

TREVOR TAYLOR'S WIN IN SOUTH AFRICA

JANUARY 12, 1962

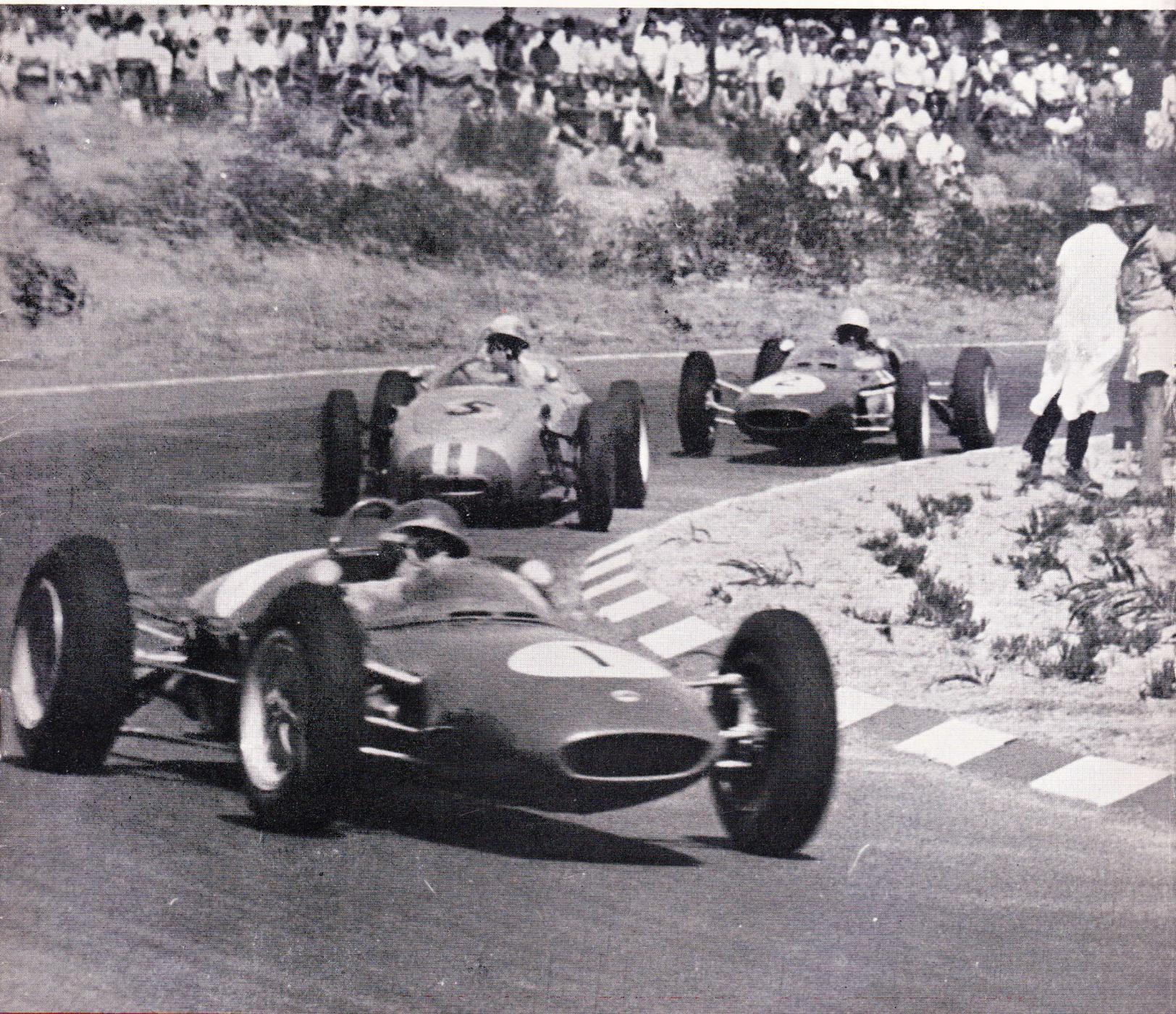
AUTOSPORT

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EVERY FRIDAY
Vol. 24 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY

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



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SEASONAL SURVEY—FORMULA ONE RACING : THE PEGASO CAR
S.W.A.C. WELSH NATIONAL RALLY : PETERBOROUGH M.C. WARCO CUP TRIAL

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January 12, 1962

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EDITORIAL

MONZA AFTERMATH

THE accusation by an Italian barrister that Jim Clark, as well as the organizers of the race, was to blame for the Monza tragedy does not make sense. It rather suggests that every effort is being made to find a scapegoat, and the young Scotsman was selected merely because his Lotus and von Trips's Ferrari collided. There is no evidence whatsoever to show that Jim Clark was negligent, and there has never been any question of official action against any of the drivers in that ill-fated Italian Grand Prix. To cite Clark as sharing the responsibility of the crash is not only unfair, but hits at the very act of motor racing, an admittedly dangerous sport, but one which is stringently governed by regulations aimed at making it as safe as is humanly possible. Nevertheless, freak accidents will occur, and it seems to AUTOSPORT that the Monza crash comes into this category. There have been scores of examples in the past of cars colliding without resulting in either serious injuries or fatalities. The fact that poor von Trips lost his life, and that several spectators were killed and injured, naturally provoked exaggerated reports in the popular press, and let loose a flood of "horror" pictures. AUTOSPORT has every sympathy for the relatives of the deceased. Yet, to single out one particular driver as a sort of test case in an Italian civil court is surely ill-advised, and cannot possibly prove anything. Obviously the recently formed Association of Grand Prix Drivers will have something to say on the subject, and it is to be hoped that the Royal Automobile Club will leave no stone unturned to clear the name of a fine driver and first-rate sportsman, unjustly accused of an accident which can, at the most, be ascribed to an unfortunate chain of circumstances.

HEADS AGAINST BRICK WALLS

ADMISSION of prototypes of up to 4 litres in the coming series of Championship G.T. races is a remarkable about-turn on the part of the F.I.A. A capacity limitation of 3 litres for sports-racers was decided upon for reasons of safety, in an attempt to hold down the high maximum speeds of the larger-engined machines. This caused the withdrawal of both Jaguar and Maserati from the International scene, but suddenly the "big bangers" are once more permitted, and will undoubtedly be even faster than ever before. With G.T. and sports-racing cars inexorably mixed, the speed differential becomes as problematical as ever—particularly at Le Mans where the bigger cars may reach as much as 200 m.p.h., still with the additional hazard of overtaking slower vehicles to be considered. The reason for the change is not quite clear, but it appears to have emanated from the A.C.O., organizers of the Le Mans race.

OUR COVER PICTURE

FOUR IN A ROW is the South African "Springbok Series" record of Team Lotus. The fourth victory in the series came at Killarney, where Trevor Taylor scored. Here, at Hoal's Hoek, Jim Clark leads Jo Bonnier and Trevor Taylor, who passed the Porsche on the next lap.

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"The Sunbeam Alpine" says Jack Brabham, World Champion Racing Driver for 2 years running, "is my kind of car—powerful, pacey and a pleasure to handle. The engine is so full of pep you wonder where the hills went. And stability is so good the whole car goes precisely where you aim it. It's comfortable, too, and a real good looker. As we Australians say—it's a beaut!" Ask any Rootes Dealer for a trial run in the Alpine.

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STIRLING MOSS—WASSERMEISTER

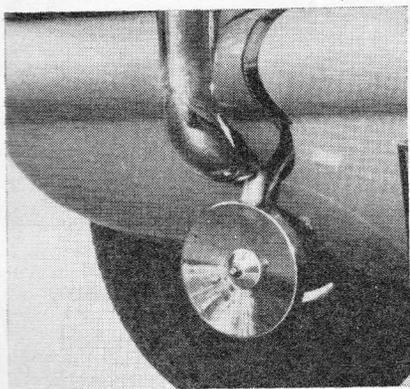
RACING in appalling conditions, Stirling Moss won the 9th New Zealand Grand Prix for *Formule Libre* machines, on the Ardmore circuit near Auckland, on 6th January. Driving Rob Walker's Lotus-Climax, fitted with a 2.5-litre engine, Moss put up a miraculous display on a course which was so waterlogged that the organizers almost abandoned the race after four laps. As it was, the torrential rain made it practically impossible for officials and lap-scanners to read the cars' racing numbers, and the race was declared finished at the end of 100 miles, instead of the advertised 150 miles.

Only other driver to stay on the same lap as Stirling was John Surtees, in the 2.7-litre Cooper-Climax entered by Bowmaker-Yeoman, who finished 38.5 secs. behind the Lotus, after demonstrating that he, too, is of the stuff of which champions are made. Into third place came Bruce McLaren (Cooper-Climax), two laps in arrears, and fourth was another Bowmaker-Yeoman entry, Roy Salvadori (Cooper-Climax). Fifth man was Lorenzo Bandini in a 2.8-litre Cooper-Maserati.

Jack Brabham (2.7 Cooper-Climax) retired with a broken gear lever when two laps behind Moss and Surtees. Fastest lap in this battle against the weather was achieved by Moss, with 1 min. 32.8 secs. (78.01 m.p.h.). His race average was 72.30 m.p.h.

THE Sebring Sprite which will be driven by John Sprinzel and Christabel Carlisle in the Monte Carlo Rally was severely damaged in a road accident last Tuesday. Ken Gregory has kindly put the resources of the U.D.T.-Laystall team at the pair's disposal in order to repair the car in time for the start of the rally.

AN ingenious device for the detection of ice on roads has been designed and manufactured by Findlay, Irvine, Ltd., of Bog Road, Penicuik, near Edinburgh. A small electronic temperature-sensing probe is mounted below the front bumper of the vehicle which is connected to both the battery and a warning lamp on the dashboard. When the temperature falls below "danger level" the lamp begins to flash and as the temperature falls further the duration of the flash increases until, at freezing point, the lamp stays on continuously.



The "Icelert" ice detection device mounted on a car. It is described above.

PIT and PADDOCK

PETER BOLTON, Gordon Shanley and Johnny Wallwork—with 28 "Montes" between them—will form the crew of the Ford which Bolton and Peter Dimmock were originally down to share.

CASTROL have prepared detailed notes on the Chambéry-Monaco special stages for users of their oil in the "Monte". These were evolved by John Sprinzel and Vic Elford.

FERRARI is by no means concentrating on G.T. cars for this season's races. A 4-litre prototype on a sports-racing chassis will shortly be tested at Monza, and will probably run at Sebring and at Le Mans.

★

RATHER THEM than us Club: This is a close-up of part of a "salt island" on Lake Eyre, Australia, which must be levelled before Donald Campbell can make his record attempt. The 12-in. ruler is showing the scale.

★



ALEXANDER ENGINEERING have received orders for 1,100 conversions for the Ford Consul engine to be fitted to the Reliant Sabre.

NO limitations have been placed on the size of the turbine engines at Indianapolis this year and a turbine-powered car is expected from John Zink.

FRENCH Government antipathy to rallying during the months of tourism may force the organizers of the "Alpine" to shift the date to October. The date on the calendar actually clashes with Le Mans.

PADDY GASTON'S new "Mini-Mod", which consists of a special inlet manifold to take the existing SU carburetter, an extractor manifold of tuned length, both chromed and ready to bolt on. It costs only £10 10s. or, with Stage I cylinder head, £19 19s. All enquiries, please, to 215 Richmond Road, Kingston, Surrey.

FALCON SHELLS are negotiating with Auto Union for a supply of Falcon bodies for the 850 c.c. and 1,000 c.c. DKW chassis.

JOINT STATEMENT BY THE BRITISH MOTOR CORPORATION, LTD., AND ROLLS-ROYCE, LTD.

THE British Motor Corporation, Ltd., and Rolls-Royce, Ltd., are examining the feasibility of technical collaboration between them in the field of motor-car engineering.

The two companies consider that in view of the economies to be gained by large-scale manufacture and the ever-increasing importance of quality in the world's car markets there is a *prima facie* case for such an investigation.

A further statement will be made at the conclusion of this investigation which is likely to extend over several months.

SEAT belts are now available for the Ford Consul Classic.

IAN MCLEOD recently left Lotus to join The Chequered Flag (Competition Cars), Ltd., of Edgware.

GRAHAM HILL won £50 and the Guards Trophy at the Racing Car Show, "driving" a miniature racing car on Bert Lamkin's fabulous Brands Hatch-based circuit.

JOHN SPRINZEL and John Brown may be competing in the Brian Lewis Trophy Trial run by the Maidstone and Mid-Kent M.C. on Sunday. Start is at the Cricket Pavilion, Mote Park, Maidstone.

WE inadvertently omitted the names of "Tish" Ozanne and Mary Handley-Page (Cooper-Mini Minor) in our list of Coupe de Dames contenders in the "Monte". The girls will start from Warsaw, first all-women team to select the Polish capital.

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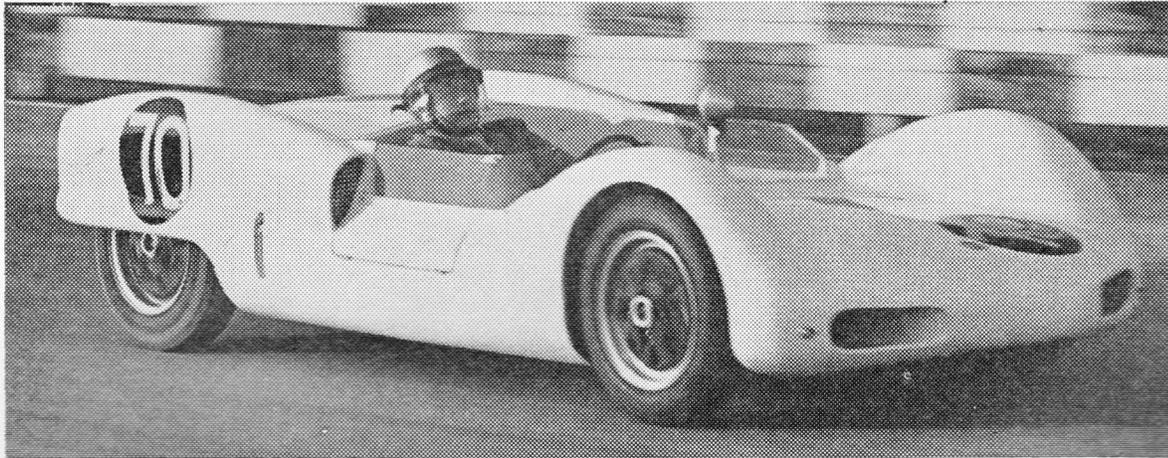


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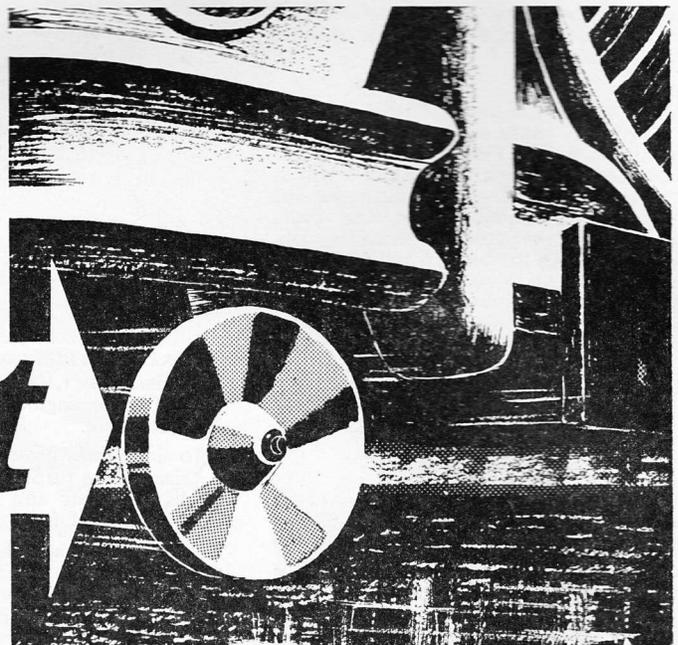
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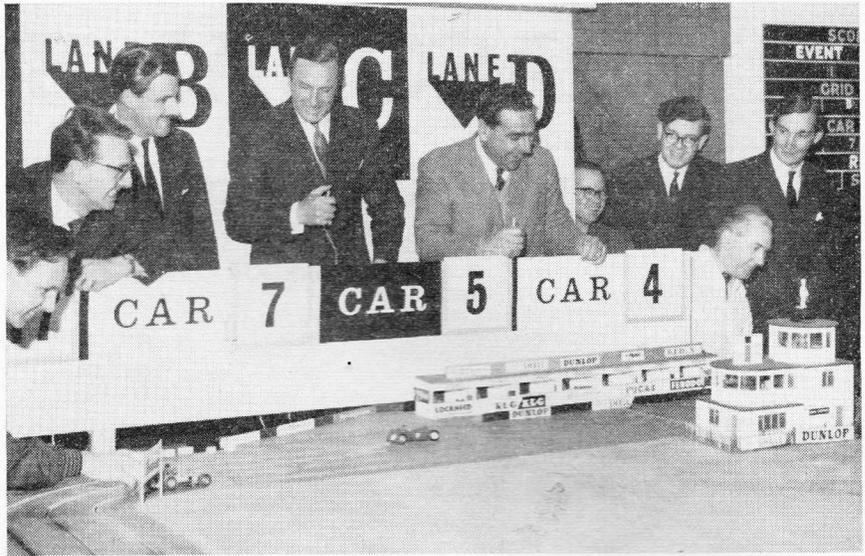
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SPORTS NEWS

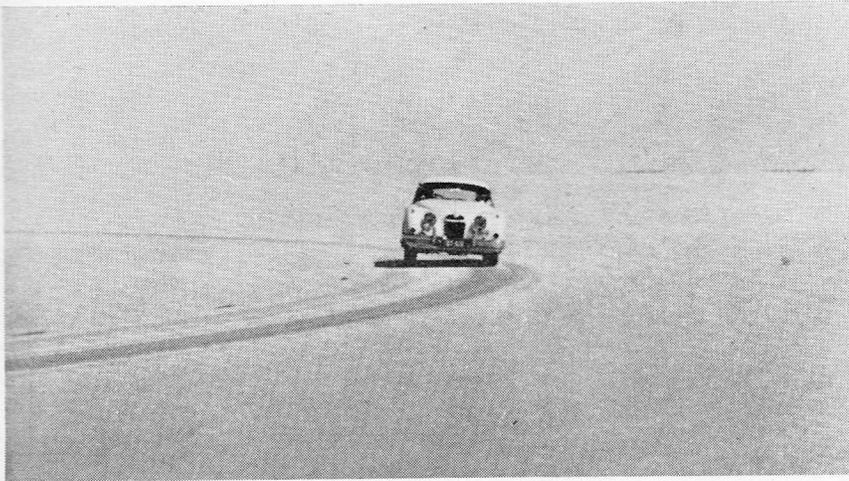
ELVA have made an arrangement with Coventry Climax whereby their new Mark 6 sports-racing car will be fitted, as standard, with a new version of the FWA 1,098 c.c. Climax engine which now develops 91 b.h.p. with twin SU carburettors or 95 b.h.p. with twin double-choke Webers. It is possible for customers to purchase, on an exchange basis, an improved gas-flow cylinder head for this engine which is to be developed in conjunction with Harry Weslake. One hundred b.h.p. should be forthcoming from engines fitted with this head. Frank Nichols has also announced that the Mark 6 Elva and the Elva Junior can be fitted with lightweight disc brakes at the front, if required.

JOHN RICHARD-ALEY has deserted the "Mini-brigade" and will be seen this year in an Auto Union.

ARTHUR MALLOCK'S U.2 will be seen next season as an 1172 Formula car—at F.J. speeds.



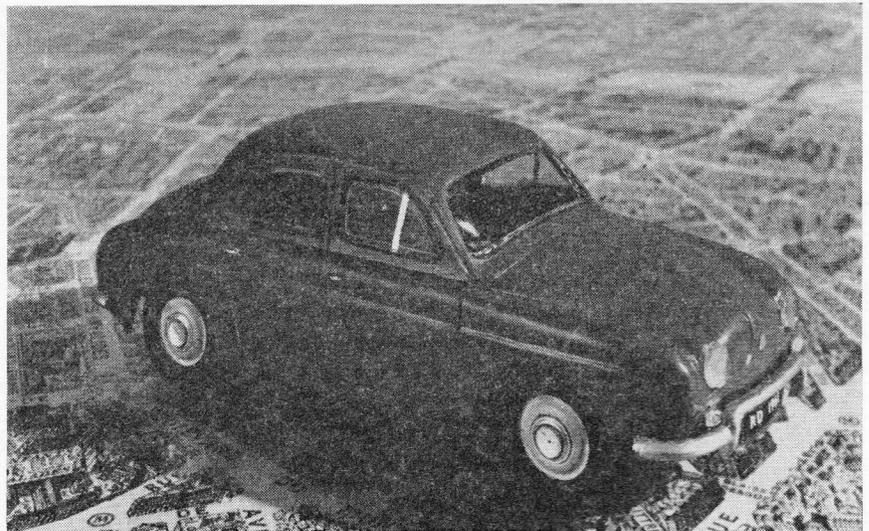
FIRST HEAT of the scale-model racing on a miniature "Brands Hatch" circuit at the Racing Car Show, devised by Bert Lamkin, was fought out between (left to right) Len Adams, Graham Hill, Jack Sears and John Cooper. Watching are Nick Syrett and Bert Lamkin. The Guards Trophy and £50 were won by Graham Hill.



TESTING: A Jaguar XK 150, fitted with "half-scale" Bluebird tyres, corners at speed on one of the 17 test tracks used by the Dunlop team for their experiments at Lake Eyre, Australia—proposed scene of Donald Campbell's next record attempt.

FINAL attendance figures for the Racing Car Show were 61,828—fewer than the 1961 total of 63,410, no doubt due to the weather which kept people away on Monday and Tuesday. The last day, however, saw a record attendance of 15,353, compared with the previous best of 14,776 in 1961.

BILL MOSS has won the John Davy Formula Junior Championship, which was decided by eight races run at Brands Hatch in 1961. Thanks to his successful driving of a works Gemini and his Lotus 18, Bill was already certain of the trophy and £100 before Boxing Day, when he further increased his lead to 29 points. Mike Parkes, his Gemini team-mate, was second with 22 points and receives £50 and, due to his win on Boxing Day, Peter Arundell moved into third place and, with 12 points scored, receives £25.



THE Northern driver Philip Barak, who successfully raced a Lotus Seventeen last year, has purchased the ex-Brian Naylor 3-litre Ferrari-engined Cooper Monaco.

NEW MODEL: Latest addition to the "Airfix" range of plastic kits is the Renault Dauphine, costing 2s.

NEXT year's Racing Car Show may be all under one roof, we hear.

FRANK GARDNER'S Lotus 18, which went so quickly at Brands Hatch, was powered by a 1,100 c.c. Holbay-Ford engine. He should be seen in one of Jack Brabham's Juniors this year, which will also be Holbay-propelled.

THE Peco Championship, sponsored by the Performance Equipment Co., Ltd., of Birkenhead, has been won by Les Leston who, in the four qualifying rounds held at Brands Hatch in 1961, dropped only one point to score 19. Second equal behind Les and "DAD 10"—his red Elite—were Richard Shepherd-Barron (Morgan Plus 4) and Mike Parkes (Ferrari) with 10 points each. Class A—up to 1,000 c.c.—was won by Ian Walker (Sebring Sprite); the winner of Class B—1,600 c.c.—was, of course, Leston; Shepherd-Barron took Class C—the 2,500 c.c. class—and Parkes Class D—the over 2,500 c.c. class.

SEASONAL SURVEY

Formula One and Grand Prix Racing

BY GREGOR GRANT (Part Two)



SEFAC FERRARI quite naturally did not expect stiff opposition at Rheims after the high-speed demonstration of their victorious machines at Spa-Francorchamps. For Phil Hill, von Trips and Ginther there were the 120 degrees cars, and a 60 degrees machine for Giancarlo Baghetti, entered on behalf of the F.I.S.A., but looked after by the Maranello technicians.

Despite rumours and counter-rumours, no new British V8s, or German flat-eights made an appearance. That leg-puller Jack Brabham actually had George Phillips and your chronicler go to the Cooper garage at an early hour to photograph the non-existent V8 Cooper-Climax. The trouble was that we could not afford not to go—just in case he was not fooling!

Yeoman Credit had Roy Salvadori out for the first time in a World Championship event to support John Surtees. Belgian driver Lucien Bianchi was given one of the UDT-Laystall Lotuses to back up Henry Taylor. Masten Gregory (Cooper-Climax) and Ian Burgess (Lotus-Climax) represented Camoradi. The remaining independents were Trintignant (Cooper-Maserati), Scarlatti (Cooper-Tomaso-Osca)—both from Centro-Sud—Mairesse (Lotus), Collomb (Cooper), May (Lotus), de Beaufort (Porsche) and Jack Lewis (Cooper-Climax). Stirling Moss again elected to drive the Walker Lotus. There were, of course, the works "regulars", comprising Brabham and McLaren (Cooper-Climaxes), G. Hill and

to sort them out as they flashed past the tribunes. After a dozen laps von Trips was signalled to take over the lead. Ginther took Moss, but Stirling could not make use of the slipstream, the Lotus having developed dodgy brakes. Moss visibly slowed and was overwhelmed by the struggling mass, but managed to stay Baghetti, who had edged in front of this melee. He did not keep this up, for gradually he found himself at the end of the procession.

With the three Sefac cars sailing along one-two-three, the gladiatorial contest behind proved to be the focal point of the race. Then came a shock for Maranello; on lap 20 von Trips pulled into the pits in a cloud of smoke and steam, to retire with a burst engine—first Ferrari mechanical casualty in a current *grande épreuve!*

Phil Hill now led, with Ginther well back in second spot and young Baghetti being given no peace whatsoever by his challengers. Moss stopped to change a broken hydraulic pipe-line, then came in two more times to check steering bothers. This dropped him right out of the running, but it so happened was to have an impact on the race progress.

Phil Hill circulated with a comfortable lead over Ginther, but Baghetti was still involved with the two Porsches and the Team Lotus cars. Graham Hill and McLaren had fallen back, but were still wheel to wheel.

With something like a third of the race to be completed, Moss, several laps in arrears, was up with Phil Hill. The latter, apparently disliking the idea of being overtaken by Moss, left his braking a trifle late at Thillois, slid on melting tar and was just touched by the Lotus. The unfortunate Hill stalled his engine, which refused to restart on the self-commencer. Against all regulations the Californian push-started and rejoined the race in eighth place.

Richie Ginther now led the French Grand Prix, but precisely one lap later he drove into the pits, indicating excitedly that the engine needed oil. No oil could be added under pain of exclusion, so Ginther was sent off by a crest-fallen Tavoni. He stopped a few kilometres later, with no oil pressure, and decided to abandon before wrecking the engine.

This was certainly an upset for the book. The question was: could Baghetti manage to hold the more experienced Porsche drivers?—for the battle for the lead had now become a three-some. Jim Clark had a cut face when a stone smashed his goggles, whilst Ireland had continual misfiring, later discovered to be due to the presence of gravel in the air-intake.

Baghetti versus Gurney and Bonnier had the crowd on tiptoes of excitement. Weaving and slipstreaming each other, the lead changed seemingly every few hundred metres. Ferrari awakened to the fact that victory could, after all, be secured. There wasn't the slightest use giving Baghetti signals, for he was well aware that the German cars were constantly with him. Nor could they have possibly blamed him for "chickening", for it was a tremendous responsibility on such young and inexperienced shoulders. However, there he sat, cool as the proverbial cucumber, fighting his rivals every inch of the way.

With two laps to the finish Bonnier's engine cried "enough", leaving Gurney

to-tackle the red car. The last lap was packed with drama and the great crowd held its breath as the two cars came down to Thillois side by side. Gurney was first round the hairpin, but approaching the finishing line Baghetti coolly used the superior acceleration of the Ferrari to the utmost and took the flag less than a car's length ahead of the Porsche. Then the crowd went mad, just as they did after that memorable Hawthorn-Fangio duel in 1953. A modest youngster from Milan had saved the day for Ferrari, with what was virtually a supernumerary car.

With Clark and Ireland safely in the next two places, McLaren and Hill had a hectic scrap for fifth spot, the former doing the B.R.M. by the same margin as Baghetti had disposed of Gurney.

The result had little effect on the championship placings at the top, but gave Ferrari a commanding lead in the constructors' contest. The tables read:—

	Pts.
1. P. Hill	19
2. von Trips	18
3. Moss and Ginther	12
5. Gurney and Baghetti	9
7. Clark	8
8. Gendebien, McLaren, Ireland	3
11. Surtees	2
12. Brabham and G. Hill	1

1. Ferrari	30
2. Lotus	16
3. Porsche	9
4. Cooper-Climax	6
5. B.R.M.	1

With the British Grand Prix at Aintree came hopes of a British come-back. For this race the R.A.C. and the organizing B.A.R.C. had adopted a "seeding" system with 13 other drivers also being invited. Baghetti was on the first list, again with an F.I.S.A. Ferrari, and in addition to the "regulars", there were Lewis (Cooper), Gregory (Cooper), Burgess (Lotus), Bandini and Natili (Centro-Sud Cooper-Maseratis), de Beaufort (Porsche), the Lotuses of G. Ashmore, Tim Parnell, Marsh and Maggs (who was in Louise Bryden-Brown's car), Greene's Gilby-Climax and Fairman in the ingenious four-wheel-driven Ferguson-Climax. Moss was also entered with the last-named, as well as with his Lotus.

The formidability of the Ferraris was evident in the first practice session when Hill and Ginther both returned 2 mins. 8 secs. (89.40 m.p.h.)—a time that was equalled by Bonnier and his Porsche. Baghetti spun off and considerable panel-bashing was necessary to get the car back to a raceworthy order. By the second session P. Hill, Ginther, von Trips and Bonnier all had got down to 1 min. 58.8 secs. (90.91 m.p.h.), but this was only one-fifth of a second faster than Moss's Lotus and Brooks's B.R.M. So no real superiority had been established, for Brabham, Surtees, Ireland and Clark were all in the 59s.

Soaking rain made conditions frightful for the final period, but just before the track became really slippery, Moss did 2 mins. 1.6 secs. with the Ferguson—4 secs. faster than anyone else.

Race day was wet and miserable. Dunlop fitters worked non-stop fitting rain-tyres and drivers sheltered under umbrellas, capes and anything they could beg, borrow or acquire. Anyone who could faithfully describe the start must have had X-ray eyes. In a welter of spray, cars left the line and one could vaguely see Fairman's Ferguson leaving many cars literally standing. By Anchor

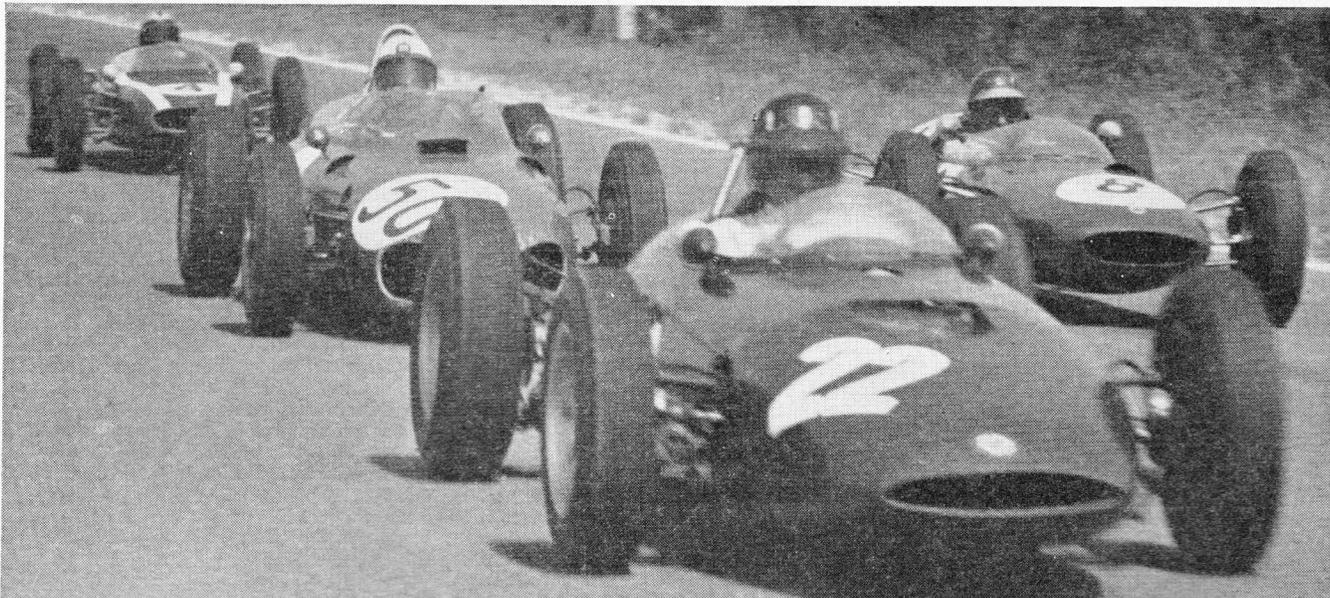
**PHIL HILL
WORLD CHAMPION
1961**

Brooks (B.R.M.s), Bonnier and Gurney (Porsches), Clark and Ireland (Lotuses).

Ferrari completely dominated the first training session, Phil Hill leading with 2 mins. 24.9 secs. Moss cleverly slipstreamed von Trips to achieve 2 mins. 27.6 secs., but the only other British driver to break 2 mins. 30 secs. was Graham Hill in his Climax-powered B.R.M. (2 mins. 29.1 secs.). In the final practice period Clark (Lotus), McLaren (Cooper-Climax), Surtees (Yeoman Credit Cooper-Climax), Brooks (B.R.M.), Gurney (Porsche) and Ireland (Lotus) all managed to break 2 mins. 30 secs., with Clark and Moss sharing second row of the grid with the three works Ferraris. Baghetti, sensibly not attempting anything spectacular, was in the middle of row five, with 2 mins. 30.5 secs.

In contrast to the usual crazy Roche-confused start, the 26 cars took the depart without incident and Phil Hill took command, followed by von Trips, Ginther and Moss. After three laps Ginther did a gilhooley and Surtees hit the Ferrari a glancing blow, which eventually caused his retirement with damaged suspension. Ginther managed to restart and set off to catch Moss. Stirling had hoped to obtain a tow from one of the works Ferraris, but Hill and von Trips had got well away and Ginther was now of no assistance.

However, behind the leading quartet a fantastic battle had developed, featuring Clark, Ireland, Bonnier, Gurney, McLaren, Graham Hill and Baghetti. Lap scorers were being driven mad trying



Phil Hill had detached himself from the remainder of the aquatic sportsmen to prove that he was in front, and in his backwash came von Trips, Bonnier, Ginther and Moss. Only Hill in front had a reasonable chance of seeing the circuit. Ireland was nearly swamped in a deep puddle and spun round before re-starting. Ashmore punctured a tyre and stopped to change the wheel, whilst Natili went out with engine failure on the very first lap.

The conditions were appalling and how drivers managed to stay on the course defies the imagination. Soon it was Moss who was chasing the Ferrari trio, Bonnier having fallen back. Baghetti, racing for the first time in the wet, was taking no risks and was down in 16th place. Behind Bonnier, Brabham and Graham Hill were closing fast, Clark was involved with Surtees, whilst Brooks was suffering from a chronic misfire. Surtees had to make a pit stop after passing Clark, to have a dragging exhaust pipe fixed.

Moss eventually took Ginther and set off in pursuit of von Trips. Henry Taylor went into a spectacular slide after hitting a deep pool of water out of Melling Crossing and the UDT-Laystall Lotus finished up amongst the advertisement hoarding. Taylor was jammed in his seat and had to be pulled out by marshals before being removed to hospital. Cars dodged this way and that way in avoiding the crashed Lotus, but Fairman's Ferguson collected a piece of loose bodywork which damaged the electrical wiring.

Moss's tremendous challenge had the crowd cheering and shouting with excitement, particularly when he closed up on both Hill and von Trips. During a slight mix-up von Trips edged past his team-mate and a few laps later Stirling also overtook the Californian.

Moss tried everything he knew to get in front but, completely blinded by spray and mud, passing was a most hazardous operation—unless von Trips made an error. Behind Hill and Ginther, Brabham was duelling with Graham Hill, Bonnier with Salvadori and Clark, Baghetti with Gurney, Surtees and McLaren.

The von Trips-Moss battle was breathtaking and time and time again the dark

A TIGHT BUNCH, comprising Graham Hill (B.R.M.), Giancarlo Baghetti (Ferrari), Jim Clark (Lotus) and Bruce McLaren (Cooper), roar down the pit straight during the French G.P. at Rheims, won by Baghetti after an epic race.

blue Lotus seemed about to go in front, but the Ferrari's superior speed invariably told. How Stirling could see anything at all was a mystery, and von Trips was proving to be a wet-road driver of outstanding ability. Jim Clark scuttled past Bonnier, but Surtees, after taking Baghetti, abandoned with a broken final drive. With 25 laps gone Brabham was in fifth place, ahead of G. Hill, Clark, Salvadori and Bonnier. A couple of laps later Baghetti, being doubled by von Trips, skidded wildly at Waterways and finished his race up against a bank.

The rain was definitely easing off. Phil Hill gradually came closer to Moss and Fairman reappeared with the Ferguson, which had had to be push-started at the pits owing to the electrical derangement. Ginther suddenly speeded up, sailed past Phil Hill and took up the pursuit of Moss, who was some 7-8 secs. behind von Trips. By the 40th lap, on a rapidly drying circuit, Ginther moved into second place ahead of Moss.

On lap 26 Stirling slammed into the same pool that had dislodged Taylor and in a masterly exhibition of controlling a vicious slide, he finished up pointing in the proper direction, neither having revolved, left the road, nor hit anything. This, however, dropped him back to 10 secs. behind von Trips.

Moss was eventually taken by Phil Hill and then, to the consternation of his supporters, had to abandon at the pits with a fractured bridge piece on a hydraulic pipe-line. The departure of Stirling took the sting out of the contest, which developed into a Ferrari procession, Brabham, in fourth place, being over 45 secs. behind von Trips. Moss took over the Ferguson but Cooper-Climax and Ferrari immediately protested that the car must be disqualified owing to a push-start. Shortly afterwards the black flag was produced and Moss came in for good.

Ginther was signalled to drop back to

third place so the race order to the finish was von Trips, Hill and Ginther. Clark nearly took Brabham for fourth place, but retired with a broken oil pressure gauge pipe. Tony Brooks, originally delayed by misfiring, suddenly went like the wind and during the closing laps set up a new circuit record for 1½-litre Formula cars with 1 min. 57.8 secs. (91.68 m.p.h.).

The championship top placings now were:—

	Pts.
1. von Trips	27
2. P. Hill	25
3. Ginther	16
4. Moss	12
5. Baghetti and Gurney	9
6. Clark	8

In the constructors' section the position was:—

	Pts.
1. Ferrari	38
2. Lotus	16
3. Porsche	11
4. Cooper-Climax	9
5. B.R.M.	1

By dint of great effort Coventry Climax managed to get a V8 over to Nürburgring for Jack Brabham's Cooper-Climax, after hasty tests at Silverstone. A "four" was taken along just in case. The field of 27 had all the familiar names, but Mairesse was given a drive in a 60 degrees Ferrari and Trintignant was in the Serenissima Cooper-Maserati.

Brabham was out of luck on Friday, for just before training started a distributor drive seized, requiring the timing case to be stripped. Out went Jack in the "four", to record a fine 9 mins. 10.6 secs. Moss then did 9 mins. 10.2 secs., Phil Hill 9 mins. 9.9 secs., and Bonnier a somewhat sensational 9 mins. 6.6 secs.

After lunch Brabham took out the repaired V8, but found that the suspension was bottoming, causing the sump to scrape the ground at the Karussel. Back went the car for the mechanics to do the necessary mods. Bonnier got down to 9 mins. 4.8 secs., but the sensation was Phil Hill, who achieved the first-ever under-9 mins. lap at the 'Ring, with a sizzling 8 mins. 55.2 secs. The following morning both Brabham and von Trips were permitted an early session and Brabham took round the V8 in 8 mins. 58.2 secs., despite having to hold the

gear lever in second. This was unofficial, but during the recognized training he did 9 mins. 1.4 secs. Moss was just $\frac{3}{4}$ sec. slower, so the front row was Phil Hill, Brabham, Moss and Bonnier—a real international quartette with an American in an Italian car, an Australian and a Britisher in British cars and a Swede in a German machine. Behind were von Trips, Graham Hill and Gurney.

A sudden shower of rain persuaded some teams to don rain tyres. Brabham could only get a pair for his front wheels, but by the time the cars were on the grid, both Ferrari and Porsche had reverted to normal racing covers.

Jack Brabham's mixed tyres soon brought trouble, for after leading the race, at the end of five kilometres the front end had adhesion on a wet patch, but the back tyres failed to grip properly and off-course went the Cooper-Climax V8, where it remained for the rest of the race.

Moss shot into the lead from Phil Hill, chased by Bonnier, Herrmann and Gurney. The unfortunate Bonnier had a tyre puncture and motored slowly round to his pit. Hill briefly went in front but Moss was there again at the Karussel—and was never headed for the remainder of the race. De Beaufort stopped to have all wheels changed and Tony Marsh (Lotus) appeared after a lengthy delay out on the course. At the South Curve Graham Hill collided with Dan Gurney's Porsche and shot over the bank into a field. Gurney carried on with a large bash on the side of his car.

The rain eased off and the track began to dry. Von Trips had come up behind Hill and Clark had displaced Herrmann for fourth place. Near the Karussel Innes Ireland had to bale out when his Lotus burst into flames and was destroyed.

After four laps of the fabulous Nürburgring the incredible Moss had pulled out 14 secs. over Hill, with von Trips 9 secs. behind his team-mate. The Ferraris had bags more power than the Lotus and Hill could gain some 3 secs. up the hill towards the Sporthotel. On the tricky bends Stirling invariably regained his advantage. Von Trips came closer than before to Hill and at the end of lap seven under a second separated them, with Moss $12\frac{1}{2}$ secs. in front. Next lap von Trips displaced Hill, Moss set up a new lap record with 9 mins. 2.8 secs., but von Trips brought this down to 9 mins. 1.6 secs. Herrmann had meanwhile abandoned with clutch failure.

Lap 10 saw the assault mounted in earnest, for although Stirling circulated in 9 mins. flat, von Trips had broken the 9 mins. barrier with 8 mins. 59.6 secs. On the same tour Hill returned 8 mins. 57.8 secs and came almost alongside the German, with Moss just 8.7 secs. ahead as they started the 11th lap. The trio had by now doubled the entire field, which was headed by Clark, Surtees, Mairesse, McLaren, Gurney and Ginther in that order.

Phil Hill regained his second place from von Trips at the South Curve, but conceded it again before Adenau, where Moss's lead had shrunk to $6\frac{1}{2}$ secs. When the Walker machine started the 12th lap it was 6.9 secs. ahead of von Trips's Ferrari. Matchless driving gave Moss a slight advantage and it was $7\frac{1}{2}$ secs. as the 13th lap was commenced. Moss, the complete master of the circuit,



LAST LAP for Stirling Moss on his way to a stunning victory in the German G.P. at the Nürburgring.

actually increased his lead to over 11 secs. at the Karussel.

Ferrari were now in a spot. Both their challengers were being driven flat out by first-class conductors, but to take 10 secs. off Moss in two laps was something like a task—especially as rain was falling on the far side of the course. Hill once again moved up to second place, but the gap had widened to over 15 secs. Jim Clark was securely in fourth place, but trying to regain fifth place from the enterprising Surtees, Mairesse rolled his Ferrari.

On the last lap Moss's advantage had grown to 18 secs. and the roads were glistening wet. There was nothing that the Ferrari drivers could do and in a blinding rainstorm Mister Motor Racing won the German Grand Prix. Von Trips made a last-minute spurt to snatch second place from Hill and improve his World Championship prospects.

Moss's amazing triumph opened up the championship and even the dropping of the Casablanca race gave him an outside chance at Monza and at Riverside. Top positions were:—

	Pts.
1. von Trips	33
2. P. Hill	29
3. Moss	21
4. Ginther	16
5. Clark	11

Lotus now had 24 points in the Constructors' Championship—14 behind Ferrari, who could hardly be beaten unless Lotus scored 100 per cent. for the two remaining events and the Italians nothing at all.

For Monza Coventry Climax produced a V8 for Moss, which the Ferguson folk and Alf Francis managed to insert into a Lotus. Brabham had his Nürburgring V8 and the Owen people produced a surprise in the shape of brand new B.R.M.s with V8 engines. However, B.R.M. had no intention of racing the cars, using the training as a chance to see what the cars could do. In any case, there was only one V8 available when it came to the official training and this was given to Graham Hill. Both Brabham

and Moss experienced trouble with the V8s, high internal pressure forcing out water through the relief valve. Considerable modification was affected on Brabham's engine, but Moss elected to drive his "four".

Sefac Ferrari fielded a five-car challenge, with Ricardo Rodriguez and Baghetti joining the factory trio. There was a chance that B.R.M. might, after all, race the V8, for Hill managed to get round in 2 mins. 48.7 secs., not far behind the Ferraris, of which the best was Phil Hill's with 2 mins. 46.4 secs. Nevertheless, the fuel injection was not quite *au fait* and Peter Berthon decided not to risk a broken engine. Moss was given a better chance of taking championship points, for Innes Ireland sportingly lent Stirling his Team Lotus car and he himself took over the Walker machine, fitted with a spare UDT-Laystall body. Moss's car was hurriedly sprayed dark blue. The invited drivers were required to lap within 15 secs. of the best time required, but only Pilette's Emeryson failed to do so. Rodriguez startled the populace by making second best practice lap with 2 mins. 46.4 secs.

With 32 cars lined up in groups of two, the starting grid literally disappeared into the distance. At flag fall the unfortunate back-markers Naylor (J.B.W.-Climax) and Lippi (Tomaso-Osca) would have to cover over 300 metres before they crossed the timing strip.

Jim Clark made a picture-book start from the fourth row and at Veldano the actual order was Clark, Ginther, Phil Hill, Rodriguez, von Trips, Brabham and Baghetti. After the passage of the leaders Ashmore's Lotus overturned on the far side of the bend, the Midlander receiving arm and leg injuries.

On the banking, Clark and Brabham were still with the red cars, but both Hill and Ginther had overtaken Clark's Lotus. Down from Lesmo they sped on lap two and after Valone at the South Turn, start of Veldano, there was a terrible disaster. It is not quite clear what actually happened, but it is known that Rodriguez had overtaken Clark and that von Trips was very close behind. Somehow or other von Trips's Ferrari careered on to the grass, struck Clark's Lotus and then reared up against the fence crowded with spectators. Von Trips was thrown out and killed instantly and the out-of-control car killed and injured several onlookers. Clark jumped out of his car more or less unhurt. Rodriguez sped through unimpaired in third place, followed by Brabham, Baghetti and then Moss, Bonnier, Gurney and Surtees.

Confusion reigned for a few moments, but officials were quickly on the job. On the third lap the leaders all slowed to go past the wreckage, but Bonnier was hit from behind by Surtees at the start of the tragic corner. The Yeoman Credit car was airborne for some yards before coming to rest against a low barrier. Bonnier carried on, but later abandoned with damaged rear suspension.

The race continued with Hill leading a tightly bunched group consisting of Ginther, Rodriguez, Baghetti and Brabham. Moss was hot on the tails of McLaren and Gurney. Brabham stayed with his red rivals for nine laps, then the expected happened—up went the water temperature and into the pits went the V8 to be retired.

THE FINAL grande épreuve of the season, the U.S. G.P. at Watkins Glen, was won by Innes Ireland in a works Lotus, after a very fine drive.

over to Gregory who had become a spectator.

McLaren again had gearbox difficulties, losing fifth on his six-speed box. This brought Ireland into third place, and Bruce also gave way to Hill and Gurney. Bonnier lost about a lap when his throttle pedal refused to go down fully, and he had to make a pit-stop.

When Brabham's supporters were looking for a first 1961 *grande épreuve* victory, the V8 engine suddenly started spouting steam. Into the pits came the Australian, and water was hurriedly added. The exhaust continued to steam, indicating either gasket or liner trouble, so with 58 laps completed, Brabham was out of the race.

Moss, the leader, was also in trouble, for oil pressure suddenly vanished, and the Lotus was abandoned at the pits with bearing trouble. This brought Innes Ireland up into the lead, hotly pursued by Graham Hill. Behind, McLaren was fighting grimly to stave off Salvadori, who had overtaken Dan Gurney.

For 16 laps, Ireland and Hill disputed the issue, but it ended when the B.R.M. came into the pits with a damaged distributor. McLaren, still in gearbox trouble, was passed by both Salvadori and Gurney, and this pair rapidly began to close up on Ireland.

Roy Salvadori drove as one inspired, and Ireland was in anything but a secure position. Less than five seconds separated them, when Salvadori's engine suffered the same fate as Surtees's, and that was that. Gurney made a great bid to catch Ireland during the final three laps, but the Lotus sailed home by some five seconds. It was the first-ever victory in a *grande épreuve* for Team Lotus, but a few weeks afterwards the Scot was told that he was no longer required in the team, and that Trevor Taylor would replace him. To Tony Brooks, who retired from racing after this event, went third place.

Final placings in the Championships were:

	Pts.
1. Phil Hill (Ferrari) ...	34
2. W. von Trips (Ferrari) ...	33
3. Stirling Moss (Lotus) ...	21
Dan Gurney (Porsche) ...	21
5. Richie Ginther (Ferrari) ...	16
6. Innes Ireland (Lotus) ...	12
7. Jim Clark (Lotus) ...	11
Bruce McLaren (Cooper) ...	11
9. G. Baghetti (Ferrari) ...	9
10. Tony Brooks (B.R.M.) ...	6
11. Jack Brabham (Cooper) ...	4
John Surtees (Cooper) ...	4
13. G. Hill (B.R.M.) ...	3
J. Lewis (Cooper) ...	3
I. Bonnier (Porsche) ...	3
O. Gendebien (Ferrari) ...	3
17. R. Salvadori (Cooper) ...	2

Constructors' Championship

	Pts.
1. Ferrari ...	40
2. Lotus ...	32
3. Porsche ...	22
4. Cooper-Climax ...	14
5. B.R.M. ...	7

Tail-piece. The week before Monza, Stirling Moss achieved his 15th race victory of 1961 in the 100-lap event for the Modena Grand Prix. Driving a UDT-Laystall Lotus, he finished 7.1 secs. in front of Jo Bonnier (Porsche), who was $\frac{3}{16}$ sec. ahead of team-mate Dan Gurney.

After 14 laps Ferrari received a shock when both Baghetti and Rodriguez coasted into the pits with dead engines, the fuel pump drives having sheared. Moss, disputing third place with Gurney, now had a sporting chance of getting somewhere, for an agitated Tavoni slowed down Hill and Ginther, before they too succumbed to mechanical failure. The Porsche and the Lotus moved nearer and nearer to the V6 cars and Ferrari had yet another setback when Ginther slowed right down and finally abandoned with engine trouble.

Moss had to take Gurney to stay in the championship race, but to the intense disappointment of his supporters he had to abandon with a collapsed wheel bearing. Phil Hill's engine sounded as healthy as ever and he was never seriously challenged as he sailed on to victory, 31.2 secs. in front of the gallant Gurney, with McLaren in a well-earned third spot. Into fourth place came private owner Jack Lewis, with his immaculately prepared Cooper-Climax, Tony Brooks losing the verdict by a mere one-tenth of a second, after a most exciting last lap duel. Salvadori took sixth spot for Yeoman Credit.

The championship was now won and lost, for Phil Hill's total could not be approached. Some may say it was a hollow victory owing to the accident to his team-mate, but the fact remains that the little Californian had driven splendidly all through the season and was the only Ferrari driver to finish at Monza. Sefac Ferrari also confirmed the constructors' title.

After several alarms and excursions, the Grand Prix of the United States actually did take place on the excellent Watkins Glen circuit on 8th October. Chief disappointment for the organizers was the non-appearance of Ferrari, for after the Monza disaster Enzo Ferrari called a halt to the 1961 race programme. World Champion Phil Hill was therefore without a car and came to the race as an honorary official armed with his camera.

Moss and Brabham both took V8 cars over in addition to "fours". Team Lotus had no fewer than four drivers, Pete

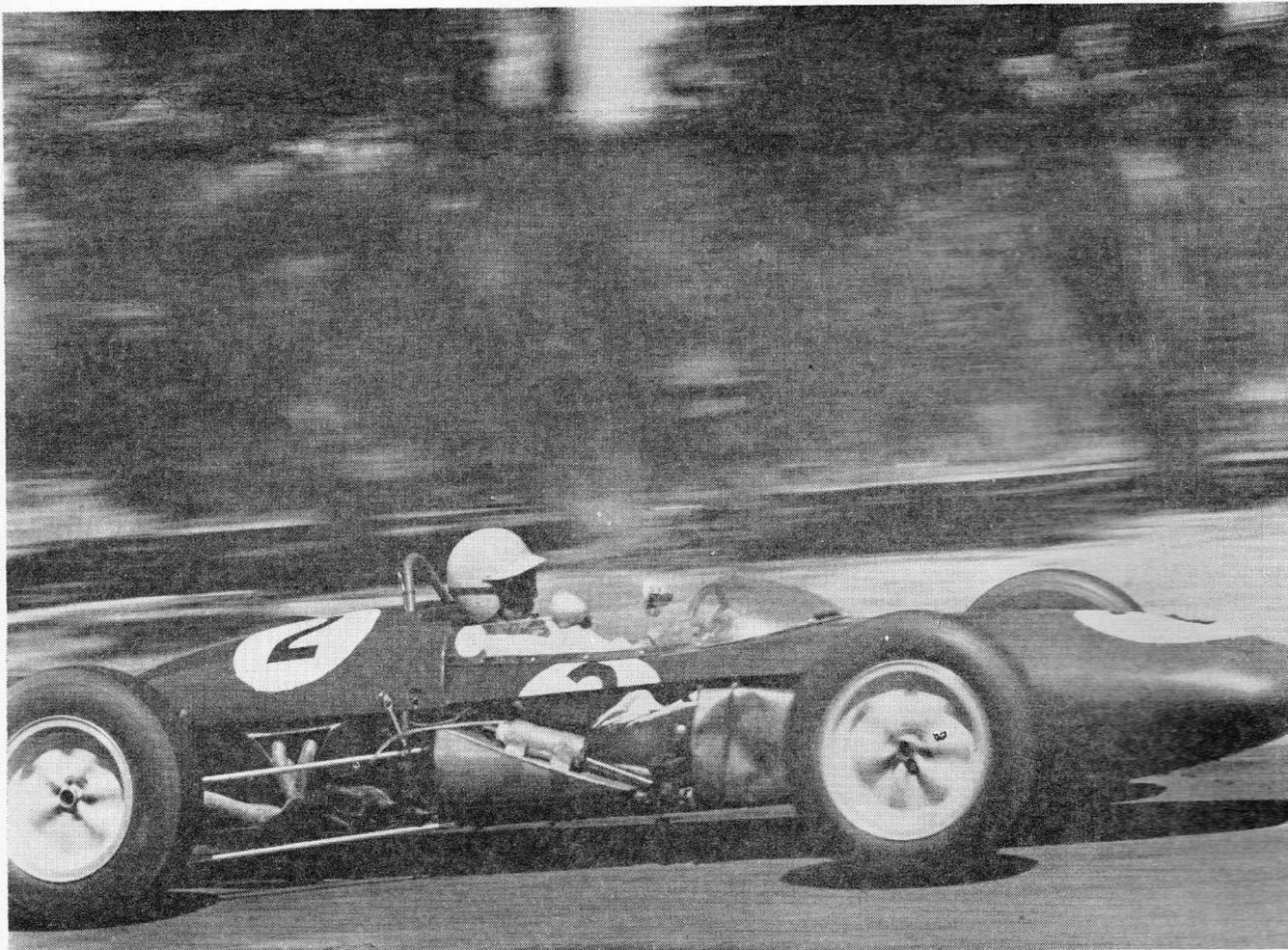
Ryan and Jim Hall being given older machines, but fitted with UDT-Laystall-type bodies. Hap Sharp was in one of the 1960 factory Coopers. Masten Gregory and Olivier Gendebien were in the UDT-Laystall Lotuses, whilst Surtees and Salvadori had the usual Yeoman Credit Coopers. The other contestants were the B.R.M.s of Hill and Brooks, the Porsches of Bonnier and Gurney, Roger Penske (Cooper-Climax), Lloyd Ruby (Lotus-Climax) and Walt Hansgen (Cooper-Climax).

Both Ireland and Gendebien were involved in practice incidents, their cars having to receive considerable attention from the mechanics. Brabham and Moss were fastest in their V8 cars, with 1 min. 17 secs. and 1 min. 17.2 secs. respectively. However, Stirling was none too happy about the new engine and finally elected to run the "four", with which he did 1 min. 18.2 secs., 0.1 sec. slower than Hill's B.R.M. and 0.1 sec. quicker than McLaren's Cooper. Pete Ryan from Canada was best of the North American challengers with an excellent 1 min. 20 secs.

The lavender-suited starter did a typical jump, and over 50,000 spectators were present when McLaren took the initiative, but had to give way to Moss and Brabham, with Ireland trying to find a way through. The unlucky Surtees had a rod emerge from his crankcase after a few hundred yards, and Ireland, after taking Brabham, did an alarming gilhooley, miraculously being avoided by the rest of the field. Moss led, followed by Brabham, Hill, Gurney and Gregory. McLaren, trying to sort out his gearbox, had fallen right back behind Ireland. Eventually the New Zealander did find the gears, and was soon back with the leaders.

Jim Clark called at his pit with clutch slip, where he remained for over five minutes. Brabham took Moss after six laps, and the V8 seemed to have sufficient poke to hold off the "four". McLaren held third place, but Ireland was threatened by Hill's B.R.M. Gendebien revolved, and was rammed by Hansgen; the Cooper was rendered *hors de combat*, and Gendebien later handed





Rounding-Up the Springboks

Trevor Taylor Wins at Killarney to Complete Four Wins for Team Lotus

REPORT AND PICTURES BY DALE GORDON

NEW Year's Day saw Team Lotus put up a remarkable performance at Killarney, where Trevor Taylor won the Cape Grand Prix a fraction of a second ahead of Jim Clark, after both had completed the full 60 laps of the 120-mile race at an *average* which bettered the previous lap record set up by Jo Bonnier in 1960. The two British drivers gave a wonderful exhibition of teamwork, with the only possible miscalculation being the fact that Clark, spinning off with but 10 laps to go, introduced an element of excitement into the final stages of the race which could hardly have been premeditated even in Colin Chapman's well-run stable.

After bettering Jo Bonnier's previous lap record by 2.7 seconds in practice, with a time of 1 min. 28.4 secs. for the tight 2.03-mile circuit at Killarney, the Caltex-sponsored international circuit just outside Cape Town, Jim Clark looked a certain winner when 19 cars went round on a warming-up lap before the start just after 3 p.m. on New Year's Day.

Trevor Taylor, with a best practice time of 1 min. 29.3 secs., and Jo Bonnier, with a lap of 1 min. 30.0 secs. in the works Porsche, shared the front row of the grid with Clark, fresh from his triple



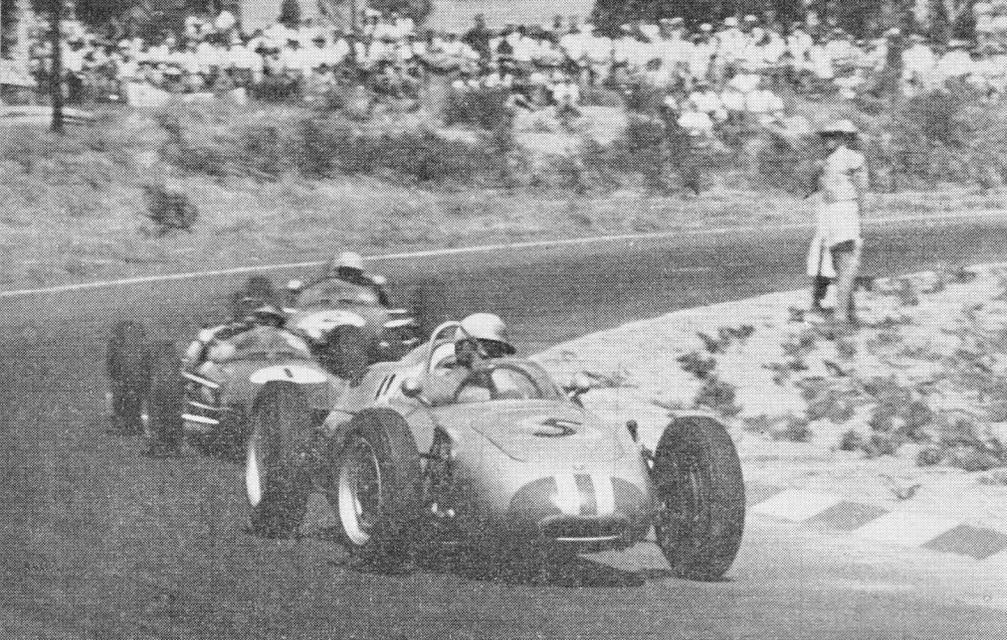
TOP: Trevor Taylor accelerates away down the main straight: the Team Lotus cars had their side panels removed because of the fierce heat. ABOVE: Victor's laurels for Trevor, seen with the trophy for his first Formula 1 victory.

victories in the Rand, Natal and South African Grands Prix. Masten Gregory, in the U.D.T.-Laystall Lotus-Climax, and Edgar Barth, in the second works Porsche, were on the second row, while Tony Maggs, with the Yeoman Credit Cooper-Climax, was in the third row with the fastest of the local cars, an LDS-Porsche—built by Doug. Serrurier—in the hands of John Love and the South African Champion's Lotus-Alfa, driven by Syd van der Vyver himself, and giving away about 30 b.h.p. to the overseas entries.

The weather was distinctly hot and a strong seasonal south-east wind was blowing across the circuit as the cars lined up on the grid, but fortunately the loose sand which spoiled last year's meeting at Killarney had been settled by the winter's rains and judicious grass planting. The track, except for minor bumpiness near Cape Town corner, was in good condition.

Last-minute scratching had come from Doug. Serrurier, after a string of troubles which include the theft of his competitions licence and medical certificate, mechanical troubles of a serious nature in the Scuderia Lupini Cooper-Maserati and a smash *en route* from

LAP TWO (left): Bonnier leads from Clark and Taylor at Hoal's Hoek. BELOW LEFT: Close-up of Jim Clark at Cape Town Bend; after his spin he gave a magnificent display of skill.



Springboks—continued

Johannesburg which wrecked his own car, which was being rushed down by road as a replacement machine. Vic Procter of Cape Town, whose self-built car has never yet put up a performance approaching Grand Prix standard, spun off more than once in practice and was excluded by the Stewards as unfit to participate. This left 19 starters, who lined up as follows:—

Jim Clark (Lotus-Climax)	Trevor Taylor (Lotus-Climax)	Jo Bonnier (Porsche)
Masten Gregory (Lotus-Climax)	Edgar Barth (Porsche)	
Tony Maggs (Cooper-Climax)	John Love (LDS-Porsche)	Syd v. d. Vyver (Lotus-Alfa)
Ernie Pieterse (Heron-Alfa)	Adrian Pheiffer (Cooper-Alfa)	
Helmut Menzler (Lotus-Borgward)	Bob van Niekerk (Cooper-Climax)	Fanie Viljoen (Cooper-Climax)
Sam Tingle (LDS-Alfa)	N. A. Lederle (Lotus-Ford)	
B. G. Podmore (Lotus-Ford)	Clive Trundell (Cooper-Climax)	Jim Guthrie (Cooper-Alfa)
	Bill Jennings (Jennings-Porsche)	

With the drop of the starter's flag, Clark leapt momentarily into the lead, but as the cars roared under the Dunlop

bridge Bonnier was in front, hotly pursued by Clark and Taylor as they went into the left-hander at Hoal's Hoek, followed closely by Masten Gregory and Maggs. Taking the tight turns at Quarry Corner and Damp's Dip, the field was already stringing out by the time the leaders passed the grandstands on the Tygerberg Straight and Malmesbury Sweep, where the main mass of more than 25,000 spectators saw Bonnier still in the lead just ahead of Clark as they opened out for Killarney Straight, hotly pursued by Taylor, then Gregory, with Maggs in fifth place ahead of John Love, whose LDS-Porsche looked definitely menacing.

By the end of lap 2, Maggs was ahead of Gregory, and Barth moved up one place when Love spun off and dropped right down to 18th place on lap 3.

Clark, driving faultlessly, took Bonnier on the Tygerberg Straight on the next lap, which he completed still in front, with Taylor now also catching up on the No. 1 Porsche driver, and followed by Maggs and Gregory, pulling away from Barth, Pieterse, van der Vyver, Pheiffer and Menzler, with Viljoen lying 11th.

Van der Vyver was settling down and gaining on Pieterse, and by the end of five laps the field was well strung out, with Bonnier opening all the taps to

edge up to Clark for a few brief moments. Then came Taylor, Maggs and Gregory, with the American well ahead of Barth, who was being chased hard by Pieterse's bright red Heron-Alfa, a few seconds ahead of van der Vyver, who was taking things in his usual well-judged manner and obviously not overtaxing his self-tuned Alfa Romeo engine against the more powerful visiting machinery.

On lap 6, van der Vyver took Pieterse, and behind them Pheiffer nosed past Menzler's noisy Lotus-Borgward with the ex-Moss fuel injection engine running loudly but well. Then came the slower machines in the hands of Viljoen, Lederle, Jennings, van Niekerk, Trundell and Podmore, with John Love moving very rapidly to make up for lost time.

Tingle was already out, and his fellow-Rhodesian Guthrie had also retired.

With the standard of driving generally high and even the less experienced apparently keeping well within their capabilities, there were no fireworks even at Malmesbury Sweep, which has proved the undoing of so many an over-enthusiastic young driver, with its very short straight between two right-hand bends. Pheiffer nearly spun once but held it very capably.

Bonnier, lapping at just on 1 min. 32 secs. at this stage, was not fast enough for Clark, who was still in front, increasing his lead to about 200 yards by the time he entered Killarney Straight on his sixth lap. Taylor was by now offering a definite threat to the silver Porsche, which he took soon afterwards, to be followed by Maggs, who passed the Swede on Hoal's Hoek on the seventh lap. Farther back, van der Vyver began moving up, and kept ahead of Pieterse, his strongest local challenger in recent events.

With 11 laps on the very inadequate scoreboard near the control tower, Clark was still confidently in the lead and running smoothly, ahead of team-mate Taylor, with Maggs in third place ahead of Bonnier. A long gap separated the first four from Gregory, whose pale green U.D.T.-Laystall Lotus was lying fifth, very well ahead of Barth in the second works Porsche. Van der Vyver, lapping at 1 min. 34.2 secs. in seventh place, headed the South African local drivers and was followed by Pieterse, Pheiffer and Menzler. Then came Viljoen, Lederle, van Niekerk, Jennings, Podmore, Love making up time well, and the ailing Cooper-Climax in the hands of Trundell.

Taylor, pulling away from Maggs, began gaining on Clark, while Maggs fell back seven seconds behind the leader, with Bonnier gaining on him rapidly. Shortly afterwards, on his 17th lap, Maggs dropped one place, letting Bonnier into third position as they roared down the Main Straight well in the rear of Taylor, who was keeping close behind Clark, now lapping at 1 min. 30.6 secs.

Matters were getting well sorted out by the time the cars had been circulating for half an hour and Team Lotus

(Continued on page 66)

There are rumours of a new luxury model from Spain. With this in mind NEIL DOUGALL discusses the history of one of the world's most expensive cars—



The 3.5-litre Type 102, which gained much competition success in 1954.

THE PEGASO :

The Winner That Started as a Training Scheme!

IN the not-too-far-distant future British motoring aficionados may be seeing and driving the "compact", but sporty and luxurious, brother to one of the world's most exclusive sports cars—Spain's fabulous Pegaso.

The firm that developed the Pegaso sports car plans to bring out a six-seater, "sporty but very comfortable" saloon for the world market. The big project is understandably cloaked in secrecy (they won't even say if the car will be called a Pegaso) but the firm's spokesmen have been allowed to give

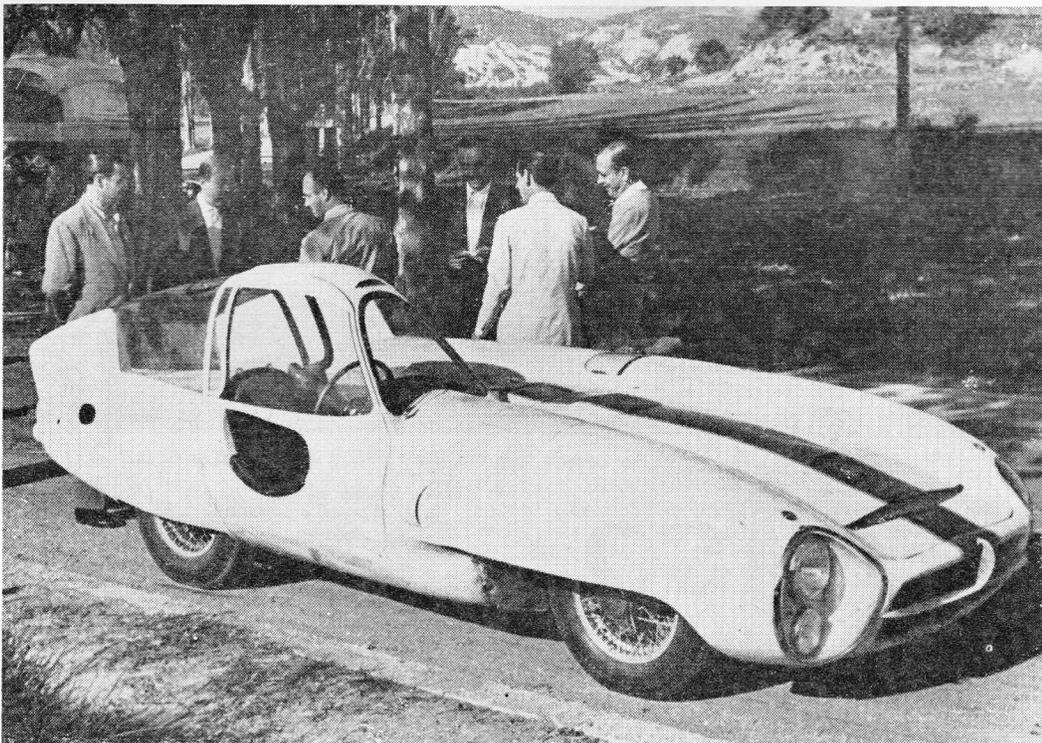
some idea of its promise. They say that the car will contain all the latest developments in automotive engineering, and if disc brakes, power steering, and automatic transmission are still the latest word when the Pegaso saloon hits the road, then the car will have them.

The saloon would have been in production by now if it had not been for the introduction of Spain's economic stabilization plan in the latter half of 1959. As a result of this period of forced economic readjustment funds became restricted temporarily, and the

saloon project had to be sidelined for a while.

If the new "Pegaso" follows in the footsteps of its big brother, the Pegaso sports car, it will be no mean vehicle. This is one of the world's most exciting fast touring cars, and can be quickly altered to a potent racer. Yet the sleek speedster came into being as part of a school programme! Here's how it happened.

When the Spanish government firm of Empresa Nacional de Autocamiones S.A. started to make trucks and buses in



★

ABOVE: Before retiring from racing, Pegaso set a lap record of 50.8 m.p.h. for the 2½-mile Barcelona circuit—a course which packs 36 corners into its length.

LEFT: This bubble-cockpit record car was a sufferer from mechanical troubles which, perhaps, kept records from its grasp.

★

1947, the directors planned to create a school for their most advanced mechanics. They thought these experts might benefit from more training in "split hair" work, using it to advantage in making the more complex parts of the truck and bus engines.

The idea was conceived of building high-quality sports cars "for practice". It appealed to the firm's financial section because much of the school's cost would be retrieved by selling the high-priced sports cars. The lovely speedster made

at the school was received so enthusiastically that the directors decided to take the building of them more seriously, capitalizing on Spain's cheap labour and her dearth of machinery and materials.

Señor Wilfredo Ricart, Jr., production chief of the sports car division, told me, "Spain is a poor country and we decided because of that to make jewels for the rich.

"We had plenty of skilled, but cheap, labour, such as was needed in building a high-quality car like the Pegaso, and

because of the limited production we didn't need a lot of machinery or materials."

The first Pegaso sports car, the 102, with a 2.5-litre engine, was made in 1951 in the Barcelona factory Pegaso had bought from the famous old car-making firm of Hispano-Suiza. Since then the potent engine—seen in the latest Pegaso 103 car—has been expanded to 4.5 litres. There have only been 200 Pegasos made since 1951, and in 1955 production dropped off sharply while the factory



was moved piece by piece from the old installation in Barcelona to a new building just outside Madrid.

"The sports-car project is sleeping for the moment," Señor Ricart, Jr., said, "but, depending on the financial climate, we may resume production in large numbers in the near future. We plan to build series of 100 or more cars at a time then."

Pegaso has also dropped out of international racing for an indefinite period, after startling the world in the 1954 Pan American road race in Mexico when an untried car and a virtually unknown driver produced a scintillating performance. Señor Ricart, Jr., gave me some of the reasons why the powerful Pegaso isn't competing officially against the world's best sports cars.

"First of all, the Pegaso isn't an out-and-out sports-racing car. The original concept of the vehicle was as a fast touring car that could be adapted for racing with a minimum of effort. That seemed in the best sporting spirit to us.

"But," he continued, "present-day sports-car racing doesn't fit in with our idea of sportsmanship. Today's sports-racers are nothing but camouflaged racing cars—with their small, fake passenger seats, extra-big headlights, and the way they are brought to race meetings in vans!

"The real sporting spirit is when you drive your sports car to the track in normal trim, race it, then drive it home again. Just as our factory driver Joaquin Palacio did when he competed in the Col de la Faucille race in Bourg, Switzerland, in 1954.

"He drove the car there all the way from Barcelona, came second in the race to a truck-transported Alfa Romeo, and then drove the Pegaso back to Barcelona after the race," concluded Señor Ricart.

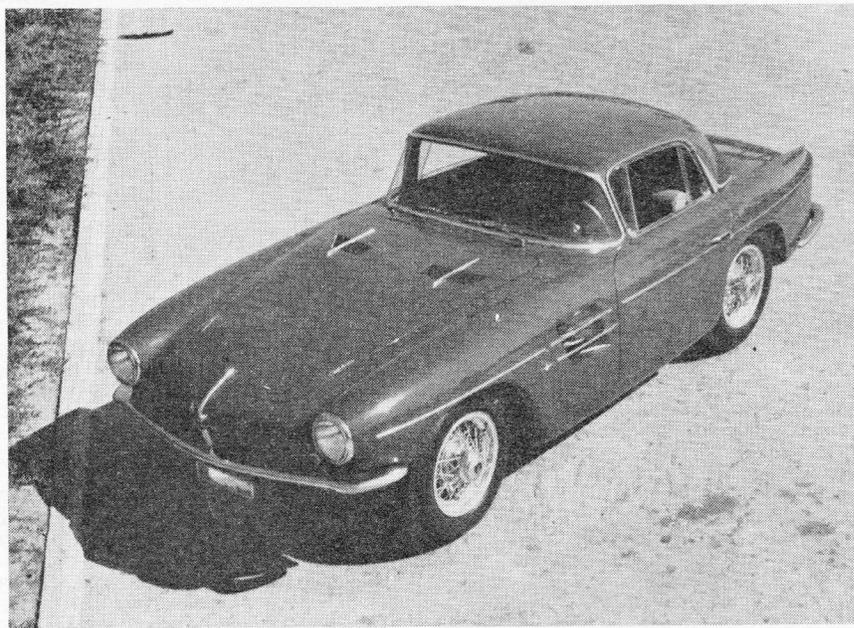
The Pegaso factory began making

SPANISH DESIGNER Pedro Serra designed and built this body on a 4.5-litre chassis. It was designed to be fast, comfortable and easily adaptable for racing.

racing headlines in 1953, when Palacio drove a "102" into second place overall in a Valagin, Switzerland, sports-car race. Then later in the same year, in

km./hr.), and the standing start kilometre (138 km./hr.) and mile (159 km./hr.). These records were later broken by a Jaguar.

Then in 1954 Pegaso gave the motor racing world another surprise, when Palacio steered a factory Pegaso into the front rank of the world's racers in the tough Pan American road race in



TOURING OF MILAN produced this smart coupé body for the 3.9-litre Pegaso in 1954.

September, the name of Pegaso blazed out with startling suddenness for the automobile world to see. On 25th September, at Ostend, Belgium, a super-charged Pegaso beat all previous records in *Formule Libre* for the flying start kilometre (243 km./hr.) and mile (241

Mexico. He shocked even himself with his sudden success!

Señor Palacio had taken the handsome car to Mexico only to gain experience on the twisting course in preparation for a serious attempt to win the next year's race. In the first lap the Pegaso roared

away happily, and at the end of it Palacio had the car in eighth place in its class (for cars up to 3,000 c.c.).

The next day he sped on over the Mexican roads he had never driven on before, and pushed the Pegaso up into fourth place in its class. He started to get excited. The car was running and handling so well that even his complete ignorance of the course wasn't proving much of a handicap. Instead of taking the race fairly easily, as he'd been doing up to the moment, Palacio decided to really try, and see how well he could do!

During the third lap he drove with all his skill, and at the end of it was third in his class and fourth overall in

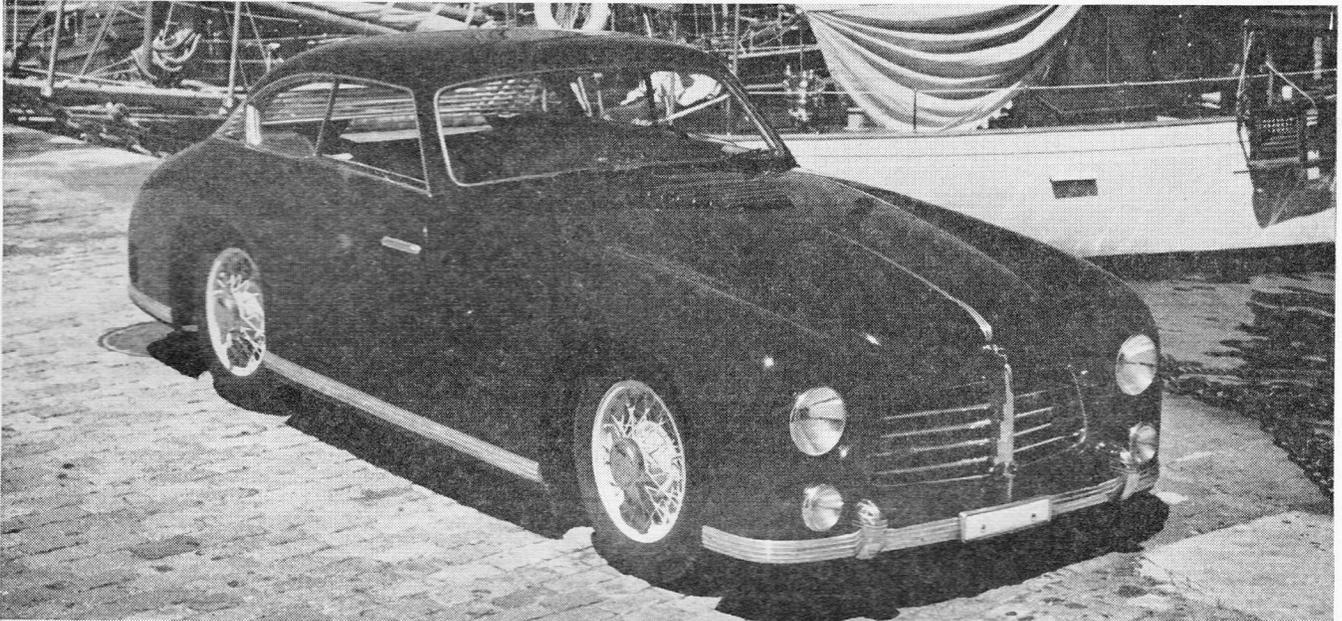
and latterly you could get one for £2,500 sterling. One even sold for £16,600 sterling—but most of that cost was in the very special "dream" body of gold fittings and real leopardskin upholstery. One hundred of the 200 cars so far built have been exported to France, Switzerland and South America, and three or four to the United States.

The structure of the last model Pegaso sports car consists of a low-platform frame and scuttle, joined to the wheel arches fore and aft, and reinforced where needed by members of sheet steel. When the body is affixed the whole assembly is sufficiently strong to withstand the rough going on the backward

rev. the engine past 6,500 r.p.m., and get flat-out speeds of more than 170 m.p.h.

As far as horsepower goes, it is difficult to give details. With nine compression ratios, two ignition systems, three carburetter options, and a range of fuels, there are obviously dozens of possible combinations—and horsepower ratings.

The Pegaso's drive system is also impressive. Just behind the flywheel is a single-disc dry clutch, followed by a long snout on the clutch housing to reduce the length of the open propeller shaft. From this shaft the power goes past the differential to a five-speed transmission in the rear. From the gearbox power goes forward to the



that top-class International field. With great excitement he sputtered away on the fourth lap—which was to end in the dashing of Pegaso's newly aroused hopes, and near-tragedy for driver Palacio.

He was gaining on cars in front as they screamed towards Mexico City, but as he neared the capital the roadsides became thronged with spectators who hid the low signs warning of curves and other dangers. Palacio, unaware of the danger, hurled the Pegaso into an 80 m.p.h. right-hander at 120 m.p.h.! The car plummeted off the road and over a small cliff, being completely wrecked by the crash. Palacio was pulled from the wreck alive, and recovered to drive again with his old dash. And although the accident had ended Pegaso's hopes of winning, the car had clearly shown its great capabilities.

But in 1955 the Barcelona factory began to be moved to Madrid, and sports-car production tailed off. This, coupled with the factory's dislike of the present concept of sports-car racing, is what kept the cars away from the International circuits.

In the past the cars have been made in small series with bodies designed by the factory, the Italian firm Touring, the French designer Saoutchik, and rising Spanish body builder Pedro Serra, of Barcelona. The engines were made on the same machines as the truck engines, but were then checked for tolerance in a special section and finished separately to the necessary fine degree.

At first the cars cost £1,660 sterling

THE FIRST PEGASO—produced in 1951 as a school "exercise" for advanced truck mechanics.

roads in much of Spain. This makes the car very heavy, but it could be built at 60 per cent of its present weight if necessary, making it 1,620 lb. instead of 2,700 lb., and proportionately increasing performance.

The latest 4.5-litre 103 engine is a V8 with twin overhead camshafts and an over-square bore-stroke ratio. The crankcase casting, sump, cylinder heads, clutch housing, and the extension at the rear that contains the primary drive-shaft are all light-alloy castings. Large sodium-cooled valves are inclined into the hemispherical combustion chambers. The engine is finished with the infinite care expected, and looks sparkingly impressive.

The Pegaso has a very large radiator and a 22.17 quart water supply because of Spain's great summer heat and her many hills. A complex gallery of internal tubes pipes water to the wet cylinder liners and valves. In the ignition department a buyer could choose 12-volt coil or Bosch magneto. Boosted by an electric fuel pump, a mechanical pump driven by the camshaft takes petrol from the dual fuel tanks.

In the carburetter department, you could decide between a single down-draught Weber that draws air through the airscopes, four down-draught Webers, also scoop-fed, or a big Roots-type supercharger. With the last you can

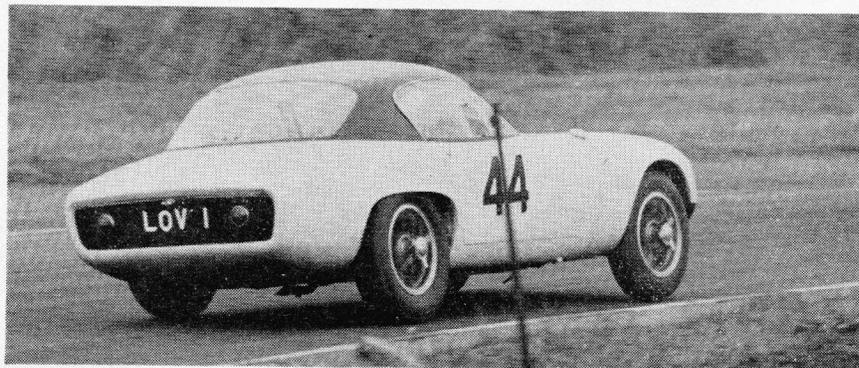
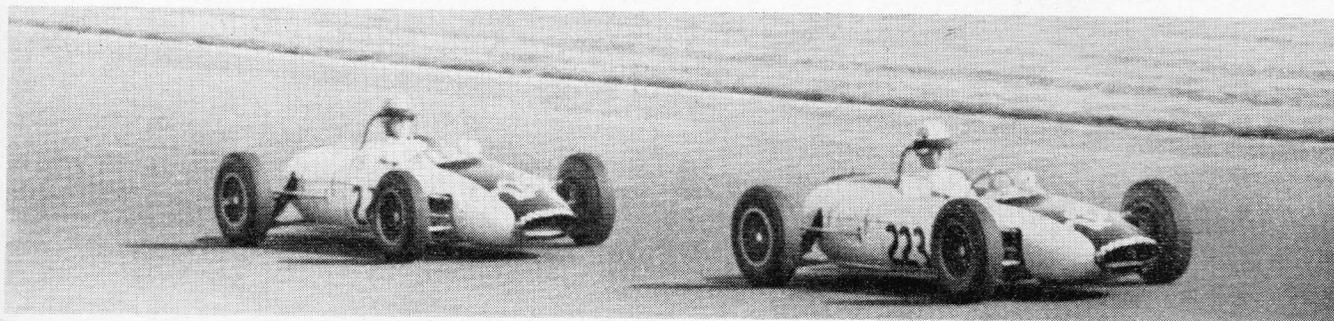
differential and aside to each wheel.

The gearbox is synchronized in the upper four of its five speeds, and you don't have to worry about being careful in shifting. Experienced Pegaso drivers with enough self-confidence just don't bother with the clutch, pushing the stick nonchalantly from one slot to another as required.

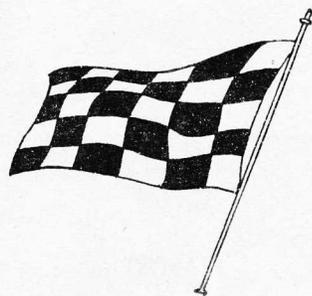
The master-cylinder gets brake fluid from two transparent reservoirs on the fireproof bulkhead, and the Pegaso has two quite separate braking systems, one each for the front and rear wheels. Disc brakes are definitely on the agenda for future Pegaso sports cars, even though the present brakes do an amazing job of stopping the speedster.

Radius arms and torsion bar springing are used in the front suspension, and there's a modified de Dion rear end. On all four wheels the factory has added its own brand of telescopic shock absorbers that are a big factor in the car's wonderful ride over road surfaces varying from smooth to pot-holed. Steering is very direct in the 103s, but not as nerve-rackingly responsive as in the earlier models.

When you drive a Pegaso you discover that it is every bit the thoroughbred the factory claims: with its neck-snapping acceleration; smooth, flexible gearbox that lets you go from 10 m.p.h. to 150 m.p.h. in fifth; touch-responsive steering and rock-steady fast cornering; impressive brakes; and air-cushion ride. The "compact" Pegaso should be quite a car!



UNDER THE CHEQUERED FLAG



FLAG

THE 1961 season was our best year to date, due mainly to the fact that we tremendously improved the three most important factors in motor racing. Firstly, the cars were better; our three drivers first-class; and we were better organized. Organization concerns not only the business and financial side of racing, now an inescapable part of it whether we like it or not, but also deciding who should drive and where, arranging entries, and then ensuring that everyone is there on time for scrutineering and practising, and arranging timing, transport, and accommodation. Obviously the more cars and people involved the more intricate and interesting this side of the picture becomes, and this was my responsibility during the year.

From the Chequered Flag's point of view, one of the first things that had to be tackled was the avoidance of last year's tiresome transport troubles, when the cars were unsafely taken to and from the meetings by a series of equally unsafe, petrol-greedy and puncture-prone Land-Rovers and trailers. We were very fortunate here in purchasing the ex-David Brown Aston Martin racing transporter. This massive vehicle was used for three DBR1 Aston sports-cars, and as a result swallowed the Elite and the two rear-engined Geminis with the greatest of

ease, allowing us to convert the front lower half into some sort of living and eating arrangements.

For cars and drivers for 1961, it was decided to retain once again the "old faithful", Graham Warner's very fast and successful Lotus Elite, "LOV 1". As a result of further testing during the winter, the handling was improved, weight reduced, and, thanks to Keith Duckworth of Cosworth Engineering, a very satisfactory amount of power extracted from the engine.

It was also decided to run a two-car works team of Mk. 3A Gemini Formula Junior cars, based largely on the first rear-engined Mk. 3 which had appeared during the latter half of the 1960 season. These new cars were both built for the 1960 Boxing Day Brands Hatch meeting in two weeks flat, where they finished third and fourth, with fastest lap.

The next problem was one of drivers. Our two Boxing Day drivers had been Michael Parkes and Peter Ashdown, and naturally Graham was very keen to retain both for the coming year. Ashdown, however, had agreed to drive the new Lola F.J. car, but Mike Parkes was signed to lead the Gemini team. The choice of second driver was far more difficult. Graham wanted Tony Maggs, who had previously driven the Mk. 3 so well, but regrettably he had signed for Ken Tyrrell to drive the new Cooper. Geoff Duke, who also had driven for the Chequered Flag during 1960, was again approached, and he agreed. Unfortunately, due to his family and business commitments he was only able to turn out once for us, at Oulton Park for the April meeting.

Thus it was not until 22nd May at Crystal Palace that the team was completed, when Bill Moss, another extremely fast and delightfully smooth driver, joined forces with Mike Parkes. We felt that we had a team now that could challenge the best.

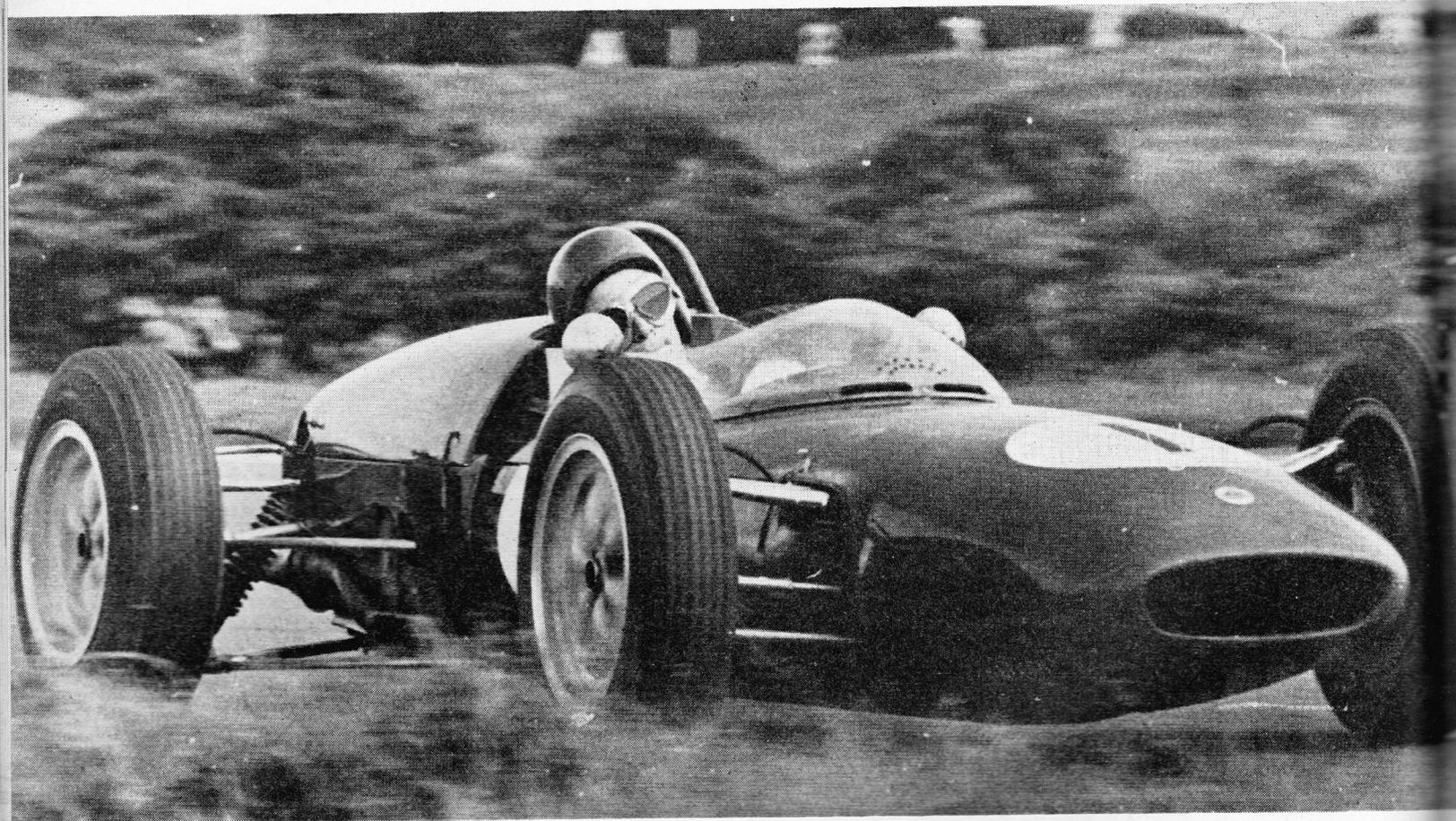
However, at the beginning of the year we suffered from that well-known occurrence in motor racing, namely, having

(Continued on page 56)

MICHAEL BEUTTLER

Tells the Story of the Fourth
Season of a Small Racing
Stable:

the Mistakes,
the Troubles
and the
Rewards!



SOUTH AFRICAN GRAND PRIX

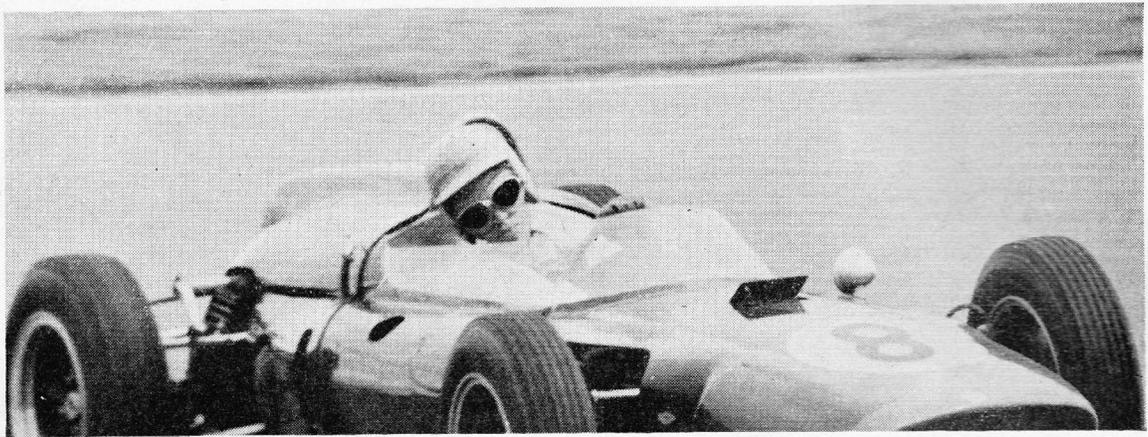
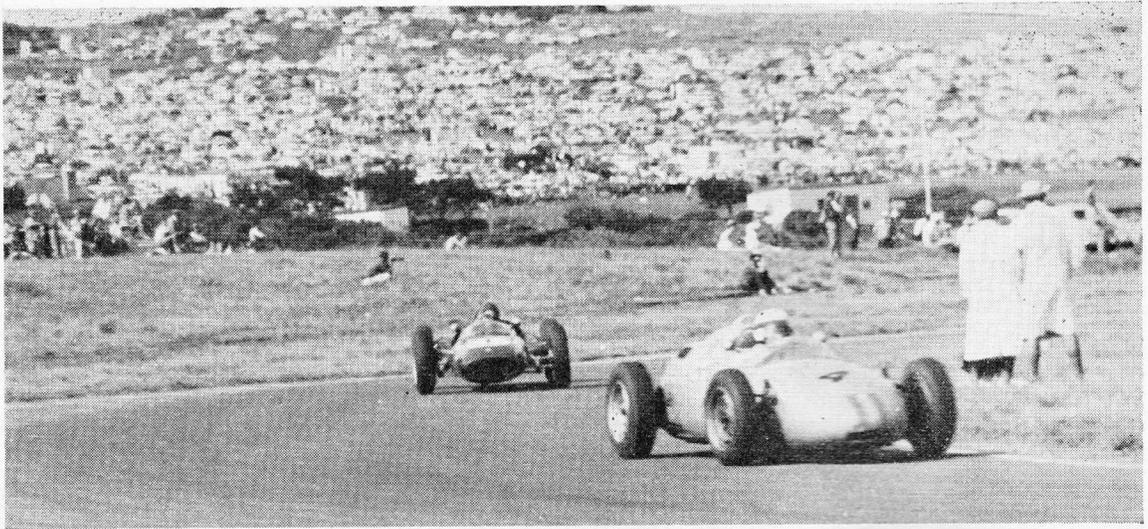
PHOTOGRAPHY BY DALE GORDON AND EPOQUE

ON HIS WAY to victory (**ABOVE**) is Jimmy Clark notching up his third win in South Africa.

ABOUT to be lapped (**TOP RIGHT**) by Clark is Edgar Barth (Porsche).

TONY MAGGS drove a Yeoman Credit Cooper (**CENTRE RIGHT**). He is seen here negotiating Beacon Bend.

JIMMY CLARK, covered in garlands after his victory grins happily as Stirling Moss, who finished second looks on.



Chequered Flag—continued

far too much to do, and far too little time in which to do it all. The two works cars had to be constructed and tested, LOV 1 stripped, rebuilt and tested, and the production Geminis built, as well as a thousand and one things to be done involving building, selling and racing cars. Not having the facilities of some of our rivals so far as production went, work on the two works cars was considerably delayed, and very regrettably this showed in the results of the first three or four F.J. races.

Our first foray into the 1961 season was at Snetterton on 19th March, traditionally cold and windswept at that time of year, but as always with the most

to be driven by Mike McKee. This car was beautifully turned out, but in the race did not provide the expected threat.

LOV 1 now had oversize tyres on the rear, and the extra strain on the transmission under braking caused a bearing in the gearbox to break up, resulting initially in a terrible noise, followed by a broken gearbox. This was the first time that we had encountered this and it was so bad that Graham did not think it would last for much more than a few laps. However, in the race, although the noise persisted, the box worked perfectly and he pressed on to take the class and finish fourth overall behind two Berlina Ferraris and a DB4GT Aston Martin.

slipped badly after only a few laps and he fell back, finishing 11th.

The first really big meeting of the season is, of course, Easter Monday Goodwood, which fell this year on 3rd April. Again the Elite was entered, with the opposition this time from both the U.D.T. car and from a new Elite on the scenes, that of Les Leston. The two Geminis were to be driven by Mike Parkes and Geoff Duke, but unfortunately the latter could not make it, so Graham decided to have a go himself.

The G.T. race, run under slightly damp conditions, went well. Graham took the class lead from McKee after a few laps, holding it to the end, also finishing in fifth place overall.



BRANDS HATCH: Graham Warner, in the Chequered Flag's well-known Elite, leads Peter Lumsden's similar car at Kidney Bend.

enjoyable atmosphere of any of the circuits. Here the Chequered Flag had entered the Elite for Graham, and a single Gemini for Peter Ashdown, whose Lola was not yet ready. This went reasonably; Graham won the G.T. race in fine style, and Ashdown came in third in the F.J. race, after losing third gear early on. Early days yet, but the Elite was going very fast and with a bit of luck looked like having another good year. Ashdown professed himself very pleased with the Gemini; it was a great pity that he could not stay with us for the whole year.

A week later was the big International Lombank Trophy meeting at Snetterton; again Graham was to drive LOV 1, and Mike Parkes and Bill McCowen the two Geminis. Bill startled the very strong opposition by gaining pole position in practice with the then fantastic time of 1 min. 43.8 secs. There were many raised eyebrows over the authenticity of this time, most people frankly not believing it, and to tell the truth neither did we. But it got a Gemini on to the front row of the grid, so naturally we were not particularly bothered! Main threat in the G.T. race was the new pale green Elite of the U.D.T.-Laystall team,

In the Junior race all was not so well. Mike's engine played up from the start. This had to be taken out the night before (the fifth engine change in that week) and was just back in again when Ted Martin rang and told us that it was the wrong camshaft. Out came the engine again. Luckily at Chiswick there was a spare Cosworth engine waiting to be fitted to a production car, and I rushed to London to collect it, and by noon on race day it was in the Gemini.

It was now discovered at this stage that the clutch was inoperative, so with only one hour to go before the start the gearbox had to come off to check and rectify the fault. What with this, and the Elite gearbox playing up as well, life became a little strained, but by one o'clock the gearbox was back on again, although hopes were not high for the race itself.

Bill McCowen's car, fortunately, behaved itself, and as it was his first single-seater drive he went very sensibly and well, finishing eighth, having enjoyed it all immensely. As feared, Mike's clutch

As many will remember, the Junior event was notable for the first of the season's only too numerous multiple pile-ups, this one happening only 20 or 30 yards from the start. Graham's car developed an oil leak on the grid, and had to be withdrawn. Mike got away to a fine start, and was in fact clear of the accident and accelerating up the right-hand side of the road, when Alan Rees's Lotus appeared sideways in front of him on a collision course. The Gemini rode up the back of the Lotus, finishing up on top of it and completely squashing it, but luckily without injury to either driver.

So once again the faithful Elite had saved the day, but the Geminis were having a miserable time so far. A week later saw the transporter disgorge LOV 1 at Snetterton, where Graham won the G.T. race fairly comfortably.

So on to Oulton Park, our unlucky circuit. It is not that we object to having an unlucky track, although naturally we would rather not, but we do object to travelling 200 miles to find this out! This was, frankly, a terrible week-end. The Elite, usually reasonably trouble-free, decided to have more gearbox trouble, and this time made it quite clear that

we knew about it. A bearing broke up in the box and made it impossible to select any sort of gear. The engine and gearbox were removed after practice and heaven and earth moved in an effort to get a replacement unit up from London by 'plane, but it did not arrive, so Graham had to non-start.

The Geminis were equally unsuccessful. Geoff Duke's car was hopelessly overgeared, and as he had not enough time to familiarize himself with the car he was, understandably, not too keen to go mad! Mike's car stuck in top gear virtually from the start, and then to cap it all the throttle cable broke and he had to retire. Also very understandably, not in the least amused.

Many lessons were learned that week-end; they can be remembered, but the result sheets can most certainly be torn up!

The following week-end Ken Gregory of the U.D.T. team asked Graham if he would like to try the U.D.T. Elite and compare it with LOV 1. As the latter was entered at Brands on the short circuit that Sunday, this was an ideal opportunity and Graham decided to race the U.D.T. car. After all it is not every day that the opposition asks you to try their car!

After practice, however, he was sixth fastest with a lap in 65.6 secs., some four seconds slower than the best time to date in LOV 1. Naturally in motor racing the primary object must be to win if at all possible, and as the two Elites were so dissimilar, Graham decided to race LOV 1. Just as well, for there was a first-class tear-up between Gordon Jones's incredibly fast Marcos-Climax and Peter Lumsden's Elite, with Graham winning by a few lengths.

chain and fell into the sump, where it was picked up and damaged the oil pump. The oil pressure fell, and the car had to be retired. The less said about this week-end the better, for the next day the Elite was entered at Brands where it threw a rod on the penultimate lap while in the lead from Hobbs's and Leston's similar cars. A new G.T. lap record of 61.6 secs. was hardly a consolation.

It can be seen, therefore, that this sort of week-end's racing can cost, and usually does, many hundreds of pounds. Not only does it cost money to enter the actual races, but you have to prepare the cars, transport them to the meeting, where there are always further expenses. Then, if the car retires, not only is all chance lost of prize and bonus money, but there are very heavy repair bills to be faced!

However, two weeks, and many a gallon of the proverbial midnight oil, later, we were entered for the first time at the Crystal Palace circuit, and here things went better. Apart from the Gemini win at Sebring in March, and Peter Ashdown's third at Snetterton, our own cars had not been exactly well placed, but the tide was turning, albeit slowly.

The G.T. race was notable for the first of the very close battles Graham was to have throughout the year with Les Leston's Elite. On the fourth lap LOV 1 passed DADIO into fourth place overall and the lead in the class. This he held until the last corner of the last lap. Here the two Elites came up fast behind a considerably slower car which steadfastly refused to move over one inch. Graham tried to overtake on the inside coming out of the corner, whereupon the slower car promptly moved over in front of him,

drivers had known each other for some time and got on very well together, always driving as a team, as opposed to fighting it out among themselves, which can and usually does lead to difficulties!

Both cars were now going well, but once again in the F.J. race there was a multiple collision, and once again involving poor Mike, although it was no fault of his. On the third lap Jim Russell slid wide into a wall and lost a wheel. In the ensuing mêlée Mike had to spin his Gemini to avoid hitting Russell, which dropped him from fourth place to ninth. Bill just scraped through and lay third behind Alan Rees and Mike McKee.

This enforced spin probably cost Mike the race, but he drove magnificently back through the field, setting up a new F.J. lap record in the process, and finishing second, only two seconds behind the winner, Alan Rees. Bill came in a very good fourth, making a reasonable result for the Chequered Flag.

However, this was as nothing compared with Brands on 3rd June, held over the longer 2.6-mile circuit, where we had what was easily our best day's racing ever.

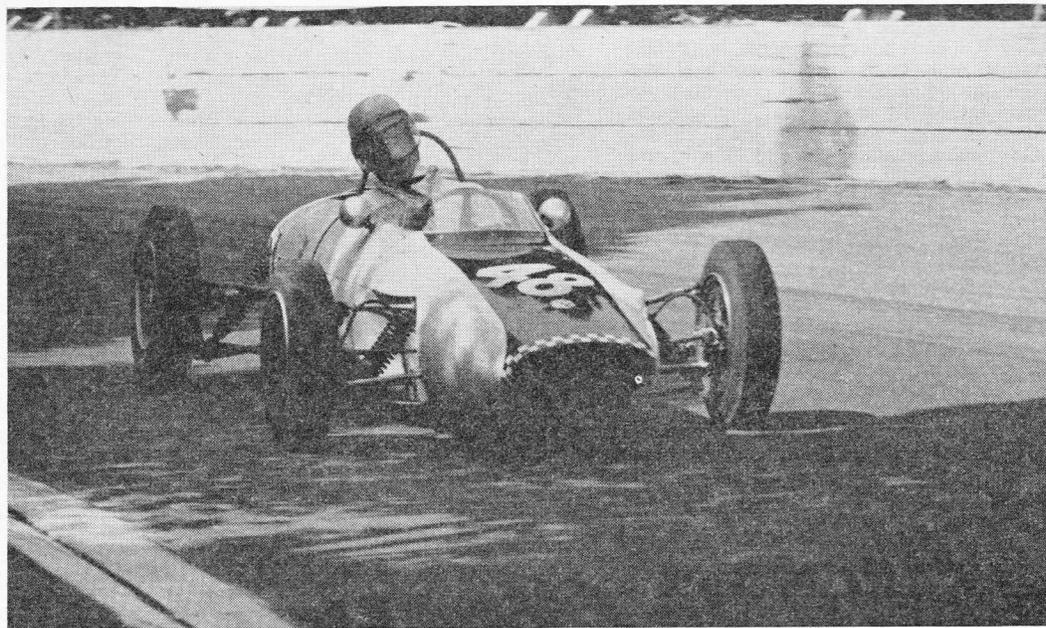
Graham had a tremendous dice with Les Leston, although the Elite was severely handicapped by a broken anti-roll bar bracket. As a result the car went quite well round right-handers, but not at all round left-handers. Leston pressed very hard indeed, but could not quite manage to get by, Graham finishing fourth overall from Mike Parkes in a Ferrari and Salvadori and Graham Hill in E-type Jaguars.

The Junior race had attracted a very strong entry, and as a welcome change, from our point of view, Mike Parkes in

★

CRYSTAL PALACE:
Bill Moss swings
through Park Curve on
his first outing in the
works Gemini.

★



I suppose that at one time or another everyone has a really disastrous and shatteringly expensive week-end's racing, and to put it shortly, this was ours. Silverstone on 6th May, and the following day at Brands, 7th May.

The first day there was no G.T. race, but the F.J. event made up for it. Mike Parkes's car had the clutch blow up on the fifth lap; and on the other car, driven by myself, a piece broke off the timing

allowing Leston to nip through and take the chequered flag half a length in front of Graham. Both shared a new G.T. lap record, only three seconds slower than the winner's record in an E-type Jaguar.

The Junior race saw the first appearance of Bill Moss in the second Works Gemini. Bill had been driving his own Lotus 18 with great success for the first part of the season, and everyone was very pleased to see him in a Gemini. Both

the black and white Gemini was in pole position on the grid. Parkes held the lead for three laps from Trevor Taylor and Bill Moss, then Trevor took over and led from the two Geminis until the 15th lap. Mike's engine then began to go off song a little, and Bill passed him into second place. Then going up the hill into Druids Trevor's engine cut momentarily, and the two Geminis pounced and were through, holding the

lead for the remaining five laps to give the Chequered Flag their first-ever first and second, in line-ahead formation!

This was a tremendous result for us, and cheered everyone up immensely. It is a poor reward if mechanics work night and day in getting the cars ready and then they suffer some mishap in the race. Most Junior races are so closely fought that should the driver even have his engine splutter once, four cars go by him, but if the cars go well, and win, then somehow it all becomes worth while.

The longest F.J. race in this country is the Eastern Counties "100" Trophy, over 100 miles and held at Snetterton on 18th June. Mike Parkes was unable to drive here due to business commitments, so Graham took over his car. Bill was driving his Gemini, and the Elite was entered in the AUTOSPORT Championship race.

Geminis seem to like Snetterton time-keepers, or vice versa, for Graham was recorded at a fantastic time of 1 min. 41.4 secs., well under the lap record, when in actual practice he was some two seconds slower. Needless to remark, we did not mind at all, and as Bill was on the second row, the grid looked promising!

Regrettably you cannot have your cake and eat it, and Graham inadvertently put it into fourth gear instead of second accelerating off the grid, and almost the entire field rushed past, leaving him in 18th place on the first lap! But it was a 37-lap event, a very long way, so there was time to climb back up again. On the fourth lap he was 10th, and on the 11th lap seventh and now up with the very tightly scrapping bunch of the leaders, consisting of Alan Rees, Arundell, Bill Moss, Peter Warr and Mike McKee, with little between them all. At 25 laps the race had settled down a bit and Arundell led from Rees, with Bill fourth and Graham still seventh. Three laps later Bill had to retire at the Esses with failing oil pressure, a great pity, as he had been going very well indeed. Graham now moved up to fourth and was engaged in a struggle with Frank Gardner for his third place, when with only three laps to go Gardner's front wheels seemed to lose interest in the car and he was forced to slow and retire. Thus Graham finished third behind Arundell and Rees, and for someone who rarely drives a Junior this was a consistent and first-class drive. His lap times for the last 27 laps were all within 1.8 seconds of each other. Some consolation for the misdemeanour of LOV 1, which suffered a seized rear shock absorber in the middle of the Esses, all but disappearing off the road at quite a high speed, and leaving Leston to take the lead and win the race comfortably.

Our first Continental race meeting of the year was at Reims on 2nd July, for the F.J. races to be held concurrently with the French Grand Prix. There were to be three practice sessions on the Wednesday, Thursday and Friday, with nothing at all on the Saturday apart from mending whatever had broken on the preceding days! The weather became progressively hotter as the days went on, to such a state that by race-day on Sunday the only way to keep cool was to have a bottle of water and occasionally pour it over one's head, or fill one's straw hat up and then put it back on again; either was quite effective!

Reims also saw what was probably the biggest single advance in Formula Junior racing during 1961, the advent of the 1,100 c.c. Cosworth-Ford engine. This was fitted to Trevor Taylor's Lotus 20, which, with vast 6.50 by 15 ins. rear tyres fitted, and sounding beautiful, recorded a time of 2 mins. 46.4 secs., easily the fastest in all the sessions. This was obviously the time to aim at, but, in fact, after three days' full practising only eight out of approximately 40 cars managed to get under 2 mins. 50.0 secs.

Mike Parkes could not get to Reims until the Friday practice, when within 15 laps of a circuit he had never seen before he clocked a 2 mins. 49.0 secs., demonstrating his incredible adaptability to any new circuit.

The F.J. race was to be held in three heats, and to qualify for any sort of an award you had to finish in all three, and then the aggregate results were added up. To add to the spectators' enjoyment and the drivers' pre-race nerves the races were to be started by Tito Roche, who lived up to his reputation by declaring that after the 30-second board had been shown the flag was likely to drop at any time! True to his word, when the man appeared, with the 30-second board, Roche grabbed him by the scruff of the collar, threw him off the track, and whirling the flag around his head ran for his life as the field screamed off!

Trevor Taylor and Tony Maggs soon pulled out a large lead over the next bunch, consisting of Bill Moss, Dick Prior and Mike McKee, which was the order they held until the end. Poor Mike Parkes missed a gear accelerating out of the Muizon hairpin, and the clutch blew up, showering metal indiscriminately over the road, and putting paid to his chances of finishing in the money.

The grid was ready for Roche next time, and he only had to look at the flag and they were away, having beaten him well and truly at his own game! Again the pattern was similar, with much slipstreaming on the very long straights, Tony Maggs winning, this time from Taylor, with Prior third and Bill Moss fourth.

Between the second and third F.J. races was the French Grand Prix, won brilliantly by Giancarlo Baghetti, whose driving and race strategy was truly magnificent. He was not disputing the lead only during the last few laps, but fighting for every inch of each of the 52 laps under the most gruelling conditions imaginable, and surrounded all the time by far more experienced G.P. drivers than himself. To keep a cool head and judgment under such pressure is fantastic.

The third round of "Roche v. the rest" started after the G.P. at about 5.30 p.m. and this time Roche won easily. The heat was so intense that many drivers were sitting in the shade offered by a low wall alongside the track, and as a result were totally unprepared when Roche sprinted out from behind the pits and waved the flag! Poor John Brown was caught really unawares, and this was the only time that a genuine Le Mans start has been seen in a Junior race, as he leapt into his car, and pushed the button, as everyone else rushed off!

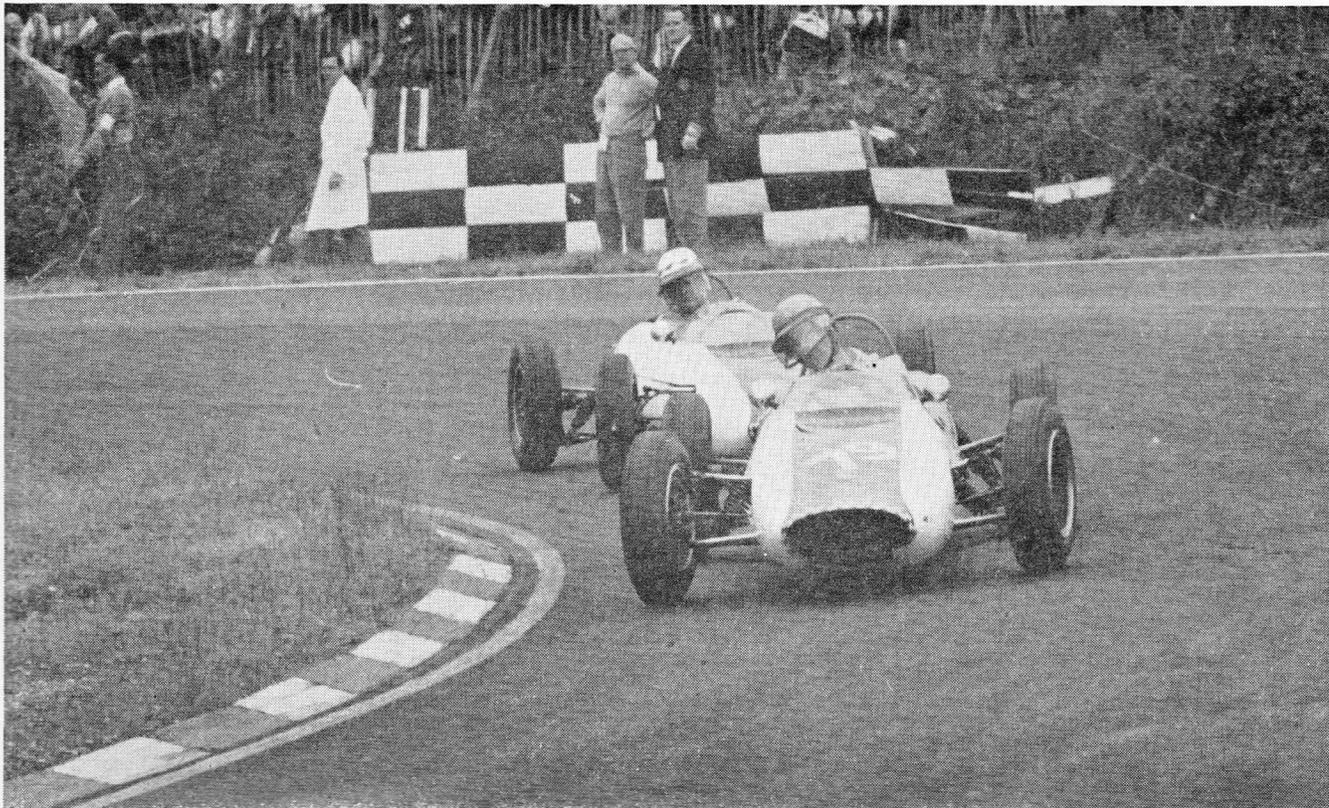
After 52 laps of the Grand Prix, and the two previous Junior events, the track was in a terrible state, the road surface breaking up badly on the corners, not to mention the oil and rubber

deposited. Most of the field spun at Thillois hairpin the first time round, including Bill Moss; however, all was well and he reappeared in sixth place. Then on the fourth lap at Thillois he spun again, and this time the car went off the road backwards into a bank, bending the radius arms and the gear selector rod, so he had to retire. Including practising Bill had covered no less than 285 miles, and it was poor reward indeed to have to give up with only another 24 miles to go and a certain third place overall.

Not a particularly successful outing, so we loaded up, for the following weekend was Silverstone, and there was a long way to go and much to be done on the two cars. The Geminis did not arrive back until Wednesday, and in the ensuing very short time the engines had to go back to Cosworth for a check, the gearboxes had to be stripped and the ratios changed, Mike's car had to have a new clutch, and Bill's a new rear end and the body work on both repaired and recellulosed. Who ever said that racing mechanics have an easy life?

The Junior race at Silverstone, due to a very large entry, had been divided into two separate races of 25 laps, with 30 cars in each. This meant that not only did you have to race against those in your own heat, but against the other drivers in the other heat as well. All the Team Lotus cars now had the 1100 Cosworth engine, which at Silverstone was going to be especially hard to beat. Both Mike and Bill finished fourth in their heats, giving them an aggregate result of ninth and seventh overall respectively. Not very good results, but the races themselves were really exciting, Bill beating John Love's Cooper over the line by mere inches; and Mike Parkes involved in a five-car scrap for every inch of every lap. He found that if he passed Dennis Taylor's Lola into Club corner, Taylor could re-pass before Woodcote and so cross the line first, so Mike tried it the other way around. He let Taylor lead round Club and then pulled out just before Woodcote. After practising this a few laps from the end, Mike found that it worked, and accordingly did it on the last lap into Woodcote, just pipping Dennis Taylor by half a length over the line!

The G.T. race here was worrying. Towards the end of practising the oil pressure had fallen slightly and this had been traced to a faulty relief valve, which was replaced. But the engine still did not have the familiar "ring" to the exhaust, and it felt harsh, so hopes were not high as the car went out on to the grid. The race itself developed into a further round of the Warner-Leston duel, not in the least what we wanted, as it obviously meant that the engine would be asked to work for its living! Graham made an excellent start and held off Leston for 15 out of the 25 laps, when he had to spin at Copse to avoid a slower competitor who did not bother to use his rear view mirror. Leston got through and the spin cost Graham nine seconds. However, with five laps to go the gap was down to four seconds and he was catching up steadily. Then three laps from the end Leston's car developed an electrical fault and retired, so with two laps to go LOV 1 had a very large lead and seemed set for a good class win. We inwardly gave a cheer as he appeared round Woodcote for the last time—only a few miles left now.



Counting one's chickens before they are hatched is, of course, fatal in motor-racing, the results are never certain until the car has crossed the line. The Elite suddenly decided to inform us of this; the engine gave way, and blew up in a spectacularly expensive cloud of smoke going past the pits. That was that, a great pity as two of the E-types retired and it meant that LOV 1 would have been fifth overall, apart from winning the class.

We had two weeks after this to get the cars into shape for the Archie Scott-

THEIR FINEST HOUR? Bill Moss leads Mike Parkes through Druids at Brands Hatch (above) on their way to a one-two victory—a most satisfactory reward for the long hours of work involved in preparation. BELOW: Mike Parkes, with winner's laurels, winner's cup and winner's smile after winning the Vanwall Trophy event at Snetterton.

nis were entered in both the Junior and the *Formule Libre* races, and the Elite in the Trophy race and an AUTOSPORT Championship race. Mike was being

all of them, making it all look incredibly easy!

Practising went well. LOV 1 went round in 1 min. 48.7 secs., quicker than all but Salvadori and Parkes in E-types, which prompted two other E-type owners to query Graham's time, protesting that it was far too fast! Graham was, in fact, only credited with a 1 min. 49.2 secs., still third fastest, so he went up and queried his own time, saying that it was not fast enough! The timekeepers gave up, not surprisingly.

First off were the AUTOSPORT G.T. cars, which Graham won fairly comfortably, with fastest lap for good measure. Then the Juniors came out for their 10-lap race. Bill Moss had a tremendous dice for the lead with Dick Prior's 1100 Lola, but the clutch blew up going down through the gears into the hairpin. This left Mike (after a short first lap visit to the country) in third place behind Prior and Brian Whitehouse. Mike passed the latter on the eighth lap, just failing to catch Prior for the lead. After that it was back to the G.T. cars for the main race of the day, the Scott-Brown Trophy race, led from start to finish by Mike Parkes from Roy Salvadori, with LOV 1 having a lonely race in third place, far in front of the other E-types. Still it was the results that counted, and a class win and new lap record, with an overall third, was eminently satisfactory.

The final race of the day was the *Formule Libre* event, and poor Parkes was bundled into the Gemini for his fourth race of the day and told to rush off and beat up the F2 Coopers, various sports cars, and Keith Greene's F1 Gilby. Slipstreaming the Gilby magnificently, he held second place for half-distance, when a stone pierced the radiator and forced him to retire. A very full and active day, and not at all unsatisfactory.

To be continued



Brown Trophy meeting at Snetterton. The Trophy race this year was to be held for G.T. cars, and attracted a very fine entry indeed. The Chequered Flag was booked for a heavy day, the Gemi-

made to work for his living today as well, as he was in Saloon, G.T., Junior and *Formule Libre* events!—all on one day, leaping from one car to another and going faster than any one else in

Club News

By MICHAEL DURNIN

THE Herefordshire M.C.'s 11th Welsh Marches Rally will take place on 24th-25th February. The plot has once again been hatched by Valerie Domleo and David Skeffington who say that "as opposed to the navigational trickery we employed in the '61 rally, this year's event will rely on a combined effort of driver and navigator." This will no doubt come as a relief to those who felt that Val and David were keener to beat their fellow navigators last year than to present a challenge to drivers. The event will not use any chassis-breaking roads and David promises a good, non-sense rally. Invited clubs are Wolverhampton and South Staffs M.C., Godiva C.C., Knowldale C.C., South Wales A.C., Bristol M.C., Hagley M.C., Shenstone M.C., Swansea M.C. and the B.T.R.D.A. The start will be at Hereford and the finish, after a run-in and 200 miles of real rallying, at Brecon. Secretary of this Silver Star event is P. L. James, 17 Scudamore Street, Hereford, who should have all entries by 19th February. . . . The S.W.A.C.'s Welsh Rally will be an International in 1963.

The weather normally makes this one of the most severe of the Nationals and this and the customary excellent organization make it a "natural" for International status. All the same, it makes me wonder why the London has not yet been similarly honoured. There may have been criticisms as to the running and style of national Londons but, if let loose with a full international permit, surely the London M.C. could do wonders. . . . On 3rd-4th February the Thames Estuary A.C. are to run their National Cats' Eyes Rally over 200 miles. There will be starting points at Woodford Green, Essex, in the Salisbury area, at Hagley and Colchester. Run-ins will be on a separate mileage. The territory will be new to the Cats' Eyes, in fact no previous national has been staged in the area. Nevertheless East Anglia has been very successfully used for the club's restricted Southend 300 and I feel sure that competitors can expect a good night's rallying. The territory will be outwith the scope of the marked maps which dominate "circus" rallies and should make the event more open than most. Regs. from S. L. Offord, 8 Daines Close, Thorpe Bay, Essex, who should have all entries by 22nd January. . . . On 17th-18th February the Chiltern C.C. are to run their Rallye Orangillo (last year known as the "Regent") over a 280-mile course. Invited clubs are London M.C., Hants and Berks M.C.,

Coming Attractions

- 14th January.** *Shenstone and D.C.C./Leicester C.C. Production Car Trial. Starts Bull's Head, Shenstone, near Lichfield, at 10.30 a.m.*
- 20th-25th January.** **Monte Carlo Rally.**
- 20th-21st January.** *B.R.S.C.C. Midnight Rally. Starts Ilkley, Yorks, 11 p.m.*
- Harrow C.C. C.L.J. Cup Rally.*
- Herts County A. and Ae. C., Verulam A.C. and Chess Valley M.C. Three of Herts Rally. Starts Deep Mill Service Station, Great Missenden, Herts, at 10.30 p.m.*
- 27th-28th January.** *Suton and Cheam M.C. Tempest Rally. Starts Sandford's Garage, Leatherhead, and Lex Garage, Reading, at 9 p.m.*
- Cambridge U.A.C. "Mini Monte". Starts Troutbeck Hotel, Ilkley, 7.30 p.m.*
- Romford E.C.C. Clockwatcher's Rally. Starts Lynfield.*

Oxford M.C., B.A.R.C., Herefordshire M.C., 432 M.C., Harrow C.C., East Surrey M.C. and Knowldale M.C. The start will be near Cheltenham and regs. are available from M. Bishop, 1 Beacon Way, Rickmansworth, Herts, who should have all entries by 12th February.

SLIDING AROUND WALES

Tony Fisher/Brian Melia (Mini-Cooper) Win an Icy Welsh National—14 Finishers—8 in Minis

AS a friendly postscript to the final instructions for the South Wales A.C.'s National Welsh rally, clerk of the course Reg Galpin wrote: "Best of luck, and not too much ice and snow!" It was a nice thought, but while there was little real snow on the ground, the course was covered with a layer of ice and slush which defeated all but 14 of nearly 100 starters. Drivers of very wide experience were agreed on at least two points about the Welsh: it was a really good rally and none of them could recall having seen such slippery conditions.

There can be no doubt that the 14 crews who qualified as finishers have every reason to feel pleased with themselves and, in winning, Tony Fisher and Brian Melia put up a most notable performance for which no praise can be high enough. Perhaps the most interesting feature of the results was that of 14 crews to qualify, eight were driving Minis.

There were three starting points: at the City Hall, Cardiff; at Freddy Brown's garage, Church Stretton, and at Healey's garage, Gloucester. Within a mile of the Church Stretton start, Pauline Mayman had her Triumph Herald's wind-screen shattered by a stone thrown up by another car. However, she and navigator Dave Hewitt decided to carry on and drove for the rest of the rally ex-

posed to the elements—a most courageous effort. The three routes converged near Builth Wells and, after a brief halt, the rally proper started. Don Morley, getting in a bit of practice for the Monte in an M.G.A navigated by Stuart Turner, was already excluded. Stuart was unwell and they found themselves in a prohibited area which caused their exclusion, but the object of the exercise was practice—which they achieved by continuing without being eligible for any award. The going was wet and slushy at first, but a steep and icy hairpin near T.C. 2 at Trallwm gave an indication of things to come and caught many drivers napping. Roy Kirkham, unfamiliar in

an A35 navigated by A. F. Rogers, slid into the bank while dazzled by the headlights of Phil Simister/Pat Lichtensteiger's Anglia, which was revolving.

Drifted snow and ice on Llanddewi Brefi made the roads impassable and the next six controls had to be omitted, competitors being instructed to make for T.C. 9, on the Roman Road near Cellin. This was no easy task as the roads were covered with a thin layer of water over ice which made for an incredibly slippery surface which had cars sliding all over the place. D. R. Harris and R. McCabe found the immense power of their E-type Jaguar something of an embarrassment. They eventually slid into the bank near Cellin and wisely decided to call it a day.

The next couple of sections were very treacherous and no one managed them in anything like the time allowed. To

(Continued on page 65)



START! M. Webberley/D. Stockall brought their Renault Gordini to the Gloucester start of the Welsh Rally after a prang at Hyde Park Corner. They must have had an interesting drive as the car looked even worse at the end.

CORRESPONDENCE

Marshalling

I HAVE just read Peter Fulke-Greville's excellent article on Motor Race Marshalling and I think I must give an extra blast to the trumpet for that much-maligned body of men—the Observers.

I do not think Peter gives them their full credit, as without first-class observers, the flag marshals, fire marshals, first-aid men, etc., will not do their job properly.

It is my opinion that the motor-racing public do not realize the responsibility that the observer has to bear, and that he is directly responsible for *everything* that happens in his section which, incidentally, ranges from half-way to the preceding corner to half-way to the following corner.

For the benefit of budding marshals I would also like to mention that an observer is a man who can do every type of marshalling job with equal facility and knowledge.

To close, although I have been frequently told that "my journey was unnecessary", I never expected to see it in print, and can only sign myself

DON TRUMAN.

WALSALL, STAFFS.

Monopoly at Brands Hatch?

HAVING just read your number of 22nd December, I was interested to discover there will be eight car meetings at Brands during 1962 all but one of which are sponsored by the B.R.S.C.C. Much as I admire this club, I feel that if the management really want to develop Brands as "Britain's major motor-racing centre", they should allow someone else a look in. It is, of course, possible that no other club applied for a date during 1962—it is also possible that no other club could afford one. No meeting in June, one in July and none in September seems a little threadbare especially when one remembers the vast potential (which to my mind has never been fully exploited) of this marvellous circuit 20 miles from one of the world's largest cities. I calculate that there are 28 week-ends from 1st April to 6th October and, allowing for the two-wheeled brigade and the sprint boys, what else is going on during the other 20?

In closing may I suggest that best of the 10-point improvement programme is item 3 which has been long overdue with the kind of attendance now possible and which nearly caused a broken engagement in 1961!

JOHN STANTON.

LONDON, N.W.3.

1962 Resolutions

AT this time of resolutions, might I respectfully suggest one or two to the appropriate bodies?

B.R.D.C. Could we not, please, have a little more paddock space at Club meetings? It is often quite impossible to squeeze into the proper green-can-marked space (Silverstone).

Brighton Speed Trials. Surely it is not unreasonable to expect one pass for mechanic, girl friend, or what-have-you, instead of having to part with 20s. on top of one's entry fee, for each person. Suggest that a leaf is taken out of the "Weston" book by having even numbers run first on the seaward side, the second run on the landward side. Odd numbers just the opposite. This would avoid the smart Alicks getting two runs on the faster side (seaward).

Weston Speed Trials. Suggest you take a leaf from the Brighton book by running sports cars and saloons in the morning, and racing cars in the afternoon. Practice is not necessary on this type of course.

Further suggest you define just what is, and what is not, a "modified" car. In the 1961 event (Class 5A) for standard sports cars 25 normal cars were driven under their own steam from all parts of the country, the 26th arrived (as it always does) on a trailer. In all honesty its owner declared that it was modified to Stage 3 (Climax engine) in a Lotus Elite. If this was not a modified car, just what is?

Needless to say, that car not only won the "Standard" Class, but was over three seconds faster than the other two "Standard" Elites, and was appreciably faster than the winner of the "Modified" class.

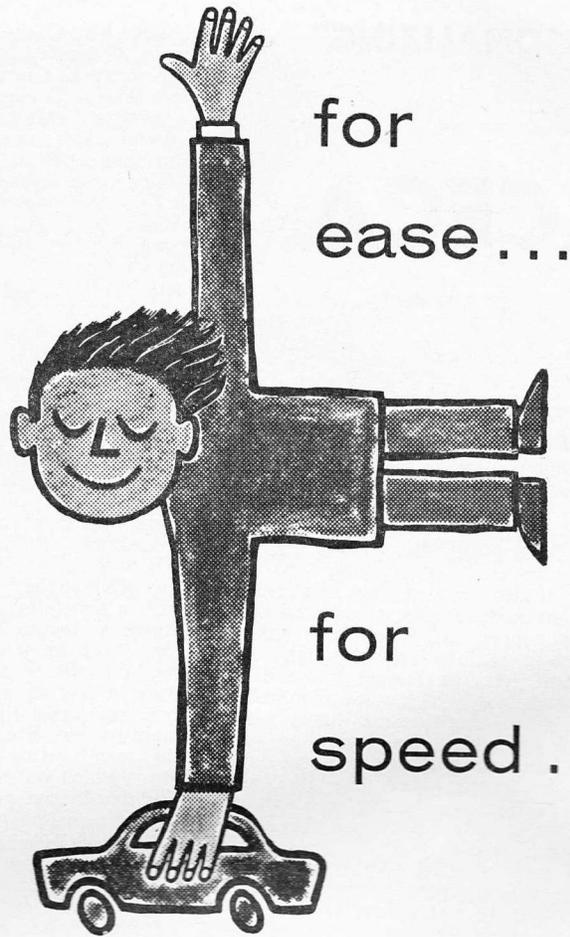
The few remaining clubs with low entry lists. Suggest you classify sports cars as: 1, Series-production cars, or "Marque cars", and 2, Others. Not just "Sports cars", which probably suggests that when the TR, M.G., A.C. or Morgan owner turns up he finds he has a Cooper Monaco or a blown Cooper to contend with.

I am aware that the vast majority of clubs do fairly classify their entries, but a minority still do not. Trust that these few suggestions are taken in the way in which they are intended—for the even greater enjoyment of our Autosport.

DONALD DUNCAN.

WELWYN GARDEN CITY, HERTS.

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



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QUICKEST, MOST FREQUENT FERRY TO THE CONTINENT

"PERSONALIZING"

AN

ACECA

BY G. B. HEWITT

ALTHOUGH the Aceca is not everyone's car, the following account of a number of alterations I made to my model may be of interest to owners of other makes and give them ideas as to how they might improve their own cars to their own personal tastes.

When I purchased the Aceca it was three years old. I was very soon aware of a considerable shortcoming in the lighting system. Everything worked except the electric clock and, in addition to the normal headlights, it was fitted with small flat-topped and pencil-beam auxiliary lamps. However, although the instrument lights were fitted with a dimmer switch they did not automatically go out when the side/tail lights were switched off, which meant that on one occasion they were left on for some days—and the battery definitely did not approve! This was easily rectified by taking the supply lead from the side-light switch output terminal. Then there was no map or "dash" light so I fitted one which conveniently covered some holes made by a previous owner and this was wired so that it could be switched on irrespective of any other circuits in use. Another department in which my tastes found the car wanting was the rather dim roof light which could only be switched on by reaching up for its adjacent switch; there was no "courtesy" light. Rectifying this deficiency involved fitting a button switch, operated by the passenger's door, and additional wiring behind the roof lining; the roof light now comes on when the door is opened and can still be switched on with the original switch while the door is shut.

The heater fan was also originally wired so that it could be run with no other circuits operating. This also meant the risk of a flat battery, as the motor is fairly quiet, and so I applied a similar solution as for the panel light. In this case I took the lead from the output side of the ignition switch. I have done something wrong somewhere, however, as when the heater fan is switched on, the map light will not function. Perhaps I have a common earth of insufficient thickness! Incidentally, the map light is the small Lucas type with a removable top so that a shielded or bright light is available. So much for the internal lighting, which is all now most satisfactory.

The next point which I found irksome lay in those supposedly self-cancelling direction indicators, operated from a ratchet in the steering, which never seems to work unless the wheel is given about half-a-turn in the opposite direction. Why ever did the manufacturers fit such a complicated mechanism when for a few shillings they could have fitted a clock-work switch, which automatically cancels after a given number of seconds. I

believe B.M.C. do now fit such a switch; my 1949 Healey had one and, of course, my Aceca has now! The only possible criticism of the fitting is that if you are waiting at lights or at a police-controlled crossing you have to hold the switch, but surely that is no real disability.

For me, a reversing light is a must, and I had the rim of an old "Chummy" Austin headlight chromed, and with the lamp body painted metallescent blue to match the car, it looks most effective; it certainly is effective as a reversing lamp. The lamp is, naturally, wired to a self-illuminating switch—a legal requirement unless the light is only switched on by engaging reverse gear.

The headlights on the Aceca seemed wanting after my experience with the Marchals on an M.G. TC. The "up" beams seemed about as good as the TC's on dip. After having the lights set and checked at a reputable garage with little apparent improvement, Marchal lamps were fitted. Before doing this, however, I had discovered that the car was wired for a headlight beam warning light but such a light was not fitted. With a foot dipper as opposed to an up/down hand-dip switch there were occasions when it was difficult to tell whether the lights were in fact up or down, so an aircraft-type red panel light of reasonably high intensity was fitted and concealed behind the dash so that it gave a red diffused glow, which was found to be much more effective than a pinhead-size light on the speedometer.

Still more electrics: a small plastic fan was fitted on the large rear window with its own switch, with the idea of demisting the window. It has not proved very effective in this respect, although if the rear window is first wiped over, it appears to keep it clear, and I have since fitted a plastic anti-mist panel. And one more: the famous A.C. engine has been fitted with three SU carburetters since 1923, I believe, but a thermostatically controlled rich mixture starting carburetter is, I think, a comparatively recent fitment. Even after a visit to SU's, I still had starting difficulty, and the device would keep the engine revving far too high, during warm-up. I got over the trouble by fitting my own tumbler switch to cut out the rich mixture carb. to my idea as to when it should cut and not when the water temperature said so!

A later fitment was a hand throttle, made up from a motor cycle carburetter air control with Bowdenex cable operation to the throttle spindles. This assists in keeping the engine running when cold without the undesirable rich mixture which the starting carburetter would give. A further useful attribute of the hand throttle is the increased ability to drive the car with the brakes on; most necessary in order to dry them out after passing through a ford or floods.

I have also fitted a switch to cut out the petrol pump; a fuel economy device, as the car will run half a mile on three carbs. full; maybe it would also act as an anti-thief device.

The seating position on the Aceca was not suitable for my requirements. A road-test report said that both wings could be seen from the driver's seat: well, I am 5 ft. 9½ ins. tall, but I could not see the near-side one without craning my neck. An extra inch of bungee rubber under the seat soon cured this.

The pedals were, I found, too close

together. I would catch the clutch with the side of my brake foot; a thin steel plate between the two cured this. I could not heel-and-toe; a bit of light-gauge channel-section steel, hinged on the floor, converted the throttle pedal to "organ" pedal and made it quite easy then to do the heel-toe action! The addition of a rubber mat, the variety with vertical rubber protrusions, assisted in this and avoids rubbed shoe heels.

I object to having my windscreen showered with mud from the car in front, so on the principle of "do unto others" I have fitted leather mud splashes, which, incidentally, also assist in keeping the undersides of my own Aceca wings clean. Another anti-splash device which appears to have cured completely a tendency of the brakes to pull to one side in wet weather (most disconcerting) is the addition of rubber splashes, made from old inner tubes, to fill in the arches where the front transverse spring passes through the wheel arches. Apparently, splashes from one wheel could previously travel across the engine bay and enter the opposite brake drum! The rubber sheets stop this and incidentally keep the engine bay clean!

I did not like the jets from my screen washers "hitting me in the face", so I angled them to the right, viewed from the driver's seat. This had the added advantage that water from the driver's jet would run down the screen and wet the blade before the wipers were switched on: a most desirable attribute for a dry but dirty screen. Unfortunately, due to the symmetrical placing of the jets relative to the wiper spindles, the N.S. one did not perform this function, so recently I moved this jet to bring it 3 ins. to the right instead of 3 ins. to the left of the wiper spindle. Now both jets hit the screen to the right of the driver's and passenger's faces and wet both blades before switching the wipers on.

I never did like the position of the fog and spotlight, so with the aid of a piece of angle iron I made up a new bracket on to which I have mounted these lights to my own ideas and at the same time have a badge bar.

The biggest job to date was the transfer of the handbrake from the tunnel, where it was most awkwardly placed for comfortable use, to the floor on the right-hand side. This involved one new cable, to run the width of the car, cutting holes in the fibreglass wheel arch for the two cables, subsequently refibreglassing around the cables and fitting suitable steel bracket and plates to reinforce the light alloy floor on to which the handle bracket is mounted. I found it quite tricky to get the position exactly right so that the O.S. cable did not foul the O.S. rear tyre, the handle itself did not foul the seat and my own hand could conveniently grasp the handle. I succeeded and the result is just about ideal. Now it should be possible to sit a small person on the tunnel for short journeys and it can be used to support a small picnic tray.

A few more improvements consisted of an exterior mirror on driver's door, vanity mirror on the back of the passenger's sun visor, moulded waterproof plastic cover for the distributor, waterproof cover for the battery and a slight alteration to rear bumper mounting to provide more protection for the rear lights. After many months awaiting delivery I have fitted a safety harness.

Continuing PETER CRAVEN'S

Series:

ONE car for sporting trials, sprints, hill-climbs, autocross, driving tests and practically anything except rallies! That was the dream of Norman Coates, well-known Yorkshire club member and all-round motor sportsman in 1956 when he started to build his second special.

Winner of the Anglo-French trial held at Annecy in 1953 and a keen sporting trial enthusiast, Norman wanted a car which could be used for as many different types of events as possible. A car which would be robust enough, and have a suitable weight distribution, for trials, rigid enough for autocross and have power enough to tackle speed events AND cost very little. The result was a Ford 10-based Special which in the past five years has proved itself a consistent award winner in every type of event in which it was intended to compete, at surely the lowest cost of any other competition car with a fraction of the successes.

Norman, a manufacturing furrier, with a business in Leeds and living just outside at Guiseley, built the car himself with the help of his friend and fellow enthusiast, Charles Austin.

The basis of "N.H.C.2", as the car was later known, was two parallel two-inch steel tubes as a backbone chassis. When originally built the car had a de Dion back axle and inboard rear brakes and the front axle was a split Ford part with Ford steering. The engine was a Ford 100E unit fitted with twin carburettors. The first builder to try a trials special with a de Dion back end, Norman found his car to be very good on the road and it appeared to have plenty of adhesion. It was soon entered for its first trial—the Yorkshire Sports Car Club's "4/44 Trophy" event—where Norman finished about seventh. An early success was the



THEY MADE NEWS IN THE NORTH—No. 5

NORMAN COATES

class win which Norman got with the new car at the autocross held by three Yorkshire clubs in East Yorkshire. After terrific competition with Jimmy Blumer's XK Jaguar, Norman had to give best—by only a fifth of a second—and was content with second best time of day.

But then came disappointments. In five consecutive trials outings the car was retired with the same trouble. The drive shafts of the independent rear suspension were breaking as there was not enough range of movement for rough ground. Norman was upset, but both Vanwall and Lotus were having similar trouble with their cars at Monza at the time so he was not alone in his dilemma. His solution was simpler than theirs. He tried an Austin Eight rigid back axle, forgetting the de Dion system, and since then the car has been altered only in the smallest details.

The alteration was a success, and soon after it was completed Norman took first

place in the 1957 Roderick Gray trial held by the Darlington Motor Club at Catterick.

From that date the aluminium and red "N.H.C.2" and Norman Coates have never looked back. In the 1957 three-club autocross at Harewood he took B.T.D. and has done so on every occasion the event has been held since then, although once he had a hard tussle with Allan Ensoll's D-type Jaguar—an unusual but effective autocross device.

Another duel with Ensoll—this time in a C-type Jaguar—was Norman's closest competition. It was in the 1958 Harewood autocross, only fractions of a second separating the flying, bouncing cars on each run. "Then I really pulled the stops out and kept my foot down. I thought at times we would turn over, but I just managed to beat him," remembers Norman with a smile.

Other victories have been in the hill-climbs at Catterick, where class wins

THROUGH THE MURK comes Norman Coates on "N.H.C.2"—his well-known "all-rounder" special. This time it is on a trial, run by the Y.S.C.C.

have been notched, and the car has taken the Specials class on just about every occasion the popular sprint meetings have been held by the B.A.R.C. at the Burton factory in Leeds. In addition there have been a number of awards in trials—Norman's first love and still his main interest in the sport.

"They are a wonderful sport, and I like the atmosphere of trials," he said. "I think a lot more young drivers who are coming into the sport should have a try at building their own car—mine cost only £150—and try something other than rallies and speed on public roads. I think they would get much more out of it and more variety."

Norman Coates and the "N.H.C.2" are to continue in partnership in at least the immediate future. An Elva head has been added, but so far he has been unable to devote time to squeezing much more performance out of it owing to business commitments, but looks forward to more sport in the future.

Peterborough Motor Club's Warco Cup Trial

Peter Highwood Shows Excellent Form Again

BY PATRICK MCNALLY

WITH Charles Pollard as Clerk of the Course and the splendid venue at Weldon, the Peterborough Motor Club's Warco Cup Trial could hardly fail to be a first-class event, which indeed it was. Peter Highwood was right on form and after a very successful innings in the morning, when he climbed seven hills cleanly—three more than anybody else—he finished the afternoon sections still ahead, although his performance had tailed off slightly. Next on the honours list was Percy Barden, who drove with great fire in the morning, the front wheels of his car spending an awful lot of time off the ground. Ivor Portlock was next: not having done too well in the morning, he made up for it by driving brilliantly in the afternoon sections, climbing 10 hills cleanly. J. B. Mein won the Goodwin Cup for the best performance by a P.M.C. member, and Rex Chappell, Ron Kemp, Malcolm Eaves and Gordon Holdrup all did well.

The course was laid out in two parts, Sections 1-5 on one side of the A43, and the other 11 sections a mere 100 yards away on the other side of the road. The organization and marshalling were of a very high order, and facilities for spectators were excellent. A very large crowd enjoyed the day's sport and the spectators' car park showed just how enthusiastic these Midland boys are.

Competitors had two attempts at the 16 sections, one in the morning and the other after lunch. In the morning 50 per cent. of the hills were never conquered, the main reason being the steepness of some of the climbs. There were also many climbs which included down-hill sections, and these really sorted out the "wheat from the chaff" and drew the usual comments about trials cars being designed to go up hills—not down slopes. However, the organizers decided to make nearly all climbs simpler in the afternoon, and then only

four hills proved stumbling blocks for the entire contingent.

Right on time the first cars assaulted Section 1, which started on wet grass in a slight dip, and twisted over a hump and then went through a right-angle turn and up a steep hill. The hump threw the cars about a lot and cleans were the exception. The next section appeared to be a straight climb up a grass slope, but for those who hadn't made a recce, the vicious twist after a five-yard "breather" over the summit must have been a nasty shock. On to the next hill, and the immediate comment was "impossible", and so it proved to be, for all the cars failed to make the grade (which was very steep!) in the morning. However, in the afternoon, when the course was made a good deal easier, there were several cleans. The course consisted of a humpy, twisty climb which had loads of adverse camber and bits of down-hill stuff. Hill 4 started off in a dip, went over a slight rise, then up a gully which steadily got wetter and wetter. Yet again no one conquered, for once over the top there was an impossible hump. Made easier in the afternoon, many competitors sailed up with contempt. The fifth hill was a straightforward climb, the only difficulty being the rough surface. As long as the cars were driven with intelligence they went up clean.

The drivers looked a little despondent at the end of this part of the course, but there was far worse to come. The next 11 sections were all on soft ground with the odd tree to be negotiated at critical moments.

Sections 6 and 7 were both on mud which had been churned out of the wet grass. The first of these proved impossible, as it had a steep up-gradient just before its summit. The second climb, after a fairly easy start, went straight up between two trees with just enough room for the car to get through. But exposed roots threw cars, plus passengers, all over

the show, and this tended to be as far up as most went.

Hill 8 must have made the drivers giddy, for it twisted so much in and out and round trees. Whatever the cause, there were no cleans on this hill in morning or afternoon, or indeed on the two hills which followed. On the latter-mentioned hills it was the sections after the apparent summit which proved the downfall of all.

"Too difficult," came the cry, for the next hill proved unconquered—that is until it was simplified in the afternoon. Ivor Portlock ascended, going great guns after lunch, and probably made it look too easy.

Hill 12 was one of the most interesting, for it took courage as well as skill, for the climb was steep and the going very rough. Percy Barden plus his very attractive passenger were seen airborne but undaunted on this climb, whilst Rex Chappell obviously considered discretion to be the better part of valour, and took it in a more gentlemanly fashion. The score sheet showed no cleans on this hill, but I thought I saw a yellow Harford make the grade?

Section 13 was a fantastic climb, for it consisted of driving along a ridge and over the brow of a hill with dangerous-looking trees scattered along the course—no cleans either morning or afternoon. The next section also employed a ridge, the course snaking through the trees and proving too difficult: Percy Barden and Rex Chappell both made good ascents.

Geoff Newman was on form on the leaf-mould which covered the 15th climb, and rounded the tree half-way up in fine style. Ron Kemp and Bernard Dees also made good headway on these sections later in the afternoon.

The scoring system was different, for maximum points were collected for cleans, so instead of the lowest point-scorer winning, it was *vice versa*. The markers were also placed badly, so that considerably better efforts were not always rewarded.

It certainly was a difficult trial as well as a good one—perhaps in this context the words are synonymous. Well done, Charles Pollard, the trials expert who made them really work for a change.

THE four-millionth Austin recently left the assembly lines at the Longbridge Works.

W. G. GRANT AND CO., LTD., of 31, Constitution Street, Dundee, market a "Fros-Free" windscreen cover which provides perfect protection from frost, snow or sleet. It can also be placed under the driving wheels in an emergency for grip and is just the thing for placing on the ground when an unforeseen look-see under the car is necessary.

MIDNIGHT of 15th April is the closing date of the Indianapolis "500" which is to be run, as always, on 30th May. Speedway president, Tony Hulman, predicted an entry in excess of 60 cars and a top qualifying speed of 150 m.p.h.—the latter prediction being based on the fact that the main straight has been resurfaced. Jim Hurtubise holds the present single-lap record of 149.601 m.p.h.

Results

Warco Cup: Peter Highwood. **1st Class Awards:** Percy Barden, Ivor Portlock, Rex Chappell, Ron Kemp. **2nd Class Awards:** Malcolm Eaves, Gordon Holdrup, Geoff Newman, Bernard Dees. **Goodwin Cup:** J. B. Mein.

Welsh Rally—continued

avoid going over the permitted lateness crews began to miss out controls and it was quite impossible to avoid baulking on the hills. When one car came to a halt on the ice the incident chain-reacted and caused several others to come to a standstill. Many crews had the unnerving experience of stopping on slopes and sliding backwards like sledges over roads which were so slippery that it was extremely difficult for those who got out of their cars to keep their footing. Rally Champion Bill Bengry, whose VW was on exhibition at the Racing Car Show, had thought of taking his Porsche on the rally but, as he had just resprayed it, he decided against it and took an old Citroën Light 15 instead. He and Dave Skeffington found the handling of the Citroën very, very different from that of the VW and inevitably skated into a ditch, breaking the car's steering box.

The route circled with Lampeter as a centre, taking in a petrol halt near Temple Bar, and it became obvious that only one car in five was reaching controls within their permitted time, the others either cutting out most controls or arriving late. At T.C. 19 the eventual winners were 600 marks adrift—and their's was an outstandingly good performance! Just after this control came one of the most slippery parts of the route, on the steeply sloping yellow road which joins the A482 at 140/653409. Here Phil Simister slid into a ditch and was pulled out by Bill Bengry and David Skeffington (who were being ferried around by an official and were amusing themselves by trying to "con" marshals into marking improbable times on their road book—many did!) Quarter of a mile down the road the Herald of E. M. Worley/R. Strange slid into a wall and punctured a tyre. They started to jack up the car but the jack collapsed and when at last they *did* manage to lift it, it was to find that they had somehow managed to bring a Sprite spare wheel which, of course, wouldn't fit the Herald. A nice predicament at half past three on a rainy morning on a Welsh mountain-side! However, the punctured wheel was pressed into service again and they reached a garage. The big Healey of Bobby Parkes and Geoff Howarth was also seen proceeding smartly backwards down this hill, and the Mabbs brothers had one of several spins caused when their Mini (on loan from David Hiam) jumped out of second gear. B. J. Brace/M. Williams were having trouble



WHILE going very well Tiny Lewis/David Stone had the misfortune to have their Herald's crankshaft break in mid-Wales.

with the chains on their Mini's tyres and D. E. Baker/R. Purnell retired their Vauxhall Victor after hitting a bank. John Sprinzel and Graham Robson wrong-slotted and got stuck, despite their new Sebring Sprite's studded tyres, and, long afterwards, got it out and went home.

Things went on in this vein for the rest of the rally and every crew had their share of incidents and excitements on the icy roads. Mike Sutcliffe and Roy Fidler hit a wall and bent the front of their Mini a little, Bob Bodle and John Brown had the dynamo of their Volvo 1800 pack up and proceeded virtually lightless, Mike Bond and John Preedy spun their Healey 100/6 a couple of times and broke their lights, John La Trobe and Julian Chitty rolled their VW but were able to continue, R. D. Tilley and J. Griffiths cracked the sump of their Mini-Cooper but managed to effect temporary repairs, and Tiny Lewis and David Stone were unfortunate enough to have the crank of their Herald break.

Dawn saw some very exhausted crews bring some rather battered motor cars to the finish at Cardiff Town Hall and soon an unnatural quiet fell over the Park Hotel as most folk dragged themselves off to bed for a few hours' sleep

before the evening party laid on by *Television Weekly*, the sponsors of the rally.

The awards were presented at the party and the assembled competitors showed their unstinted admiration for the 14 heroic crews who qualified as finishers and, more particularly, for the prize winners. The festivities and the discussions went on into the wee small hours and it was generally agreed that the Welsh had been a great event and that the unprecedented conditions had taught everyone who got far enough a great deal about motoring on ice besides giving those who were taking the opportunity to practise for the Monte a unique chance to brush up their ice-driving techniques.

MICHAEL DURNIN.

Overall Results

1, A. Fisher/B. Melia (Mini-Cooper), 3,121 penalties; 2, R. Broad/B. F. Hughes (Austin 7), 3,850; 3, B. Harper/Valerie Domleo (Sebring Sprite), 3,960; 4, M. Sutcliffe/R. Fidler (Austin 7), 4,130; 5, R. McBride/D. Barrow (Austin-Cooper), 4,321; 6, A. Edmundson/J. Middleton (VW), 4,363; 7, G. J. Mabbs/D. Mabbs (Mini), 3,651; 8, G. Allen/B. Hughes (Mini), 4,961; 9, J. H. La Trobe/J. Chitty (VW), 4,961; 10, J. Huggins/J. Harding (Ford Anglia), 5,893; 11, D. Street/D. Hayes (DKW), 6,282; 12, P. Simister/P. Lichtensteiger (Anglia), 6,453; 13, R. D. Tilley/J. Griffiths (Austin-Cooper), 6,542; 14, P. M. Church/J. MacLeod (Mini), 6,734.

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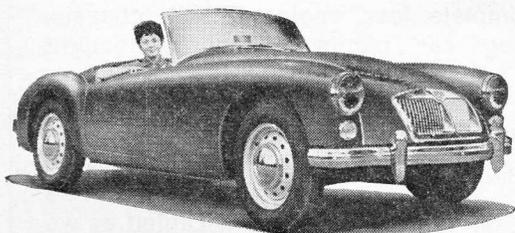
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Springboks—continued

had established a comfortable lead on Bonnier and Maggs, who were in turn well ahead of Gregory. Then, on lap 19, the crowd went wild with excitement as Taylor took Clark in what some of the initiated shrugged off as a clever bit of gallery play by Team Lotus. A more convincing drama was going on some way back, where Maggs was right on Bonnier's tail as the two drifted out of the second curve of the Malmesbury Sweep. Trundell was now out and Guthrie was in the pits. Love, creeping up, was lying 15th.

Van der Vyver, driving steadily, was already 1 min. 21.6 secs. behind Taylor, but apparently unconcerned. The Lotus No. 2 driver, just ahead of Clark, had a lead of 9.5 seconds on Bonnier and was some 20 seconds ahead of Gregory by the time he came into the Sweep at high speed in an effort to lap van der Vyver, only to be taken himself by team-mate Clark a few seconds later on lap 25.

The first six places already seemed to be decided, barring mishaps. Clark and Taylor were circulating well ahead of the field, Bonnier had the measure of Maggs some way behind the leading pair, and Gregory—in spite of gear selector trouble—was in fifth position a good way ahead of Barth.

Half-distance saw no changes up in front, but the field had thinned down, with Philp, Tingle, Trundell and Guthrie out of the race, and Pfeiffer's promising performance in the ex-van der Vyver, ex-Bruce Johnstone Cooper-Alfa was brought to an end on lap 27 with a broken stub axle.

On their 34th lap Taylor again swapped places with Jim Clark. Maggs, whose Yeoman Credit car had suffered badly from overheating in previous events of the Springbok Series, began to slow perceptibly shortly afterwards, with a blown exhaust gasket, and by lap 37 Gregory passed him and began pulling away, widening the gap between them to some 200 yards in a few laps.

Jennings, who burned much midnight oil to iron out gearbox and valve-train troubles the night before the race, sensed a drop in the performance of his usually reliable Porsche special, pulled into the pits on his 36th lap and retired as soon as he had a chance to listen to his engine, which had some disquieting symptoms in the valve department.

The leaders were already three laps ahead of the tail-enders. With 14 cars still running and Taylor again in the lead, one began to wonder just what the Team Lotus boys were up to in their private game, which provided the crowd with its money's worth. On lap 41, Clark again took Taylor, but five laps later Fate's unpredictable whim upset his calculations considerably when he spun off on lap 50 at Hoal's Hoek and just managed to get back on the circuit in front of Bonnier but now well behind Taylor, who was left in an almost unassailable position. Clark really got moving through the final laps, setting up a new lap record of 1 min. 29.1 secs. on lap 53. Gaining a second or more per lap on his team-mate, he picked up rapidly and was only six seconds behind Taylor when an official began handling the chequered flag in anticipation in front of the Caltex Control Tower. With five laps to go, all but the first two

places had been well and truly decided. The order was Taylor, Clark, Bonnier, Gregory and Maggs on the same lap, Barth one lap behind, then van der Vyver, Pieterse and Love another lap behind and themselves a good lap ahead of Menzler and van Niekerk. Viljoen and Podmore brought up the rear, whilst Lederle, after a call at the pits, rejoined the race in the hopes of qualifying as a finisher.

Clark was still picking up on Taylor, and it remains a matter of speculation whether he could have caught him had he made a supreme effort. It will remain a matter for discussion in the club-rooms, for after 1 hour 30 minutes 54 seconds of well-judged racing, Trevor Taylor took the flag four lengths ahead of Jim Clark, to clinch the R.A.C. Team Trophy for Lotus as the victorious pair in the Springbok Series with Jim Clark recipient of the Chris Bristow Trophy for fastest lap.

Six seconds behind Clark came Jo Bonnier, more than half a minute ahead of Gregory, who led Maggs by less than four seconds.

Result

1, T. Taylor (Lotus-Climax), 1 h. 30 m. 54 s., 60 laps; 2, J. Clark (Lotus-Climax), 1 h. 30 m. 54.6 s., 60 laps; 3, J. Bonnier (Porsche), 1 h. 31 m. 0.6 s., 60 laps; 4, M. Gregory (Lotus-Climax), 1 h. 31 m. 32.6 s., 60 laps; 5, A. Maggs (Cooper-Climax), 1 h. 31 m. 36.0 s., 60 laps; 6, E. Barth (Porsche), 59 laps; 7, S. van der Vyver (Lotus-Alfa), 58 laps; 8, E. Pieterse (Heron-Alfa), 58 laps; 9, J. Love (LDS-Porsche), 58 laps; 10, H. Menzler (Lotus-Alfa), 57 laps; 11, R. van Niekerk (Lotus-Ford), 56 laps; 12, F. Viljoen (Cooper-Climax), 55 laps; 13, B. G. Podmore (Lotus-Ford), 54 laps; 14, N. A. Lederle (Lotus-Ford), 48 laps.

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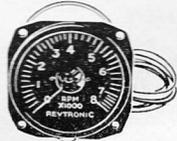
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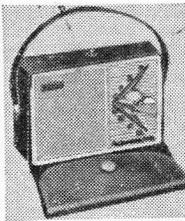
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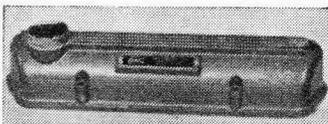
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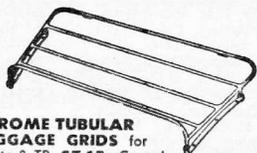
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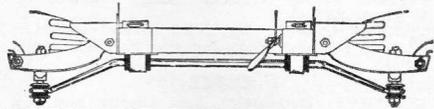
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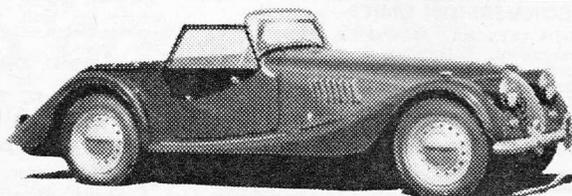
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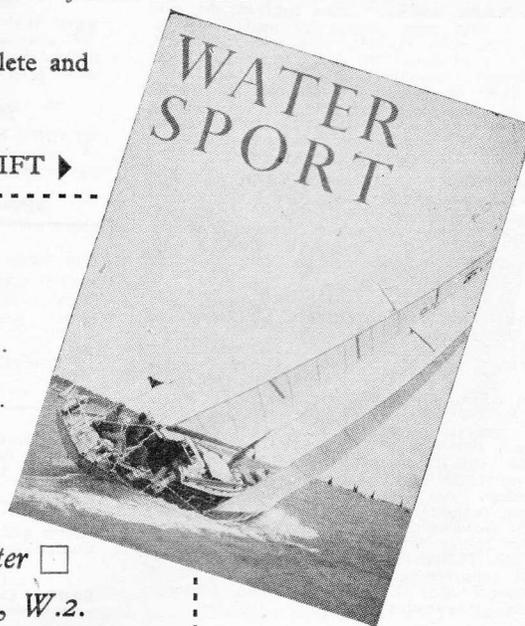
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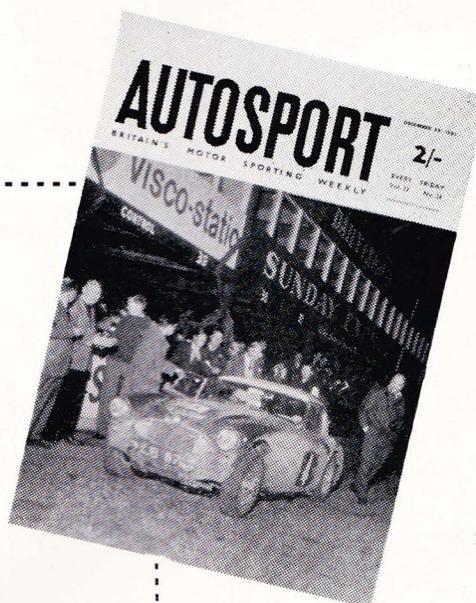
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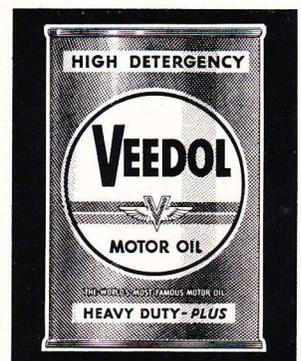
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