAROLD BIGGS
MEMORIAL TRIAL**

BITTERLY cold wind, occasional rain-cum-sleet and extremely muddy conditions did little to dampen the hearts of the 28 enthusiasts who competed in last Sunday's Harold Biggs Memorial Trial, organized by the Tunbridge Wells Centre of the Seven-Fifty Motor Club under the capable direction of the secretary's son, Mike Peck. The enthusiasts ranged from the club's jovial Chairman, Mike Eyre, competing in his newly-acquired 750 Trials Formula car, to several of the regular trials circus, namely Bernard Dees, Colin Taylor, Peter Highwood and Mike Cannon. Indeed, the presence of these noble gentlemen might indicate that the Harold Biggs Memorial Trial might one day be included in the Championship series. . . .

This event was held in grounds adjacent to the derelict Isenhurst Manor and its neighbouring timber yard at Cross-in-Hand, near Heathfield, Sussex. The morning's first four sections were held in the depths of a heavily wooded part of Sussex countryside, in which even your reporter got lost (indeed,



GOING DOWN in Section 1 is Peter le Couteur in his Cannon.

at a more convenient date next spring he intends to become lost once more!). Colin Taylor shone here, his Cannonball cleaning the second and making best performance in the other sections. Section five, a steep slope with a "chicane" in the middle was very difficult and only Mike Cannon, Sid Seelly and W. F. A. Armstrong managed to climb as far as marker No. 5.

The surprise of this meeting was surely the performance and agility of the 750 Trials Formula cars, a class thought up by Bill Butler which carries on the immortality of the pre-war Austin Seven. On section six, a steep climb punctuated by a deep ditch, the best 1172 car, that of Mike Cannon, reached No. 3 marker, but, to the utmost

consternation of the "regulars", W. P. L. Meade's 750 stormed up in fine style and cleaned it! Meade had already cleaned the second section and made equal best performance in the first in the company of five 1172-type machines, but to beat them at their own game! The remaining sections, Nos. 7-13, were also steep climbs, each including its own little novelty—such as a double-hairpin bend in No. 8 and a quick charge around a semi-circle in the tenth before belting up the ascent.

Colin Taylor, Peter Highwood and Peter le Couteur appeared to dominate these latter sections, while Bernard Dees proved very reliable. The retirement list was rather high, but in the circumstances understandable as even the Land-Rovers provided a sport of their own by becoming bogged down. At one stage, section 13—the last—became cut-off from the rest, the way to it being blocked by a Land-Rover as well as trials machines in difficulties. Meanwhile, back on the eighth section, Mike Eyre's mount took temporary command while returning downhill and seemed determined to destroy itself against a large tree. However, the practically brakeless car was extracted with but a bent track rod; later on Mike and Sue Eyre were seen to be straightening out the said rod between two even larger trees!



SID SEELLY in the V.G. Special comes to a spinning standstill on Section 1.

After the lunch-break the afternoon assaults upon the sections began, though some gentlemen were tempted to remain in the warm and cosy café, and already over one-third of the entry had retired—one, Rod de Paula Hanika's smart white 750, suffered broken radius arms. The biting wind must have partly dried out the muddy sections, for they seemed to be much easier than before. Leading after his morning performances was Colin Taylor (61 points) from Peter Highwood (65) and, may it be noted, W. P. L. Meade's 750 (65), which led even Bernard Dees! Peter Highwood starred in the afternoon and no doubt the spectators enjoyed his performances to the full. Meade's 750 continued to hound the 1172s as before, but dropped down the field gradually; in any case his result cannot be compared with those of the Ford boys because section 13 was scrubbed for the 750s as it was considered too difficult for them. Sid Seelly, who finished second in last year's event to Harry Rose, drove very well in his 1172 V.G. Special and either cleaned or put up equal best performance in four sections.

Sure enough, Peter Highwood's afternoon achievements put him into the lead. He lost 29 points, his nearest challengers being Colin Taylor (39), Mike Cannon (45) and Bernard Dees (49). The best 750 was, of course, that of W. P. L. Meade, who lost only 48 points.

After adding up the morning's and afternoon's scores, Highwood was declared victor



BEST 750 was that of W. P. L. Meade who startled a lot of the Trials "regulars" who were competing.

with 94 points lost, six fewer than his nearest challenger, Colin Taylor. Meade won the 750 class with 113 points lost, being well ahead of R. Mansfield who lost 167. The team award (teams comprising mixed 1172/750 crews) went to Meade and Taylor.

Despite the conditions, the Harold Biggs Memorial Trial was an enjoyable event, and no doubt the third annual trial next year will further the good reputation it has gained.

MICHAEL KETTLEWELL.

Results

1172 Class: 1, P. Highwood (Canhi), 94 points; 2, C. Taylor (Cannonball), 100; 3, B. H. Dees (Cannon), 1160 4, M. Cannon (Cannon), 117; 5, G. White (Cannon), 135; 6, S. Seelly (V. G. Special).

750 Class: 1, W. P. L. Meade (750), 113 points; 2, R. Mansfield (750), 167; 3, D. Ford (750), 201; 4, H. Wood (750), 212; 5, L. H. Dudman (750), 219; 6, M. L. Wood (750), 230.

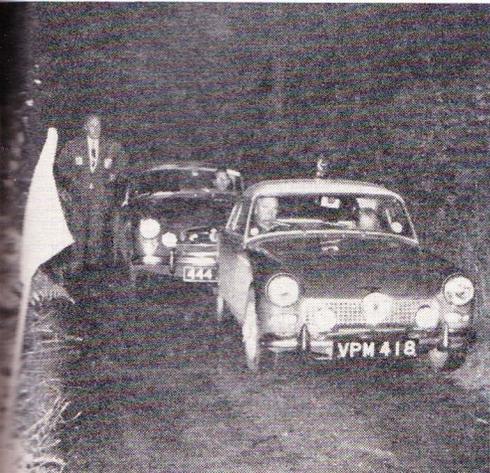
Team Award: 1, W. P. L. Meade (750) and C. Taylor (Cannonball), 213 points; 2, R. Mansfield (750) and P. Highwood (Canhi), 261; 3, H. Wood (750) and B. H. Dees (Cannon), 328; 4, M. R. G. Eyre (750) and A. Tickle (Tickford), 544.



MIKE CANNON goes up in a cloud of steam from a waterhole.

B.A.R.C. (S.E. CENTRE) NOVEMBER RALLY

LAST Saturday the South-Eastern Centre of the B.A.R.C. held their November Rally which this year, as usual, was a handicap event. The idea of the handicap was designed to give the novice an equal chance of the premier award. Handicaps were based on past success and set at various average speeds from 24 to 30 m.p.h. Unfortunately, the experts were all too good and took the first four places, with the outright win going to Bert Harper in his very quick M.G.A.



HORACE APPLEBY did not win this year, Bert Harper taking the award. Here Appleby (Sprite) waits at a control during the second section with Harper (M.G.A) tucked in behind him

Starting from Sheffield Park, near Lewes, Sussex, the route was divided into two sections with the majority of the route on the tricky Sussex lanes on Sheet 183. Section A was very cleverly worked out with strict timing between controls and no route checks on the way. It was straightforward from start to control 1, but after this a regularity section was thrown in with an average of 25 m.p.h., to be maintained to control 2 with two secret checks on the way. Quite tricky for all but the real experts, it was, however, cleaned by several competitors. The next part of the section had the real sting in it. The route details were only given at control 2, and then a combination of mathematics and technical drawing were needed in order to plot controls 3 and 4. The method used was to measure a set number of kilometre squares and fractions of the same, either East, North, South or West. This was fairly difficult and a lot of competitors—including the writer—lost a lot of time, especially as it was necessary to find control 4 before control 3 could be plotted. It was, however, a very good method and it was a very pleasant change not to have a lot of route checks with the usual string of ambiguous questions.

Section B was an "any order" route with four controls to be visited within a set overall time. The time taken between each control was the overall time divided by the number of controls to be visited. This caused quite a variation of decided routes amongst competitors.

Although the route was only about 85 miles in length, a combination of wet, slippery lanes and a good tight route gave the Clerk of the Course the great satisfaction of seeing no clean sheets at the finish—the winner losing 10 marks. An extra piece of satisfaction to this particular clerk was the fact that Horace Appleby did not quite win. Bob Clayton has been organizing this rally for a good many years in the hope of seeing a different winner, and at last he has succeeded! It was a very good rally with good friendly mar-

shalling and a straightforward hard route. The results were announced only minutes after the arrival of the last car.

TIM WALTON.

Results

1, B. Harper/J. Mace (M.G.A.); 2, H. Appleby/R. McGhie (Sprite); 1st Class Awards: J. Church/I. Stevenson (SAAB); W. W. Paul/R. Nichol (Ford Zephyr). 2nd Class Award: R. F. Hockey (Jaguar 3.8). Best Novice: A. M. Booth (Austin).

FORCES M.C.

COTSWOLD-CONTINENTAL RALLY

THE main start of the Cotswold-Continental Rally was to the north of Gloucester, there being four-run in routes; the rally then headed towards the Brecon area, in mist, fog and rain, the first two clearing up on leaving the Severn Valley, but the rain persisting in patches throughout the night.

The rally route ran through some of the most picturesque scenery in the British Isles, but even when it was light the competitors did not have time to spare to see it! The whole route was on metalled roads, although some were in need of repair, especially on the 'Apy Alpine section of the rally. All of the rally but one section was run at 30 m.p.h., the odd section being run on closed roads at 50 m.p.h. At one section of the rally sound meters were used to try to keep the noise level down to a reasonable amount.

The general census of opinion amongst the crews seemed to be that the rally was an improvement, and harder, than previous years, and without the stupid clues, etc., found on some of the other big rallies in this country.

J.T.

Results

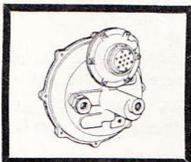
1, N. Harvey/D. Jenkins (Austin-Cooper); 2, Dodd/Tucker; 3, Thomas/Rutter.

Class Winners: Fallon/Oats; Davies/Owen; Owen-Pawson/Meredith.

Novice Award: Lewis/David.
Team Award: Steel Company of Wales Motor Club.

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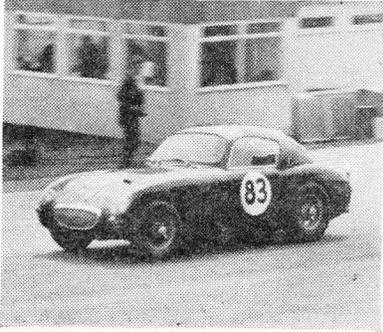
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1959 TR3A. Primrose/black. Heater, tonneau and a host of other extras. £495

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SUNBEAM MK. III saloon, 1956 (Nov.), beautiful in black, shown anywhere. £350.—Warnell Motors Ltd., Chingford, E.4. Tel.: LARKSWOOD 7330.

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TURNER 950. Two-seater. Choice of two, white or silver grey, from £285

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TR3, 1957. Two-seater, in red with black hard top, well maintained. £345

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LOTUS SEVEN-CLIMAX. Red, 2-seater, wire wheels, discs all round, de Dion, etc. £545

AUSTIN-HEALEY 100/6. 2/4-seater, attractive in primrose/black, o'drive, radio, heater wire wheels, etc. £495

AUSTIN HEALEY SPRITE, 1959. Pale blue with dark blue trim, several extras. £345

M.G.A 1959. Fixed head coupe. Royal blue with grey interior, radio, heater, spots, rack, etc. £545

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1960 (JUNE), TR3A, white/blue leather, o./drive, w./wheels, heater, chrome grid, washers, white tonneau, roll bar, 3.7 axle, original tyres, strictly road car, absolutely immaculate. £625 o.n.o. H.P.—Dodwell, Nuneaton 4578 (wks.).

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T.V.R.**T.V.R. MK. IIA.**

1961 (June) M.G. 1600, red, black trim. Wire wheels, disc brakes, wood-rim steering wheel. Engine fitted H.R.G. Mk. II special head. Full race cam., comp. clutch, alloy flywheel, twin-cam crank and rods, special pistons, special push-rods, valves and springs, twin Webbers. Gearbox fitted special c.r. gears. Konis fitted all round. Total mileage 6,000. Engine modified less than 300 miles. Over £200 worth of Spares.

£725 o.n.o., Terms.

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This car is extremely fast and in first-class condition throughout, and could win any event anywhere.

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VOLVO P1800 sports coupés now available for immediate delivery, demonstrations anywhere, any time. £1,613.—Robert Bodle Ltd., Dorchester Service Station, Dorchester-on-Thames, Oxon. Tel.: Warborough 285 or 353.

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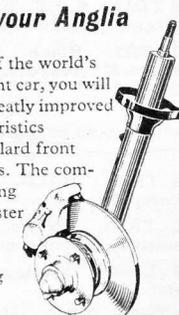


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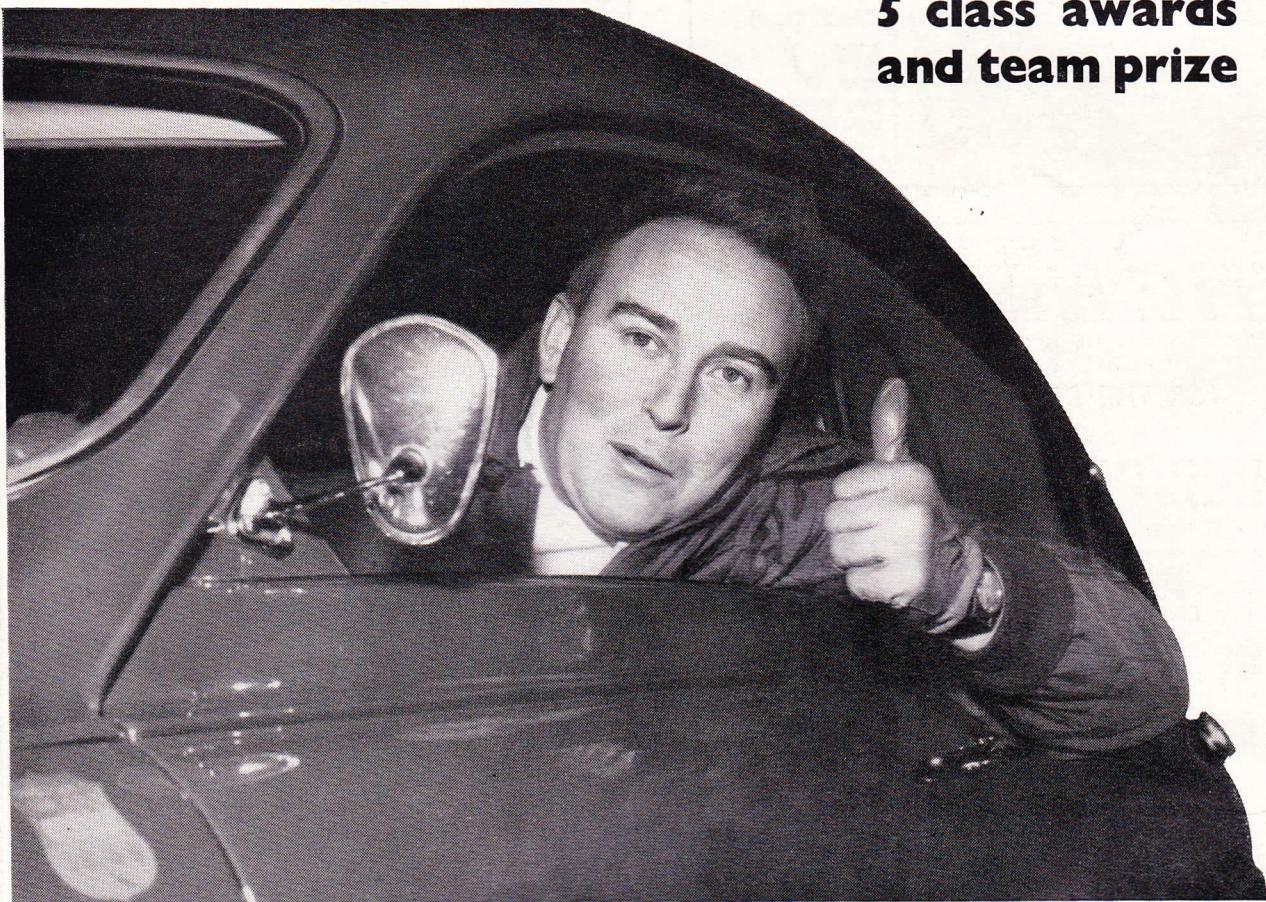
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