

LOTUS SEVEN COMPETITION

AUTOSPORT

DECEMBER 27, 1963

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 27 No. 26

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

JOHN GOTT'S RALLY SEASONAL SURVEY—PART 1 : RAND GRAND PRIX—FULL REPORT AND PICTURES
JOHN WILLMENT AUTOMOBILES : FORMULA 1 PROPOSALS : THE HEALEY STORY

WIN A 1964 LOTUS SEVEN

WORTH MORE THAN £500



AUTOSPORT Readers' Road-Test Competition

AUTOSPORT offers a really fascinating competition—a test of skill which can win for you a 1964 Lotus Seven. You are asked to give performance data which you might obtain if you were road testing a standard 1964 Lotus Seven under ideal conditions. (Technical specifications and a short description of this car are given on page 864 of this issue.)

We give below 12 questions relating to acceleration speed and weight. What you have to decide is the results likely to be obtained under road test conditions.

Your first attempt will cost you 1/-, and each further attempt, 1/-. You can make up to 7 attempts on the coupon provided, attempts 6 and 7 being free. There is no limit to the number of attempts you may make; additional entry forms may be obtained from AUTOSPORT, Competitions Department, 159 Praed Street, London, W.2, to which completed entry forms should be sent so as to reach us by February 1st, 1964.

Entry forms may also be obtained from stand numbers 51, 18 and 19 at the Racing Car Show.

The Lotus Seven must be won outright, and will be awarded to the competitor who in the opinion of the Judges submits the most meritorious set of answers to the 12 questions.

The Lotus Seven is a first-rate road car, and is also ideal for club racing and speed events. It is offered in kit form, but the technical staff of "AUTOSPORT" will give every possible assistance in its assembly. Moreover, Lotus will give the car a most careful check-over at the conclusion of the 500 miles running-in period.

With its Ford Engine and transmission, the Lotus Seven is recognized as providing a remarkable performance with the minimum of upkeep costs. Produced by the same factory which won the 1963 Formula One Constructors' Championship, the Lotus Seven has an unsurpassed reputation for reliability, and possesses a performance comparative with sports cars costing much more.

PERFORMANCE DATA REQUIRED

Give the time to attain:

- | | |
|----------------|----------------|
| 1. 0—30 m.p.h. | 4. 0—70 m.p.h. |
| 2. 0—50 m.p.h. | 5. 0—80 m.p.h. |
| 3. 0—60 m.p.h. | 6. 0—90 m.p.h. |

and
7. Time taken to travel ¼ mile from standstill. (Answers to questions 1—7 to be expressed in seconds and 10ths of a second.)

Give the maximum speed in:

8. 1st gear.
9. 2nd gear.
10. 3rd gear.
11. Give the mean average of the maximum speed in top gear.
12. Give the weight of the vehicle with a full tank of petrol, oil, water, spare wheel and tools. (To the nearest 1 lb.)



This competition is subject to the following rules :

1. Entries must be submitted on an official entry form, and be completed in ink or ball pen.
2. Closing date for the competition is 1st February, 1964, and results will be published in AUTOSPORT, issue dated 6th March, 1964.
3. A panel of judges under the chairmanship of Gregor Grant, Editor of AUTOSPORT, will examine all entries. The judges' decision is final, and no correspondence can be entered into.
4. No responsibility can be accepted for entries lost or mislaid in the post.
5. Anyone over 16 and resident in the U.K. is eligible to enter, except employees of AUTOSPORT (and associate companies), LOTUS COMPONENTS (and associate companies and members of their families).
6. In the event of a tie or ties, a simple eliminating contest will be sent by post to all entrants concerned.

The prize in this competition will be on view at
AUTOSPORT Stand 51
 and
LOTUS COMPONENTS LTD Stands 18 and 19
THE FIFTH ANNUAL RACING CAR SHOW
OLYMPIA, 22nd Jan.—1st Feb., 1964.

ENTRY FORM							
AUTOSPORT — Readers' Road-Test Competition							
Choice	COLUMNS						
	1	2	3	4	5	6	7
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
	1/-	1/-	1/-	1/-	1/-	FREE	FREE

ENTRY FEE 1/- per column. For 5-7 columns, send remittance for 5/- only. Cheques and Postal Orders should be crossed and payable to AUTOSPORT. Postage stamps cannot be accepted.

Total Entries..... **P.O./Cheque No.**..... **Value**.....

NAME..... **Mr./Mrs./Miss**
(BLOCK LETTERS PLEASE)

ADDRESS.....

Entries cannot be accepted after 1st February, 1964.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

December 27, 1963 Volume 27 Number 26

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Published every Friday by Autosport
159 Praed Street, London, W.2

Editorial and General Office Telephone Paddington 7673
Advertising Department Telephone Paddington 7671-2
Advertisement Director Norman H. Bigsby
Business Manager W. R. Blackmore, M.Inst.MSM

Annual subscription: U.K. £5 15s.
Overseas £6 1s 6d
U.S.A. and Canada \$17.00

Direct from the Publishers or all newsagents

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EDITORIAL

G.B. AND THE "MONTE"

ONCE again Great Britain has made the major contribution to the Monte Carlo Rally. Of the cars entered, 114 are of U.K. origin. Next in order is West Germany with 65, then France with 56; Sweden 38; Italy 37; U.S.A. 12; Czechoslovakia 8; Soviet Union 5; Poland 3. There is a great variety of makes, 47 in all. Most numerous are B.M.C. (49), Ford, including U.S.A. and Western Germany (39), Citroën (27) and Volvo (25). It is noteworthy that all of these manufacturers support International rallies. There are the vehicles from behind the "Iron Curtain", the makes comprising Volga, Moskvitch and Skoda. Oslo is the most favoured starting point, with 96, followed by Paris (81), Glasgow and Monte Carlo (each 37), and Minsk (29). Of the crews, 75 are British, 72 French, 70 Scandinavian, and 34 West German. Undoubtedly the "Monte" is the most fully International of all motor sporting events, and, to judge by the reports of crews who have already done "recces", will be one of the most difficult!

FORMULA 2 IN BRITAIN

AT first it appeared that no one in this country was going to stage a Formula 2 race next year, thereby bringing about an acute shortage of single-seater events at International meetings. Now—and just in time—it has been decided, partly because of the increasing costs of Formula 1 racing, that Formula 2 cars will be catered for, as a class, in the Snetterton, Goodwood and Aintree Internationals, while the Oulton Park Gold Cup race will also be for these 1,000 c.c. machines. What brought this about? Probably the recently-formed Formula 2 Association (alias the Formula Junior Constructors' Association) who, at a recent meeting, discovered that Alexis, Brabham, Cooper, Lola, Lotus and Merlyn were to construct F.2 cars, while Elva and Gemini would make a decision later. Formula 2 is also popular on the Continent: de Sanctis, de Tomaso, Stanguellini, Wainer and others—possibly Ferrari—will represent Italy and Alpine and René Bonnet will carry the French flag.

SOUTH AFRICAN GRAND PRIX

TOMORROW—28th December—sees the final *grande épreuve* of the season, the South African Grand Prix at East London. After the overwhelming success Ferrari had at the recent Rand Grand Prix, the Italian team must start as favourites. Brabham-Coventry Climax, B.R.M., Cooper-Coventry Climax and Lotus-Coventry Climax are the other works teams entered, while, as well as many "locals"—some of which have shown great promise in national meetings—there are entries from one or two successful private teams and private owners who raced regularly in Europe last season.

OUR COVER PICTURE

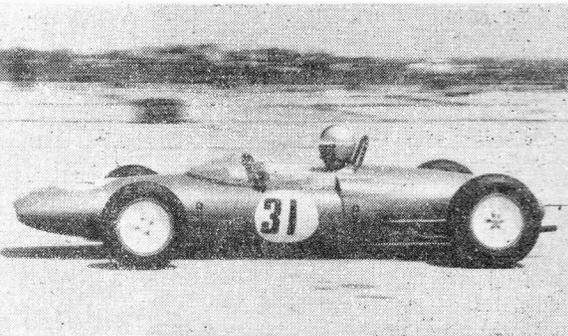
IN THIS ISSUE we feature the first part of John Gott's Seasonal Survey of International Rallying. The most important rallies of 1963 are fully described. Taking part in the Alpine Rally last June is the Alfa Romeo Giulietta S.V. of J. Ripoteau/J. M. Ellien, being driven over typically rough terrain found on this annual classic.

Photo: Michael Durnin

HOWARD PARKIN, well-known Autocross exponent in his Lotus Cannonball, has acquired the only Chaparral in this country from Phil Scragg. The American sports car is equipped with a 360 b.h.p. fuel-injected Chevrolet engine and will receive "the treatment". Parkin will use it in sprints and hill-climbs next year and it will be known as the Chaparral Cannonball.

GREVILLE EDGERTON will be coming to England from Australia next season to race the latest Elfin sports-racing car, the monocoque Mallala. He has also been appointed agent for Elfin in U.K. and Europe.

TO Peter and Angela Miller, a daughter named Sophia—a sister for Nicholas aged 17 months. Peter's new book *Men at the Wheel* is proving very popular.



LAST ROUND of the Danish Formula Junior Championship was run at the Roskilde Ring recently and, after a fine display on a slippery track, J. C. Legarth emerged champion. During 1963 he gained five wins and three third places in international meetings.

CANADIAN STUDEBAKERS

As generally reported, the Studebaker Corporation is shifting its scene of operations to a modern factory at Hamilton, Ontario, and closing down the South Bend, Indiana, plant. The Avanti, with which Studebaker hoped to penetrate the high-performance market, will be abandoned. Although subsidiary companies have, on the whole, shown substantial profits, there have been heavy losses by the automobile division. During the first nine months of 1963 this division lost nearly 10 million dollars. Nearly 4½ million were lost in 1962. In 1959 there was a profit of nearly 29 million.

The Canadian concern will continue to produce passenger cars for export, and also take advantage of reduced import taxes in Europe. The main dealer organization in U.S.A. will be retained. For a few years Studebaker was tied up with Mercedes-Benz in U.S.A., but this arrangement was dropped in 1961.

Studebaker's exit recalls the other famous marques which have since departed from U.S.A., or been taken over by the "giants". These include Kaiser-Frazer, Hudson, Nash, Packard, Edsel, De Soto, Stutz, Duesenberg, Mercer, Essex, Auburn, Cord and so on. The 30 makes of automobile in U.S.A. are now controlled by only four concerns, i.e., Ford, General Motors, Chrysler and American Motors.

THE Southern Rhodesia Government and Rhodesian motoring organizations are considering the possibility of staging a 2,000-mile Rhodesian Rally next year, on the lines of the Monte Carlo Rally and the East African Safari.

PIT and PADDOCK

BASED on a series of hill-climbs and a race meeting at Monza, Charles Vögele is the Swiss Racing Car Champion of 1963. Throughout the season he drove a 2.7-litre Brabham-Climax. Karl Foitek (Lotus 23) was Sports Car Champion, Pete Etmüller (Fiat-Abarth) G.T. Champion and Arthur Blank (Lotus Ford Cortina) Saloon Car Champion.

FORMULA 3 COOPER

BRUCE MCLAREN tested the 1964 Formula 3 Cooper-B.M.C. early last week, prior to journeying to South Africa for the last World Championship race. Interviewed by a Southern Television reporter, John Cooper said that the car would probably cost around £1,600. AUTOSPORT'S Bruce McLaren remarked that he preferred Grand Prix machinery to "driving a roller-skate"!

BRANDS HATCH, Mallory Park and Snetterton have each produced a range of key rings, tie clips and ladies' brooches, featuring an outline map of the circuits, each priced at 11s. including postage and packing. Respective addresses are Brands Hatch Circuit, Ltd., Fawkham, near Dartford, Kent; Mallory Park Circuit, Ltd., Kirkby Mallory, near Leicester; and Snetterton Circuits Ltd., Old Buckenham Hall, near Attleborough, Norfolk.

BELGIUM BUYS BRITISH

COMMON market, or no common market, sales of British cars have risen sharply in Belgium. For the first six months of 1963 Dagenham Fords made a jump of 3,415 vehicles, as compared with the same period in 1962. This is equivalent to a rise of over 66 per cent. N.S.U.'s sales were 86 per cent. up, but both Volkswagen and D.K.W. sold fewer cars.

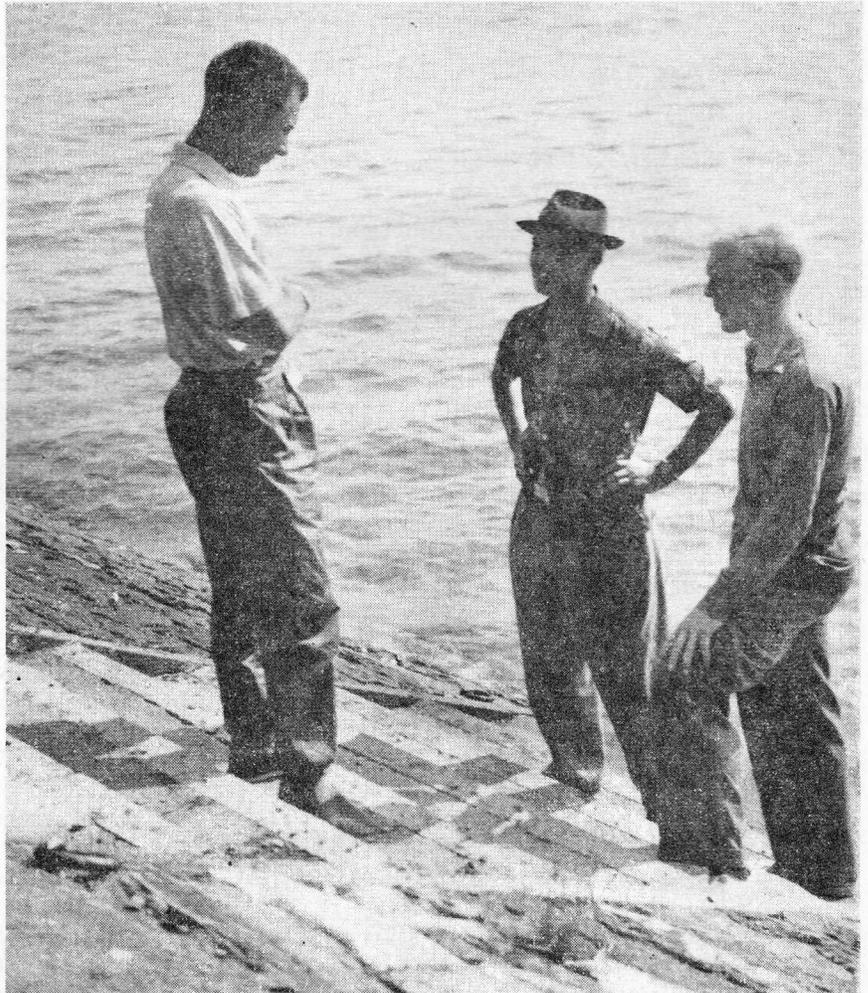
Renault still remains Belgium's best seller, but Opel is now a close second.

Best news of all is that British vehicles show an increase of over 52 per cent. with 13,875 units sold—8,185 more than in 1962. W. Germany still leads, with 38,942 vehicles.

These figures include Belgian-assembled vehicles (147,685). Over 100,000 cars were actually sold in Belgium during the period, a rise of 15.5 per cent. It is also interesting to note that 72,850 units were exported to other countries from the assembly plants.

Figures for leading makes are:—

Renault	...	10,685	+1,194
Opel	...	10,292	+2,002
Taurus (Ford)	...	9,563	+2,571
Citroën	...	9,269	+387
Volkswagen	...	9,043	-343
Ford (U.K.)	...	8,647	+3,415
Fiat	...	7,147	+333
Simca	...	6,340	+1,084
Peugeot	...	4,089	+447
B.M.W.	...	3,167	+601
Mercedes	...	3,132	+517
D.K.W.	...	2,087	-47
Vauxhall	...	1,535	+100
N.S.U.	...	1,491	+691
Triumph	...	1,377	+221
Volvo	...	1,037	+290



END OF THE YEAR PUZZLE PICTURE. Who are these famous motor sporting personalities, seen by the sea several years ago? You don't know? Well turn to page 878 to find out.

EUROPEAN TOURING CAR CHAMPIONSHIP, 1964

At Saarbrücken recently a meeting took place of the organizers of the European Touring Car Challenge. Following the success of the 1963 series, the effect has grown in stature and is now officially approved by the F.I.A.

For 1964 all the races held during 1963 will again take place and count towards the Challenge, but in addition the Swiss Les Rangiers hill-climb, the Swedish Canonloppet race and possibly a six-hour race at Monza will be included. The latter is not yet certain for the date has not yet been inscribed in the F.I.A. Calendar, although application has been made by the organizers. It is interesting, incidentally, to note that when the Challenge was first suggested at the beginning of last year the Italian Automobile Club were the only national body to vote against it, but such has been the success in 1963 that they are now not only wholeheartedly in favour of the series, but are trying to organize a special race of their own to have included.

The rules governing the Championship are much the same as last year, but the scoring will now be on a 7, 5, 3, 2, 1 basis for the first places in each class instead as previously, and, in addition, races of over 300 kms. in length will qualify for double points. This, however, will not make a great difference, for the points scored have to be shared between the two drivers of the car, and with the new F.I.A. ruling which prevents one driver from remaining at the wheel for more than four hours, it would appear that any event qualifying for double points will also require two drivers.

Ties in the final scores will again be decided by taking into account the number of first and second places gained during the season, but if this is still not decisive, the results of the six-hour Budapest race, the last officially in the series, will be the deciding factor. Last year it was the Nürburgring Six-Hours which was used for this purpose, but it is clearly better to have a race at the end of the series as a decider rather than one which comes right at the beginning.

Entry forms and full regulations will be available from the Automobil-Club Saar in A.D.A.C., at Keinstrasse 10, Saarbrücken, very shortly, and already most Continental works teams, including Alfa Romeo, Lancia and Mercedes-Benz have indicated their wish to enter and it seems more than likely that works teams in this country will follow their example.

The dates of the qualifying races are:

- 10th May: Coupes de Terlaemen (Zolder), Belgium.
- 16th May: Mallory Park races, England.
- 6th June: Brands Hatch Six-Hours, England.
- 14th June: Mont Ventoux (Course de Côte), France.
- 21st June: Nürburgring Six-Hours, Germany.
- 9th August: Course du Canon (Karlskoga), Sweden.
- 23rd August: Course de Cote (Les Rangiers), Switzerland.
- 30th August: Zandvoort Trophy, Holland.
- 13th September: Course de Cote (Timmelsjoch), Austria.
- 20th September: Budapest Grand Prix, Hungary.
- 6th October: Monza Six-Hours, Italy.

SABRE SIXES will again be used by the Reliant works rally team in 1964. One car will be driven by Bobby Parkes and another will be crewed by Graham Warner and Peter Roberts. A sole works car has been entered for the forthcoming International Welsh Rally, to be driven by Bobby Parkes and Peter Roberts.

SPORTS NEWS

1964 BOAT SHOW

THE trend of motorists taking to the water in boats carried on the roof of a car or towed behind on trailers, is likely to be a major feature of the 1964 International Boat Show, which opens at Earls Court on 1st January. Almost an exhibition in miniature on its own will be the 13,000 sq. ft. Warwick Hall of Earls Court, which combines 30 or more craft costing under £250 of the "Boating on a Budget" feature, and eight stands of manufacturers of boat trailers.

The 500 or more boats on display range from 51 ft. luxury steel Dutch motor yacht and 49 ft. Class I Royal Ocean Racing Club yacht, which weighs 14½ tons, to the 7 ft. 7 ins. pram dinghy costing £25 shown on the "Boating on a Budget" stand.

The Show will fill nearly 500,000 sq. ft. at Earls Court, the largest area in the 10 years' history of the Boat Show which is organized in partnership by the *Daily Express* and Ship and Boat Builders' National Federation.

FORMULA 2

IT now appears that increasing interest is being taken in Formula 2 racing, and, in consequence, several more races are being organized than appeared in the 1964 calendar. Without a doubt, the increased costs of full-scale Formula 1 racing has made promoters think again. Formula 2 will not be cheap, both from the organizers' and the entrants' point of view, but it is obvious that starting fees will be nothing like so much as F1. Also, the equipment will not run into the high price bracket of the Grand Prix cars, nor will the cost of replacements be nearly as expensive. F2 should provide really exciting motor racing, and might solve the problems of promoting non-Championship races.

HETTEMA WINS SOUTH AFRICAN RALLY CHAMPIONSHIP

JAN HETTEMA, a former Springbok Olympic cyclist, showed his ability was not confined to two wheels when he became the champion South African Rally Driver for 1963 by coming second in the Vaal Gold Cup—the final qualifying event—on 30th November. Hetteema will represent South Africa in the Monte Carlo Rally early next year as his prize for winning the Total International Rally at the end of August.

Hetteema's navigator in the Gold Cup, Tom Oerder, did not qualify as champion navigator though, as he had missed the Total (he was Clerk of the Course), and Hennie Steenkamp navigated. Thus the navigator's title goes to Reinhard Muhl for the third year in succession.

The Vaal Gold Cup, run over 700 miles, was won by Ewold van Bergen and Rex Wakely-Smith in a Datsun Bluebird. There were only 28 finishers out of 43 starters.

RESULTS

1. E. van Bergen/R. Wakely-Smith (Datsun Bluebird); 2. J. Hetteema/T. Oerder (Volvo 122S); 3. D. Campbell/S. Martin (Alfa Romeo TD); 4. A. Woodley/T. Campher (Opel Kadett); 5. L. Gilinsky/J. Buttress (Auto Union); 6. P. Muhl/R. Muhl (Auto Union).

NEW MOTOR INN

DONOUGH O'BRIEN has presented one of his paintings to The Rank Organization, to decorate the Bar of the new "Top Rank Motor Inn" at Maidstone, which was officially opened on 11th December. The Bar includes many other prints and paintings, including one by Theo Page, of AUTOSPORT, and presents a complete motoring theme. The Royal Automobile Club has decided to use the Maidstone Motor Inn as their Headquarters for the European Grand Prix to be held "up the road" at Brands Hatch.

IN our feature on the Kitching Trophy Trial in the 13th December issue, we mistook Bernard Dees for Frank Lewis. Sorry, chaps!

Snetterton Motor Racing Club's Annual Dance



THE Snetterton Motor Racing Club held their annual dance in the Guildhall, Thetford, on 13th December. As well as the club's awards, the AUTOSPORT Championship Trophies were presented. The 1963 AUTOSPORT Champion, Lotus Elite driver Roger Nathan, receives the Championship Trophy from Cecily Sears, while Gregor Grant and Oliver Sear look on.

Photos: George Phillips

KEN BAKER received the trophy for the S.M.R.C. Club Championship—not to mention a kiss from Cecily Sears, wife of Jack Sears, which AUTOSPORT'S Managing Editor, Gregor Grant (left), finds amusing!



INTERNATIONAL RACING AND RALLYING

1963 ANOTHER GREAT

YEAR FOR BMC!

EVER since the first Austin Seven Special roared round Brooklands in 1923, competition-experience has played a big part in the development of BMC cars. Today BMC marques compete on the world's race and rally circuits . . . providing knowledge that makes good cars even better . . . and they still win!

JANUARY *A cool Monte*

After the big bore of 1962, Monte-Carlo weather came back with a vengeance to provide one of the toughest and most interesting rallies for years. Snow and ice in plenty forced crews to fight every inch of the way. Only 100 out of 299 starters reached Monte-Carlo for the final tests, and around a third of these were BMC cars. Mini Coopers went on to third and sixth places overall and two class wins, with an Austin-Healey 3000 also winning its class.



Mini Coopers 3rd and 6th at Monte

At about the same time, BMC cars were distinguishing themselves on the other side of the world. In New Zealand, a Mini Cooper (with Bruce McLaren up) captured three class wins at Levin and one at Teretonga, where a Wolseley 1500 won its class.



Wolseley 1500 class-winning at Teretonga

FEBRUARY *More snow*

The most novel event of the season was a race held in the car parks at Brands Hatch on February 9th—organised at the drop of Raymond Baxter's hat. The entire field consisted of competitors in the 1963 Monte, with conditions to match. Thick white snow, however, quickly churned into treacherous brown slush. And with bumping and boring the order of the day, bends were often ignored. But it all added up to an exciting



Big Austin-Healey wins Brands 'mud-plug'

and eventful afternoon's racing, and a good time was had by all. The result? A win for Timo Makinen in an Austin-Healey 3000.

MARCH *Midget in the wet*

A 25-lap event for sports cars opened the Snetterton International meeting. Scything rain and appalling visibility made driving conditions unpleasant, to say the least—14 cars were officially recorded as having spun off or run out of road. Impressive amongst the class winners was an MG Midget from the famous Dick



Class-lapping Midget at Snetterton

Jacobs racing stable. Driven by Alan Foster, it turned in an average speed of 73.85 mph to finish two laps ahead of its nearest class rival. Still in ice-rink conditions, Mini Coopers later skated to 1-2-3 class awards in the Saloon Car race.

APRIL *Tulip time*

Mist, ice, snow, rain. In fact everything but tulips signalled the fifteenth Tulip Rally. Once again the Morley twins in the Austin-Healey 3000 turned in the fastest overall times, but the 'class improvement' factor dropped them down to 8th position and a class win. The Hopkirk/Liddon Mini Cooper was more fortun-



ate, adding a remarkable 2nd overall to a sweeping class victory. A class win also went to the Vernave Vittel Mini Cooper.



Austin-Healey 3000 in Tulip

On the domestic scene, the month of April saw an MGB—a newcomer to the racing circuit—score a good class win at Goodwood, where Dick Jacobs MG Midgets gained a familiar 1-2 in their class. At Oulton Park, Mini Coopers took first three places in the up to 1000 c.c. class. And at Aintree, John Whitmore chalked up the first of his many 1963 class wins in Mini Coopers.



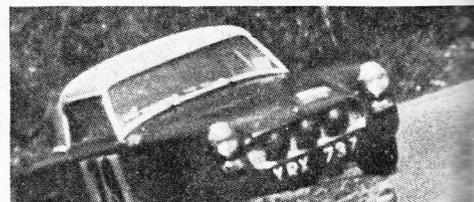
John Whitmore

MAY *Debut time*

The BRDC meeting at Silverstone had just about everything. An estimated 100,000 crowd, fair weather, the presence of Royalty, and the race-track debut of the Mini Cooper 'S'. Some debut! 'S' Types took 1st and 2nd places in their class and set up a new lap record for 1000 c.c. to 1300 c.c. cars!

The 'S' Type made its debut abroad in the Belgian Grand Prix de Spa. These fantastic cars stormed home 1-2-3 in their class.

Sprite romps home in Police Rally





Mini Cooper 'S' Type on its way to outright victory in the Touring Car Category of the Alpine Rally.

Also in May, British police were raising the BMC flag abroad. In Liege, an Austin-Healey Sprite of the Metropolitan Division captured outright victory in the International Police Rally.

JUNE 'S' Types again!

June saw the 'S' Types really into their stride with class wins at Crystal Palace and Nurburgring and two in the Swedish Rally to the Midnight Sun.

The 'S' Type's most outstanding victory in June, however, was in the Alpine Rally . . . where foul weather made conditions verge on the impossible. Out of 78 starters only 24 crossed the finishing line. Outright winner of the Touring Car Category was the 'S' Type, with other BMC Minis earning two Coupes des Dames and three class wins.

c.c.-1300 c.c. class, and gained the Coupe des Dames. The list of award-winning BMC drivers reads like a UNO roll-call: an Irishman, a Dutchman, an American and two Finns. Later in the month, 'S' Types had class wins at Mallory Park and in the British Grand Prix meeting. Another class winner at Silverstone was a Dick Jacobs MG Midget with Alan Foster at the helm.

AUGUST The Mighty Marathon

Europe's longest rally. Europe's toughest rally. Despite this (or more probably because of it) the Spa-Sofia-Liege Marathon de la Route remains Europe's



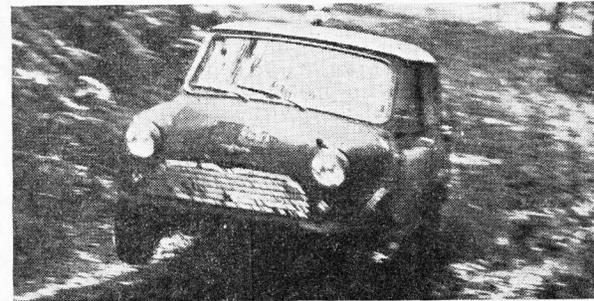
The 3-litre Austin-Healey — bred for stamina best-loved rally among competitors. This year torrential rain made it the wettest Liege ever, and only 20 out of 119 starters survived to complete the course. Placed sixth overall was an Austin-Healey 3000, a car which makes a habit of finishing. In five Liege outings, Austin-Healeys have never failed to stay the course.

Minis. Bold headlines in the French sporting press daily pinpointed the performance of the Hopkirk/Liddon 'S' Type. This interest was well deserved for they turned in an incredible performance in the Touring Car Category, finishing third on Scratch and first on Handicap.

NOVEMBER Into the woods!

Glorious mud . . . nothing quite like it for making a rough-tough rally. Add frost, gales and horizontal rain for a picture of this year's RAC Rally. Highlight was 400 miles of brutal, high-speed driving down muddy woodland lanes. First British car home was the Mini Cooper 'S', which mudlarked its way to 4th overall. The indomitable Austin-Healey 3000 emerged a creditable class winner. And a Mini Cooper also won its class.

Mini Cooper 'S' Type tree-dodging in the RAC



MGB shakes off the sand at Le Mans

The same month a BMC car figured in a remarkable incident during the Le Mans 24-Hour Race. The MGB of Hutcheson and Hopkirk ploughed into the sand at Mulsanne on the first day. It took 1 hour and 25 minutes of bare-hand digging to free the car and put it back in the race. Despite this, the MGB still went on to win its class!

JULY And the rains came

The wettest July day for years set the scene for The Motor 6-Hour Race at Brands Hatch. Minis once again proved their worth in the wet and on a near-flooded circuit Mini Coopers sailed home 1-2-3 in the 851 c.c.-1000 c.c. class and won the Team Prize, while 'S' Types were 1-2-3 in the 1000



Paddy Hopkirk—class winner at Mallory Park

SEPTEMBER Vive le Mini!

This year, for the first time ever, BMC entered a works team in the Tour De France Automobile. It was like jumping in at the deep end for the 1963 rally included 3600 miles of road rallying, 12 hours of racing on nine circuits and seven hill-climbs—all in nine days. A rally, in fact, carefully planned to include everything. From the word 'go' interest centred around the

Winning 'S' Type — Mini formidable.



B.M.C. builds to Win!

THE BRITISH MOTOR CORPORATION LTD
BIRMINGHAM AND OXFORD



GENTLEMAN JACK in the Willment team's Ford Galaxie, seen on his way to victory at Crystal Palace—a victory that confounded the "experts".

THE past season has seen a revolution—or would it be better to say renaissance?—in the field of saloon car racing. The advent of the Galaxie, this time to stay (unlike earlier sorties by large American vehicles), has eclipsed the long-time Jaguar domination. Fords have played a large part in this turn of events, but the team that has really sorted out everyone is that of John Willment. John Willment had, for a long time, desired to form his own racing team with Jeff Uren, and there had been much discussion on the subject, but when Willment opened his first Ford Main Dealership at Twickenham it was considered that the time was ripe to form the team—and how right this observation proved to be! Contrary to many people's belief, John Willment Automobiles, Ltd., is not a works team and, indeed, it has received small support from Fords this season, though admittedly, with a very extensive



JOHN WILLMENT AUTOMOBILES

Continuing the Series of Articles Giving Inside Information on Britain's Many Racing Teams by ROBERT GRANT

campaign mapped out for next season, aid will be a little more forthcoming.

The story goes back to 1955 when John Willment set up his own Speed Shop, and amongst other activities he prepared Ian Walker's Ford Prefect. He also designed the Willment sports car, which was driven by Graham Hill, Stuart Lewis-Evans and Ivor Bueb. However, after showing much promise, the car was sold to an American. John Willment and Jeff Uren first met in 1956 and Jeff bought Ian Walker's Ford Prefect. With this he competed in numerous events, latterly with the car fitted with the prototype Willment head. "Scuderia Throttolo Bendori" (John Willment and Jeff Uren) were soon becoming a familiar équipe on the circuits. Uren had had a pretty fearsome introduction to motor sport—an introduction which luckily did not put him off competitions. This event, in fact, was the result of a bet, since Jeff's brother Douglas had asked him to go on a holiday with him to Malta and Jeff bet him at the same time that if he did Douglas wouldn't enter the Monte

Carlo Rally. The net result was that when they arrived home they found that their entry had been accepted. The next few weeks saw Uren busy in preparation, navigating, driving, timing, etc., resulting in a very creditable 142nd overall—the car an Armstrong Siddeley Sapphire!

August 1957 saw Jeff with a Ford Zephyr, a car in which he was to score numerous successes. His first outing with the Zephyr was in absolutely standard form, except for a 1½ ins. down-draught carburettor and the total of two journeys to Exeter for running-in purposes. Jeff persevered with the car and the following May he had his first win when he beat Jack Sears at Silverstone. This was followed by wins at Mallory Park and Brands Hatch. At the end of the year Uren was placed second behind Jack Sears in the British Saloon Car Championship. Jeff firmly believes that if one is sufficiently dedicated, reads the regs., chooses the class and plans carefully then, barring ill-fortune, success will be experienced. With this principle

in mind, Uren approached Raymond Mays and asked his support. This he got and he was also given limited aid from Fords. Sure enough, Uren was true to his word and won the 1959 British Saloon Car Championship, winning his class in every race bar one when a gasket blew at Silverstone.

In 1960 Uren became team manager of the Ford Rally Team, also managing to compete in the Safari, when he finished second in his class, and the Rally of the Midnight Sun, when he was the first British driver to finish. It was during the latter event that he realized the rally potential of the Swedes. Amongst his achievements that year was managing the seven-day non-stop run with three Anglias at Goodwood. At the end of 1960 Uren and Fords parted by mutual agreement. In the Monte Carlo Rally, driving with Ian Walker, Uren finished 13th. That year Uren continued to do as many events as possible and became the works G.S.M. driver. His first outing in the G.S.M. was quite exciting since the car only arrived half an

JEFF UREN (Ford Zephyr) leads Jack Sears (Austin A105) during their duel at the 1958 May Silverstone Trophy meeting (left). Now they work for the same team. LOOKING HAPPY is team manager Jeff Uren (centre). FORD CARS were raced by John Willment as well as by Jeff Uren in the past. John Willment is seen in the 1955 Six-Hour Relay Race at Silverstone driving a Ford Zephyr (right).



hour before the start of the race, which was at Brands Hatch. Soon the car was sorted and a win was scored at Aintree. On his return to Brands Uren broke the class record and in doing so beat Ian Walker's hitherto invincible Sprite.

Uren's next Monte Carlo Rally was with Tommy Wisdom, but contact with a telegraph pole on the Col de Turini altered their position somewhat, the pair finally finishing 51st. However, Jeff's next outing, this time in a TR4, again with Tommy Wisdom, was the Alpine when they finished a fine class third. The B.R.D.C. International Trophy Meeting at Silverstone was to witness the debut of the Ford Zodiac Mk. 3 with Innes Ireland, Maurice Trintignant and Jeff Uren as drivers. Jeff was fastest in practice, but during the race Ireland and Uren both lost it. Uren remained stationary, Ireland continued—to win in front of Trintignant. Towards the end of last year Fords, U.S.A., asked Uren to manage the Ford Falcons in the forthcoming Monte. This project entailed a great preparation and practice. The pundits received a smack in the eye when Bo Ljungfeldt, whom Jeff had spotted on the Midnight Sun in 1960, set up best

with Mike Parkes, greatly improved his driving. Uren telephoned him about the team and the Galaxie and asked him if he would drive for them.

Jack's first outing in the Galaxie was in May at Silverstone and it was to mark the end of the Jaguar supremacy. The Jaguar lead lasted until half-way down Hangar Straight and then away went Sears, to win the race and set up a new lap record. Sears's next outing in the Galaxie was when he won a 100-mile race at Aintree with Mike Salmon's Jaguar chasing him as hard as it could, but to little effect. The Galaxie is not the only team car, and while it was thundering round, the Cortinas, in the hands of Keith Greene, David Haynes, Frank Gardner and Doc Merfield, were busy collecting class placings.

"The Galaxie will never win on a twisty circuit" brigade had to eat their words when Sears and the Galaxie won and set a new lap record at the Whitsun Crystal Palace International. At the same meeting the Cortinas finished second, third and fourth in their class, driven by Richie Ginther, David Haynes and—guess who?—Jeff Uren (obviously investigating rumours that the boys

him as solely a "Mini Man" something to think about. A really notable performance this year was the équipe's foray to the other side of the Atlantic for the 12-hour saloon car race at Marlborough, U.S.A. Jack Sears and Bob Olthoff won the race overall. Willments also collected the Index of Performance Award, Mechanics' Award, and the Team Prize, emphasizing the fact that when a European team visits America it certainly makes its presence felt. As soon as the Lotus Cortinas were fully homologated Sears drove one at the Oulton Park Gold Cup meeting, winning his class and establishing a new lap record.

Willments have, therefore, terminated the season (excluding the South African series) with 11 firsts overall, 21 class wins, eight seconds and seven thirds. Judging by their plans for next year, these results will be bettered. Their team will include two Lotus Cortinas, two large American Ford saloons, two A.C. Cobras, and a Brabham sports car powered by a Willment-designed 1½-litre engine. The team will also field another sports-racing car of entirely their own design with a 4.7 or 7-litre engine to make the wheels turn. If there are



ATTACKING Albert Powell's bonnetless Jaguar 3.8 at Crystal Palace is the entire formation of Willment Ford Cortinas (left). Drivers were Richie Ginther, Jeff Uren and David Haynes. ALSO LINED UP in formation—but quite still in the paddock at Silverstone—are the Willment team's vehicles (right).

time in each of the six special stages.

In about November of last year John Willment and Jeff Uren again got down to discussing the possibilities of forming a racing team. Convinced that an American car was the answer and that the time was ripe, Uren went to Fords and laid down their proposals. It was agreed that John Willment Automobiles, Ltd., would run three Lotus Cortinas and a Galaxie. Racing headquarters were immediately established at Twickenham, a squad of qualified mechanics employed, and the workshop stocked with full engine tuning facilities.

When it became obvious that the Lotus Cortinas were not going to be homologated, Fords promised Willment the first three available Cortina G.T.s. These cars were delivered to Willment on 23rd March; on 6th April at Oulton Park, the day after the car was officially announced to the general public, Jack Sears finished fourth overall behind three 3.8 Jaguars, creating a new class record in the process. This was followed by similar class wins at Goodwood and Aintree. Uren has great admiration of Jack Sears, having raced against him himself, and he is firm in the belief that Sears's experience with Equipe Endeavour, teamed

weren't really trying). However, as at Silverstone, the Galaxie met with many queries from the scrutineers. Jeff Uren is the first to admit that scrutineering is an unenviable and tough job, but what he does complain about is their inconsistency. As is common knowledge, a great fuss arose over the Galaxie's roll-cage, amongst other items, resulting in it being weakened so much that in the event of an accident it would have been quite useless. Despite cables, etc., from America to the scrutineers, after much argy-bargy the Galaxie was withdrawn from the Brands Hatch Six-Hours, causing disappointment (to say the least) to the entrants, drivers, organizers and, last but not least, the general public on whom, let's face it, motor racing depends a great deal.

Success followed success and there is just not enough space to record them all. Let it be stated though that Jack Sears won every time he finished with the Galaxie. Bob Olthoff also scored a first with the car and Graham Hill a second at Oulton Park. One other gentleman has scored a win with the Willment Galaxie and that was Sir John Whitmore at the recent Rhodesian Grand Prix meeting—a result which should give those who regard

sufficient events a Formula 2 Brabham would be entered and it would be driven by Frank Gardner.

Jack Sears, Frank Gardner, Bob Olthoff and Paul Hawkins are definitely signed up as drivers and there will obviously be further signings. A very full programme is proposed with all the European classics included, also further events in America and South Africa. Jeff Uren and John Manassis are already entered for the Monte in a Cortina.

The colour scheme—red and white—of the Willment team depicts their attitude to motor racing. Motor racing is part of the entertainment business, and their efforts have been made to provide entertainment. Bright colour schemes, such as red and white, provide colour and spectacle which is what the public go to see. Without trade support motor racing would be in a bad way and Jeff Uren firmly believes that they do not get enough recognition. Advertising, within reason, should also be allowed on the cars. Besides putting the trade more in the limelight it would also increase public interest. Motor racing is the greatest sport there is and John Willment Automobiles, Ltd., are determined to do their part in it remaining so.

AUTOSPORT READERS' ROAD TEST COMPETITION

A 1964 Lotus Seven to be Won in Novel Contest



ON AUTOSPORT's stand (No. 51) at the Racing Car Show, which opens at Olympia on 22nd January, will be exhibited a 1964 Lotus Seven. This will be a completed version of a Lotus Seven kit, which is offered as the prize in a competition designed to test the skill of AUTOSPORT readers in assessing performance figures in road tests.

The idea is for entrants to fill in the answers to 12 questions, which are included in AUTOSPORT road test reports, giving figures which they believe to be applicable to the standard version of the Lotus Seven. The entrant whose entry is, in the opinion of the judges, deemed to be the most meritorious, will win the Lotus Seven in kit form. This is an opportunity to acquire a modern and desirable sports car, for as little as one shilling, and the recipient can either assemble it solely by himself, or will be given advice and assistance by the technical staff of AUTOSPORT. After the usual 500 miles running-in period the car will be carefully checked over by skilled technicians at the Lotus factory, Chesham.

The Lotus Seven is an ideal machine for club racing and speed events, and many a well-known driver has received his initial training on this type of car. With its efficient Ford engine, and robust transmission, it responds to knowledgeable tuning, and, at comparatively low cost, can be brought up to full compe-

tion specification. It is, on the other hand, a delightful road car, with first-class road-holding and economy of fuel consumption.

The majority of potential owners have a pretty fair idea of what they want as regards performance. Knowing such details as power-output, gearbox and axle ratios, it is therefore possible to calculate the times and the figures for acceleration and speed. All entrants have to do to win the Lotus Seven is to complete the form giving the figures which they believe ought to be obtained from the car, after it is fully run-in. For this purpose, the Lotus Seven will be regarded as having been driven with a full tank of petrol, spare wheel, hood and accoutrements. The weight, therefore, will be that of the car with oil, water, petrol, spare wheel and hood, but without the driver. The gear ratios will be those shown in the brief specification, and the car will be assumed to have been tested on a dry road surface. All timing will be to one-tenth of a second (Questions 1 to 7), and the speeds in gears and the maximum speed will be quoted to the nearest one-tenth of a mile per hour. (Questions 8 to 11.) The weight figures will be given to the nearest lb.

Unlike many competitions, the AUTOSPORT Readers' Road Test one is not a mere guessing game, but a contest of skill. Cars, as well as drivers,

vary a great deal, and it is found that road test figures can, and do, show differences, no matter how slight. In AUTOSPORT road test reports, it is not usual to exceed the engine r.p.m. limits placed by the manufacturers, to obtain the required figures. Again, these figures are calculated on the basis of several runs in each direction, to allow for differences of gradient and wind velocity. It is the mean figures which entrants are asked to forecast on their forms. Closing date for entries will be 1st February, 1964.

To assist entrants, here is a brief specification of the 1964 Lotus Seven:

Engine: Four-cylinders 80.96 mm. X 72.75 mm. (1,498 c.c.). Compression ratio 9.5 to 1. 95 b.h.p. at 5,000 r.p.m. Pushrod-operated overhead valves. Two Weber twin-choke carburettors. Lucas coil and distributor.

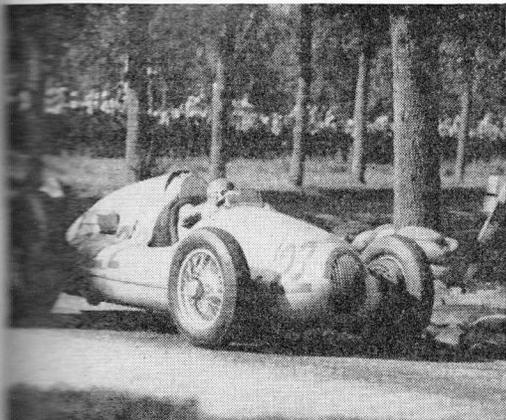
Transmission: Single dry plate clutch. Four-speed gearbox with synchromesh on all speeds and central remote control, ratios 3.543, 2.396, 1.41 and 1 to 1. Open propeller shaft. Hypoid rear axle, 4.1 to 1.

Chassis: Multi-tubular space frame with aluminium panels. Independent front suspension by wishbones with anti-roll torsion bar. Rack and pinion steering. Rear axle on radius arms and "A" bracket. Helical springs and telescopic dampers all round. Hydraulic brakes with front discs and rear drums. Bolt-on disc wheels fitted 5.20-13 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev. counter. Oil pressure and water temperature gauges. Ammeter. Windscreens wiper.

Dimensions: Wheelbase 7 ft. 4 ins. Track (front) 3 ft. 11½ ins. (rear) 4 ft. 0½ ins. Overall length 11 ft. 11 ins. Width 4 ft. 9 ins.

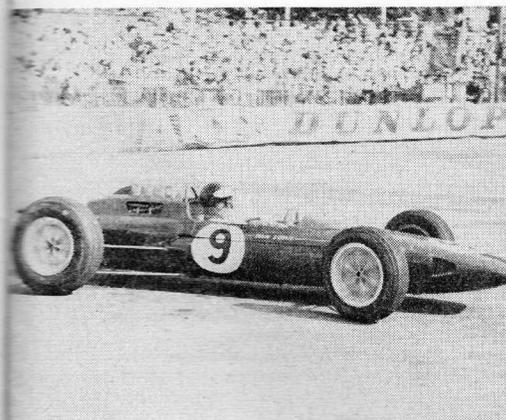
It is now proposed by the C.S.I. that Formula 1 racing cars shall have a minimum weight of 500 kg. and shall be run on hydrocarbon fuel, as at present. The engine size shall be 3,000 c.c. unblown, or 1,500 c.c. when forced induction is employed.



AUTO UNION of the pre-war era of motor racing, one of the 600 b.h.p. German monsters that were never dangerous and had a good safety record.



V16 B.R.M., a supercharged 1½-litre Grand Prix car of the early post-war formula. Although the existing 1½-litre engines could be supercharged, unsupercharged 3-litre power units are more likely.



LOTUS 25 is currently the most successful Formula 1 car. The Lotus 29 is not much bigger, yet it can take a 400 b.h.p. 4.2-litre engine.

This has caused some happy laughter, for there are those who consider that the existing 1½-litre V8s can be supercharged. They can, of course, but their potentialities are much more limited than would at first appear to be the case, and the 3-litre engine, with atmospheric induction, is likely to be a much more satisfactory solution.

FORMULA 1 PROPOSALS

Technical Comments on the 1966 Grand Prix Formula by JOHN BOLSTER

The deciding factor is the choice of pump fuel, for alcohol mixtures have for long been indispensable to supercharged engines. The first Grand Prix to be won by a supercharged car was the Italian race of 1923. The winning Fiat used ordinary petrol, but within two years the racing designers were alcoholics unanimous. In the case of the 2-litre Fiat, the blower merely ensured good cylinder filling at high speeds, no very high boost being attempted, and the air which came out of the supercharger was forced through the carburetters into the engine.

It was at this time that Capt. Irving, who was charged with the task of supercharging the Grand Prix Sunbeams before the 1924 season, made a tremendous step forward. He placed the carburettor on the intake side of the blower, allowing the petrol-air mixture to pass right through it. It had seemed previously that the possibilities of supercharging were not great, because the physical act of pumping the air greatly increased its temperature, thus reducing its density. Not only was this extremely bad from the point of view of efficiency, but the hot mixture caused detonation when it was compressed in the cylinders.

By letting the fuel go through the supercharger, the internal temperature was reduced and so was that of the induction tract. Furthermore, the lower temperature of the rotors enabled the internal clearances to be reduced, greatly increasing the pressure, especially at low speeds. The cooling effects of petrol are limited, and so, logically, Sunbeams turned to alcohol.

Alcohol has a much higher latent heat of evaporation than petrol. It also has a lower calorific value, which means that much more liquid must be introduced into the air stream. By weight, the ideal mixture is 15.05 of air to 1 of petrol, while methanol requires only 6.44 times its own weight of air. Thus, heavy fuel consumption ensures good internal cooling, quite apart from the great benefit obtained from the high latent heat of evaporation which is the most advantageous characteristic of alcohol as a fuel.

In addition to the more efficient operation of the supercharger, the internal cooling effect also prevents detonation in the cylinders. Furthermore, alcohol has an extremely high octane value, and so the fact that a high boost is equivalent to increasing the compression ratio can almost be disregarded. It was these considerations which made it possible eventually to extract 300 b.h.p. and more per litre from highly supercharged engines.

It will thus be seen that a greatly increased power output cannot be expected from an engine running on hydrocarbon fuel as a result of applying forced induction, though the sky is the limit when "dope" can be used. There is also another consideration. Let us take a

1½-litre V8 engine developing something like 200 b.h.p. unblown. To give it a boost of 15 lbs. or so would require a supercharger which, with its drive, would absorb at least 50 b.h.p. At the risk of underlining the obvious, I would emphasize that the poor little unit must now produce 250 b.h.p. before it breaks even with its unblown performance.

This explains why a supercharged engine is more heavily loaded than one with atmospheric induction. It means that the heat loading, in particular, is vastly increased, and pistons with thicker crowns must be employed to handle this. A welcome simplification would be the deletion of fuel injection to individual ports or cylinders, for the petrol would all go into the blower, whether injected or carburetted. This would reduce the cost and complexity in one respect.

Running on petrol, the current 1½-litre engines could not have their speed greatly increased with reliability. By using a Roots-type blower, which gives a good boost at low speeds, it would be possible to extend the rev. range downwards and give greater torque for acceleration. It might even be advantageous to go back to the four-speed gearbox. Fundamentally, therefore, improved lap speeds are possible and the cars may be more pleasant and, indeed, safer to drive.

Nevertheless, I would regard the supercharging of the current engines only as an expedient. It may be necessary to do so, but, given a clean sheet of paper, I would say that the unblown 3-litre is the right answer. By the time that the 1½-litre has been fitted with a blower and strengthened to withstand its ravages, it will be no lighter than the bigger, simpler unit.

There comes the question of just how much power can be usefully applied to the single-seater cars of today. The phenomenal lap speeds which they record, on extremely low power outputs, would have been unbelievable a few years ago. Can these miraculous chassis go still faster with more power? The answer is provided by Jim Clark's Indianapolis car, which is not much bigger than a G.P. single-seater and carries 4.2 very effective litres in its tail. I think that the modern chassis will cope quite easily but, due to the law of diminishing returns, the improvement in lap speeds will not at first be spectacular. It may be necessary to investigate aerodynamic stability at high maximum speeds, but that is all.

The extra torque of the more powerful engines will certainly make the cars look more spectacular. It would probably pay to skim off the peak of the power curve to get a wide usable range of revolutions for with over 300 b.h.p. to push them these little cars are going to be a load of fun.

In the past, very powerful cars have never been the most dangerous. Indeed, Hitler's 600 b.h.p. monsters had a much better safety record than the 150 b.h.p. 2-litre machines. I would not applaud this formula if I thought that the cars would be dangerous, but I am sure that the possession of adequate power makes a driver the master of his fate. If there is anywhere that unreasonable speeds may be attained, let us modify circuits, not cars.



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HAVE you tried to insure a car that is slightly different, something not made by one of the Big Five? Some years ago I approached various brokers with a view to obtaining cover for an Alvis TA14; two of the questions asked, "Is it foreign?" and "does it have front-wheel-drive?" (a subtle question, if you recall the f.w.d. Alvis models of the Vintage years) caused me to speculate on the amusement and frustration to be derived from trying to insure the more exotic cars, such as an Isotta Fraschini "Tipo Spinto" or Hispanio-Suiza "Boulogne". Recently, when I tried to insure a Healey Tickford, I was asked whether it was a special, and I realized that many people have forgotten that there was a Healey car before B.M.C. became interested in widening its sports car market.

Donald Healey's connections with the motor trade started after the first World War, when he opened a garage at Perranporth. As a private entrant he gained moderate success in competitions with Triumph 7 h.p., A.B.C. and Ariel cars. In

that year he had a very lucky escape when his Dolomite was in collision with a train on a level crossing. In due course Healey became technical director of Triumph and remained with the concern on Air Ministry work after the outbreak of war.

During this period Healey had worked with A. C. Sampietro, formerly of Thomson and Taylor of Brooklands, and together they conceived the design that was to be marketed after the war. Healey opened a small factory on a trading estate at Warwick and the first prototype was built there in 1946. The Riley 2½-litre engine was selected to power Healey cars, because of its comparatively low cost and good power output; this unit had been introduced in 1938 in the "Big Four" model and it continued in production until 1957, having been fitted to the post-war 2½-litre and Pathfinder models. As used by Healey, with revised manifolding, this engine developed 104 b.h.p. at 4,500 r.p.m., compared with 90 b.h.p. in standard form. A special Borg and Beck clutch and a close-ratio gearbox were fitted. The chassis frame of rigid box-section construction weighed only 160 lb. and the front suspension was of trailing link design with coil springs and the latter was to become an established Healey feature. Production of this model, known as the A-type chassis, started in the autumn of 1946 and progressed at the rate of five per week from a payroll of fewer than 50 workers.

Coachwork was available in several different styles, by various builders and the most popular was the Elliot saloon. This was an aerodynamically efficient saloon, wind-tunnel tested and constructed of a hardwood frame panelled in aluminium alloy. The aerodynamics were so good that wind resistance was reduced by approximately 45 per cent. compared with the Riley 2½-litre saloon and this was considered to be equivalent to an increase in engine power of some 70-80 per cent. The Elliot had perspex side and rear windows to reduce weight; these tend to form a surface "crazing", but this can be removed by an energetic application of "Brasso". The dry weight of the Elliot was 22½ cwt., length 14 ft. 1 in. and the turning circle 35 ft.

For some time the Elliot was the fastest closed car marketed in this country and it is only recently that its performance has been bettered by cars of comparable engine size. Performance was vouched for by a number of high-speed demonstration runs, which included speeds in excess of 104 m.p.h. on the Milan-Como Autostrada and 110.8 m.p.h. on the Ostend Motorway. In addition, Tommy Wisdom put 101.7 miles in the

hour from a standing start at Montlhéry. Contemporary road tests revealed a maximum speed of 106 m.p.h., with over 80 available in third and acceleration from 0-60 m.p.h. in 12.3 secs. and 0-100 m.p.h. in 47 secs. Competition success came early in the life of the model, with class wins in the Mille Miglia, Targa Florio and the Alpine Rally. Perhaps the most notable success was that of Count Johnny Lurani, who in an Elliot saloon purchased only a few days previously won the touring class of the 1948 Mille Miglia, the first time that this had been achieved by a British car. An Elliott was raced in club events by Edgar Wadsworth until quite recently and frequently beat Raymond Mays-modified Zephyrs and similar potent machinery.

The Elliot is very much a four-seater G.T. car, although legroom for the rear passengers is somewhat limited, and it would fill the needs of many motorists today. Because of its low weight and smooth shape, this model is very economical and an overall fuel consumption of 25 m.p.g. is not exceptional, and with a compression ratio of 6.75 : 1 it runs happily on regular grade fuel. The brakes are excellent, but require heavy pressure and the steering is delightfully high-g geared, taking only two turns from lock-to-lock, but excessively heavy at low speeds. Altogether it is still an attractive proposition for the sporting driver of limited means and a sound example costs £200 at the most.

Other models with coachwork by Duncan (a 2/4-seater saloon, of which a broadly similar version was available on the Lea-Francis 14 h.p. chassis) and Westland (a 2/4-seater tourer) were marketed and these usually command a somewhat lower price. A very luxurious and substantially built tourer known as the Sportsmobile with coachwork by Sam Morris & Co. was introduced in 1948 and even a small number of estate car bodies were mounted on the "A" and "B" chassis by Dobbs of Southampton. The Healey was also available in chassis form, so the occasional one-off may be seen. Healeys were never cheap cars, as they were assembled by craftsmen working to very high standards, and the luxurious Sportsmobile cost £2,879 including p.t. but this was the most expensive model.

The Silverstone had been introduced in 1949 and its success was such that the present works at The Cape were opened to keep abreast with demand. The Silverstone was a sports two-seater of handsome, but traditional profile, with cycle wings and the headlamps concealed behind the radiator grille. The spare wheel was set horizontally

The Story of the Designer, Donald Healey, and his Cars

BY ANTHONY PRITCHARD

1930 he joined the Invicta concern at Cobham and played a part in the development of the incomparable 100 m.p.h. (or more correctly S-type) car and drove a works car in rallies. He achieved what was to be the last British win for 20 years in the 1931 Monte Carlo Rally and won Alpine Cups in three successive Alpine Trials. When the Invicta concern was wound up in 1934, he joined Triumph and was put in charge of design and experimental work. He continued to drive in competitions and won the light car class of the 1934 Monte Carlo Rally and finished third overall with a Gloria saloon. The Alfa Romeo-inspired, straight-eight, 2-litre Dolomite, which appeared in 1935, was largely the work of Healey and in the Monte Carlo Rally of

HEALEY SILVERSTONE, introduced in 1949, was successful for many, many years in all forms of motor sport from motor racing to rallies. The 2½-litre Riley engine produced 104 b.h.p., and over 120 b.h.p. was found for the racing Silverstones.

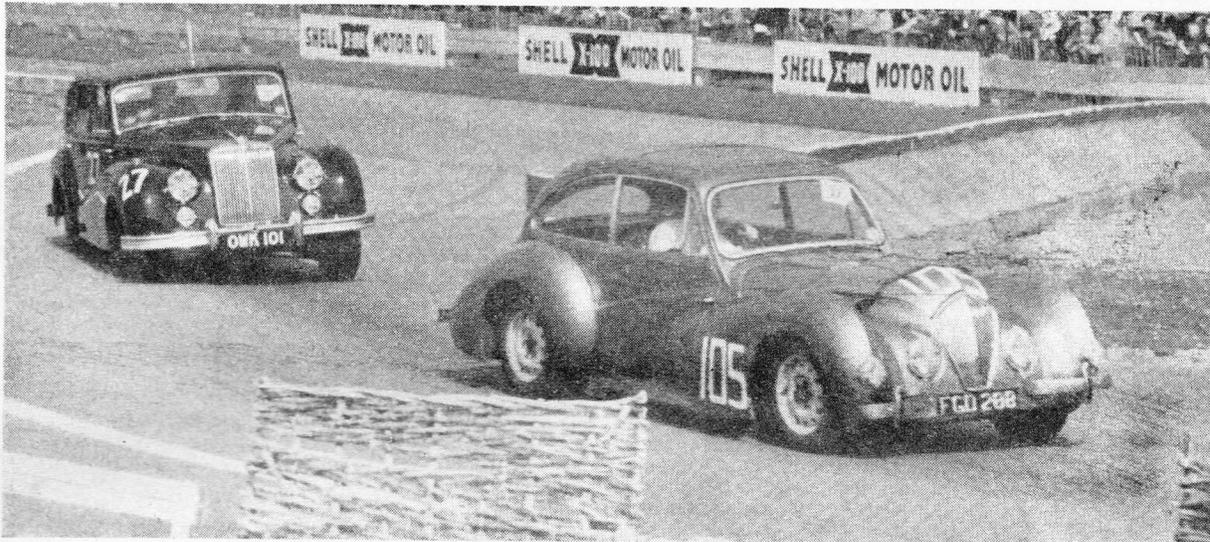




HEALEY DUNCAN completing a driving test during the 1952 London Rally—crew comprised Dr. I. C. B. Pearce/P. H. Wren. The Duncan was one of several versions of bodywork available on the first Healeys.

★

EDGAR WADSWORTH'S well-known Healey Elliot, famous on the circuits for countless seasons, leads Tommy Sopwith's Armstrong Siddeley Sapphire in a members' meeting at Goodwood. The Elliot was at one time the fastest closed car marketed in this country.



in the tail and served in lieu of a rear bumper. Chassis design was similar to that of the touring models, including retention of the trailing link front suspension, which gave such excellent roadholding. The two Silverstone models were known as the D- and E-types, but the only differences were that the earlier cars had a smaller windscreen, non-telescopic steering column and single petrol pump. Power output of the Riley engine remained at 104 b.h.p., but it could be tuned to produce in excess of 120 b.h.p. Concentration on the single model enabled prices to be reduced and the Silverstone was marketed at £999 (thus attracting the then current single rate of purchase tax) making a total in the U.K. of £1,275.

Although the top speed of the Silverstone approached 110 m.p.h., it was substantially built (dry weight 19 cwt.) and was intended as much for road use as competition and was thus outclassed by the lighter, more powerful and much more expensive Frazer-Nash Le Mans Replica and the new Aston Martin DB2. Nevertheless, the Silverstone performed with considerable success in club and national events and its best performance was probably in the 1950 Silverstone Production Car Race, when Duncan Hamilton soundly trounced the very fast works Aston Martins driven by Reg Parnell, Eric Thompson and the late Raymond Sommer. In addition works cars were entered for Le Mans in 1949 and 1950, for which race they were fitted with rather ugly full-width bodywork. They did not do very well in this race, finishing 13th (Bartlett/Mann) in 1949 and 19th (Mann/Morris-Goodall) in 1950 and were beaten by cars of much smaller capacity. However, in 1954

Club events, John Venn proved that a well-driven Silverstone was faster by some margin than the majority of Austin-Healey 100 BN1s; in due course the Silverstone was to demonstrate that it was fast as well as pretty and it should be remembered that the 3-speed box with overdrive of the BN1 was not ideal for circuit racing. The Silverstone ceased production in 1951 and today has only a limited but almost fanatical appeal and is by Alpine and TR4 standards quite a hairy motor car; it should be remembered as the car with which Tony Brooks started racing, if for no other reason. Charles Mortimer narrates in *Racing a Sports Car* (Foulis) a season's racing with a Silverstone and tells more about the model than is possible here. A sound example fetches around £275 and provides motoring in the Vintage manner, without any of the accompanying problems.

The company found such a good market for sports cars in the United States that a model specifically designed for that market was introduced in 1950. This followed the general chassis design of the earlier cars, but was fitted with attractive full-width open bodywork of three-seater roadster type. The car was made in conjunction with the Nash Corporation, who marketed the model and whose power unit was fitted; this was a 4,138 c.c. six-cylinder o.h.v. engine, developing 135 b.h.p. at 4,000 r.p.m. and was mated to a Nash 3-speed gearbox with overdrive on top gear. An import licence was granted for these units only on condition that the final product was exported for dollars. In 1953, a rather handsome fixed-head coupé body was exhibited on this chassis by Farina and this became the production version; the chassis was then

shipped to Italy for the body to be fitted. Nash-Healeys were entered at Le Mans by the works with considerable success, from 1950 when a prototype driven by Tony Rolt/Duncan Hamilton, with a smaller engine of 3,446 c.c., finished fourth behind two Talbots and a Cadillac-Allard. In 1951 Rolt and Hamilton drove a very handsome fixed version into sixth place and Johnson and Wisdom were third behind the two Mercedes 300SLs in 1952. The Nash-Healey's last appearance at Le Mans was in 1953, when Johnson/Hadley were 11th, just ahead of the Austin-Healey of Gatsionides/Lockett.

An additional model, very similar to the Nash-Healey, was introduced at the 1951 Earls Court Show and was intended to be marketed in the non-dollar countries. In this case a slightly modified Alvis 3-litre engine was fitted and the body had a more conservative frontal treatment. Although attractive in appearance, and with the usual

excellent Healey roadholding, the model was not a great success, as the performance was undistinguished and at a price of £2,490 (inc. p.t.) it was rather too expensive. Top speed was just about 100 m.p.h., with acceleration from 0-60 m.p.h. in around 12 secs., but fuel consumption was on the heavy side, being in the region of 18 m.p.g.

R.A.C. RALLY of 1953, and R. P. Faure's Nash-Healey takes part in a special test. The car, made in conjunction with the Nash Corporation, was equipped with a six-cylinder o.h.v. Nash engine.



LAST APPEARANCE of the Nash-Healeys at Le Mans was in 1953—in company with Austin-Healey cars. The Veyron/Giraud-Cabantous car retired and the Johnson/Hadley machine came in a lowly eleventh.

★

In late 1950 the company re-entered the touring car market with a saloon by Tickford and a drophead coupé by Abbott. These models shared a common chassis known as the C-type, but later chassis were known as the F-type; the differences lay in the Girling brakes (instead of Lockheed) and direct-acting shock-absorbers at the rear on the later cars. Although chassis design was similar to that of the original cars, the coachwork was rather heavier. Both models had the same elegantly curved lines, with just a hint of traditional razor-edge styling; the bonnet was a little too long and the doors excessively thick, and although there was an adequate boot, leg room for the rear passengers was decidedly restricted—but these were faults common to many quality cars of this period. As there had been no increase in power output and the weight had risen to 25 cwt., performance was not quite as good as for the original saloons, but a true 100 m.p.h. was obtainable and the car would cruise without mechanical stress at a true 80 m.p.h. In 1953 the price was £1,797, but a good example can be bought for around £200.

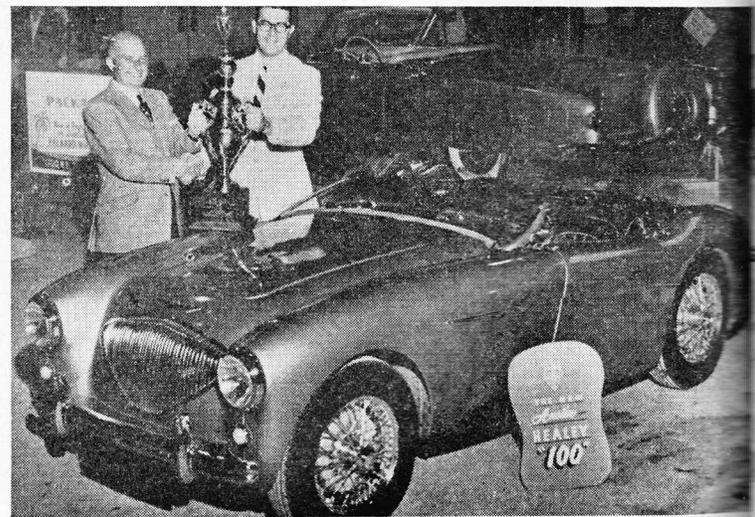
When Austins took the Healey 100 under their wing and production was started at Longbridge, no new models entered production at The Cape, apart from the small number of 100S competition cars built

during 1955-6, and all existing Healey models were withdrawn in 1954. Austin-Healey production is now centred on the M.G. works at Abingdon, but Donald Healey continues work on experimental projects at Warwick. In addition he mar-

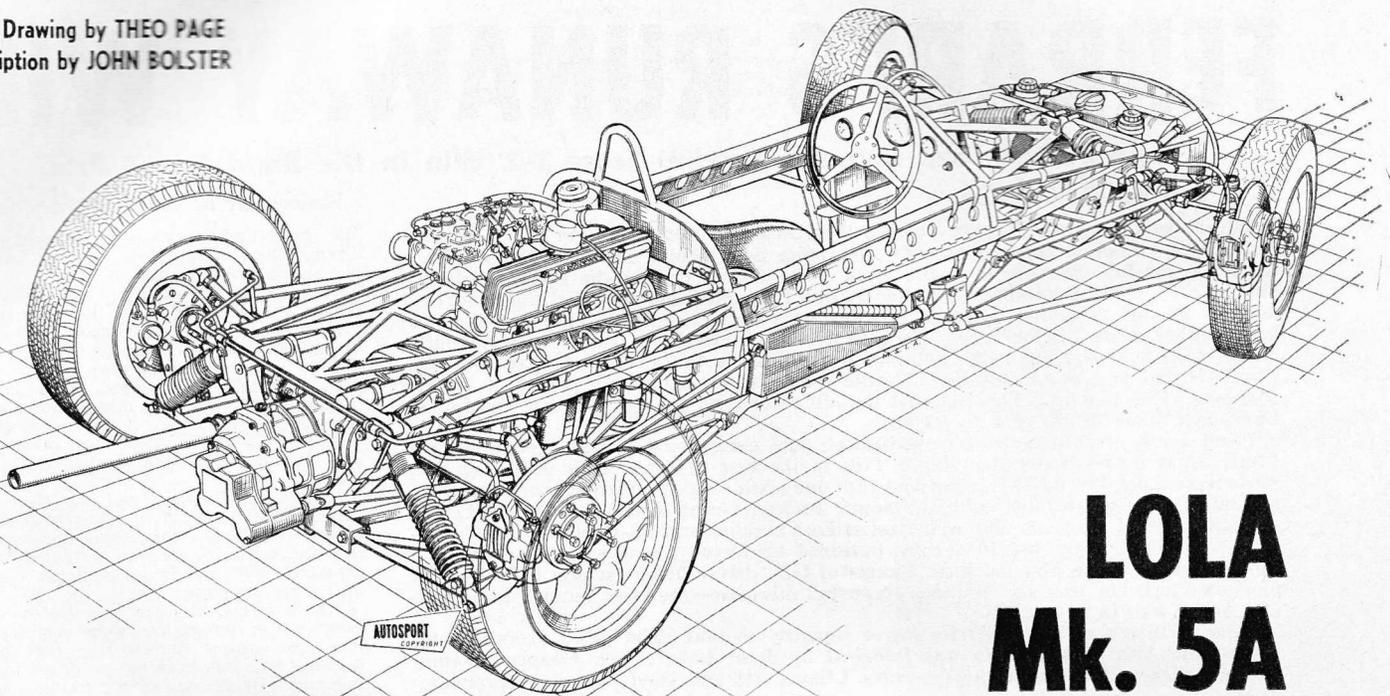
kets the very fast and attractive Healey Sports boat powered by the B.M.C. B-series engines and produces speed equipment for the Austin-Healey. Finally, from his showrooms in Grosvenor Street, he covers the retail aspects of his interests.



HEALEY TICKFORD saloon was introduced in 1950 and proved itself a 100 m.p.h. car. This example is seen at the finish of the 1952 R.A.C. Rally (above). INTRODUCED in 1951 for the Motor Show was the Alvis-engined 3-litre sports convertible (below, left). The 100 m.p.h. car was rather expensive. FOR 1952 there was the Austin-engined Healey 100 (below, right). Now we come to Austin-Healeys. . . .



Cutaway Drawing by THEO PAGE
Description by JOHN BOLSTER



LOLA Mk. 5A

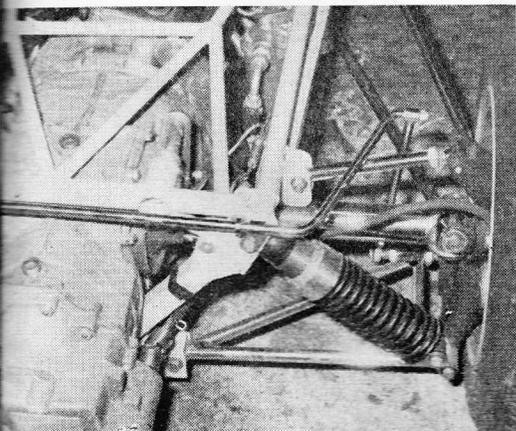
**In Five Days From Now
Formula Junior Ceases to
Exist, to be Replaced by
Formula 2 and Formula 3.
One of the Successful 1963
Juniors Was the Lola...**

ONE of the fastest and most consistent performers in the 1963 racing season has been the Formula Junior Lola. This was not due to good luck, but to sheer excellence of construction and, above all, advanced design.

Some five years ago, when 1,100 c.c. sports-racing cars were at the peak of their popularity, a young man called Eric Broadley suddenly appeared and went right to the top of the class. At that time, multi-tubular space frames were common, but suspension systems did not locate the wheels accurately in relation to the chassis, the designed geometry not being maintained under racing stresses. Broadley produced the first all-independent sports-racing car in which involuntary rear-wheel steering was eliminated and all four hubs were kept in their proper relationship with the frame.

When we tested this car, it was obvious that a new conception of roadholding and cornering power had been achieved, the result being an almost monotonous

REAR SUSPENSION of the Lola, showing the anti-roll bar and the top link. The gearbox is, of course, the almost universal Hewland Mk. 4 unit.



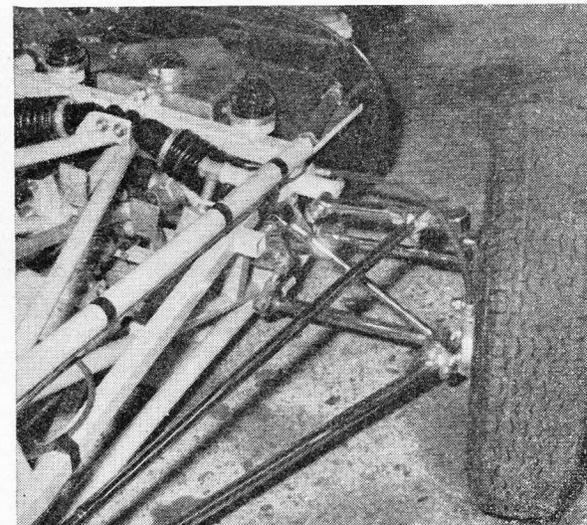
series of victories against rival cars fitted with identical Coventry Climax engines. The lesson was not lost on the other designers, even Grand Prix cars showing the Broadley influence, but though the current Lolas have no longer such a spectacular lead, they are still a delight to the purist because every stress has been mathematically calculated.

The basis of the Lola is a bronze-welded tubular steel space frame. Round or square section tubes are used, according to the torsional or bending stresses that have to be resisted at each point of the frame. Suspension loads are fed into the chassis at widely separated points, cross members and bulkheads being suitably located to receive them. Pierced sheet steel members unite the tubes at the centre of the frame, where rigidity is vital and the top cannot be braced because the driver's body intervenes. As the drawing shows, unequal length suspension links are used front and rear, tubular members transmitting the forces to the braced instrument panel structure and the bulkhead ahead of the engine, respectively.

Helical springs and telescopic dampers are used all round, inboard at the front to avoid disturbing the air flow. Roll bars can be fitted to choice, both front and rear, and the suspension is fully adjustable to give the desired handling characteristics. The steering is by rack and pinion and the 9¼ ins. disc brakes are by Girling.

A combined oil and water radiator of crossflow type is mounted in the nose of the car, using the frame tubes for water and oil pipes, and the oil tank is just behind it. The fuel tank embraces the seat. The Cosworth or Holbay version of the Ford engine drives the Hewland VW five-speed gearbox through a diaphragm spring clutch. The Hardy-Spicer drive shafts have Rotosflex inner couplings. Different gear ratios are fitted for various circuits, the standard set giving ratios of 4.73, 5.31, 6.66, 8.03 and 11.22 to 1.

The wheelbase is 7 ft. 8 ins., track 4 ft.



FEATURE of the front suspension is the use of inboard coil spring/damper units to avoid disturbing the air flow. The suspension is, incidentally, fully adjustable.

3 ins., and overall length 12 ft. The 13 ins. magnesium alloy wheels carry Dunlop 4.50 ins. and 5.50 ins. tyres at front and rear respectively. During the past season, 100 to 105 b.h.p. has been a typical output for the F.J. engines, but this chassis will be equally suitable for the new Formula 2 and Formula 3 power units. The glass-fibre body is self coloured and may be removed in four sections comprising the nose, tail, and front and rear undertrays.

FERRARI'S RUNAWAY WIN

John Surtees and Lorenzo Bandini Score 1-2 Win in the Rand Grand Prix

BY ROGER HOUGHTON

THE Ferrari Formula 1 team, making their first-ever appearance in South Africa, showed complete superiority over the whole field (which included Team Lotus) in taking the first two places in the Sixth Rand Grand Prix at the Kyalami circuit on Saturday, 14th December. Former World Champion motor-cyclist John Surtees and his Ferrari "shadow" Lorenzo Bandini were never headed in either of the two heats which made up the race. Each heat was run over 25 laps of the 2.54-mile circuit with final placings being obtained by adding the times for each heat. Surtees, who averaged 95.2 m.p.h. for the 127-mile race, also set a new lap record of 1 min. 34.8 secs. (96.6 m.p.h.). This bettered the old record, set by Jim Clark in the Lotus-Coventry Climax 25 last year, by 0.6 sec.

Team Lotus were plagued by overheating fuel pumps and World Champion Jim Clark could do no better than finish 17th in the first heat and fifth in the second, while team-mate Trevor Taylor finished 15th and sixth. This performance was certainly not impressive, particularly with the South African Grand Prix—final World Championship race of the year—due to be run at East London on 28th December. Although Clark and Lotus have the 1963 titles buttoned up already, a win for Clark at East London would make him the most successful G.P. driver in one season ever. At the moment Clark has won six "grandes épreuves" this year—the same number as Fangio and Ascari won in a year.

Peter de Klerk of South Africa drove superbly to take third place overall in his home-built Alfa Special. He was followed by John Love (4-cyl. Cooper-Coventry Climax), Ernest Pieterse (Lotus-Coventry Climax 21) and David Prophet (Brabham-Ford).

Photography by LEN KONINGS

ugly head and pumps were changed. Still Taylor's best time, before rain cut the practice session, was 1 min. 39 secs.

Second practice on the Friday was even better attended and with Jim Clark now present there was the prospect of plenty of excitement, for Clark had to lap faster than 1 min. 34.1 secs. if he was going to take pole position from Surtees. This did not, however, materialize as rain again cut G.P. practice by about an hour and both the Ferraris and Lotuses spent most of the available training time being worked on in their pits.

Surtees' monocoque had the slow taper megaphones changed to ones with slightly larger bore and then had the gearbox stripped, while the mechanics fiddled around generally with Bandini's machine, working on engine and suspension.

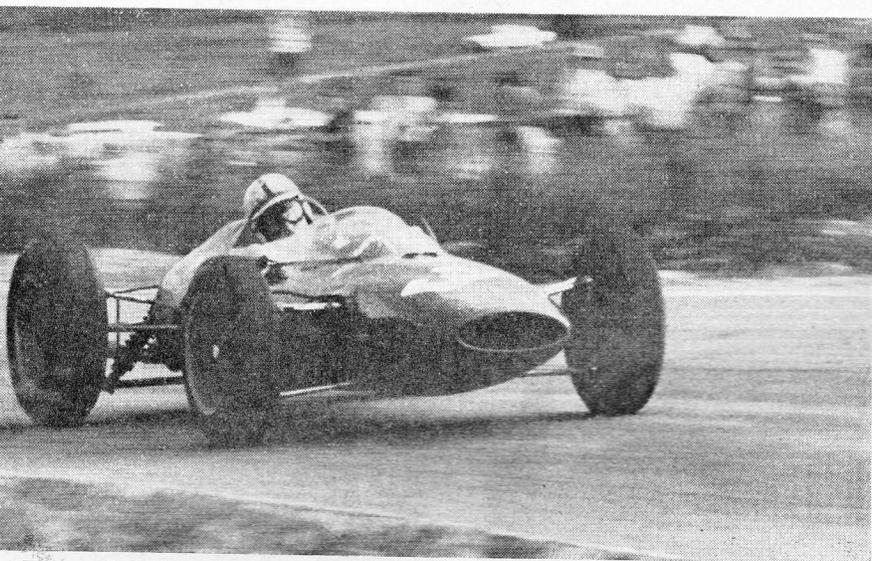
All was not well in the Lotus camp, however, as the engines were misfiring and down on power due to the fuel pumps overheating and causing a drop in fuel pressure. By the end of the training session the team had used up their supply of spare pumps, three having been tried in Taylor's car and two in Clark's. Changing these pumps took a long time and the "Lotus Twins" were unable to put in many laps. Taylor did manage to turn in one circuit, of 1 min. 36 secs. to take middle berth on the front row between Surtees and Bandini, while the best Clark could do was 1 min. 36.9 secs., for a place on the second row with Peter de Klerk.

Paddy Driver was having trouble with the handling of his Weber carburettor aspirated Lotus-B.R.M. and his best effort of 1 min. 40.1 secs. was only 10th fastest, behind the four team cars and five local four-cylinder machines. David Prophet, of Britain, was not satisfied with the performance of his twin-cam Lotus-Ford motor and stripped the whole engine down without finding anything radically wrong, and the operation cost him most of the practice session. His best time of 1 min. 41.4 secs. was 13th fastest of the 21 cars that practised.

The organizers, the South African Motor Racing Club, had originally set a qualifying lap time of 1 min. 43 secs., but when this was applied it cut the field to 15 starters, so it was decided to accept all entrants.

RACE day dawned clear and warm, which must have gladdened the organizers as heavy rains had fallen during the past three days. Clouds did bank up during the day, but nothing came of it and the good crowd of about 40,000 watched the day's racing in ideal weather. Many of the spectators had camped the night at the circuit.

After a 15-lap motor-cycle race the Grand Prix drivers were paraded around the circuit

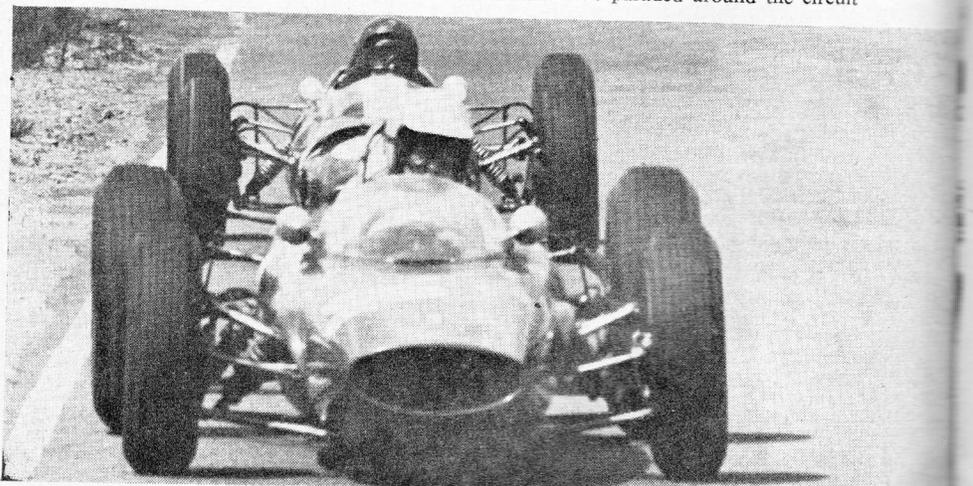


Two official practice sessions were scheduled for the Rand Grand Prix—first event of the two-race 1963 Springbok Series. First practice was from 2 until 5 p.m. on the Thursday and the second at the same time on the Friday.

Ferrari brought two of their three cars to Thursday's practice, the monocoque "Aero" model for Surtees and an older space-frame machine for Bandini. They have another "Aero" model in South Africa, but are probably saving that for East London. Team Lotus brought two Lotus-Coventry Climax 25s, both of which were practised by Taylor, as Clark only arrived on the Friday morning. Besides these "drawcards" Paddy Driver was there with his Lotus-B.R.M., David Prophet had his Brabham F.J. fitted with 1,500 c.c. Ford motor, and most of the leading South African drivers turned out.

Surtees soon had the feel of the track and whipped the Ferrari monocoque around in 1 min. 34.1 secs.—way below the circuit record, while Bandini's best was 1 min. 36.3 secs. Trevor Taylor, on the other hand, had his hands full trying to sort out the Lotuses and most of the afternoon was spent in the pits while mechanics worked on the gearbox of Taylor's car, which had been unwilling to go into third gear. Both cars were fitted with ZF gearboxes and not the Hewland unit that had been tried earlier. Loss of fuel pump pressure was already rearing its

SURTEES AT SPEED (above). The monocoque "Aero" Ferrari scored a convincing win. LORENZO BANDINI, in an older model, went really well to finish second (below). He leads Jim Clark's Lotus-Coventry Climax 25 between Clubhouse and the Esses.



in vintage and veteran Ford cars, before climbing into their racemongery and doing a warm-up lap. Cars were lined up on the grid and were started when the two-minute board went up. Most of the cars were pushed-started, this being allowed in a non-world Championship race.

When Tony Turbiglio dropped the national flag to start the first 25-lap heat Trevor Taylor shot off into a momentary lead ahead of Surtees and Bandini, but this was very short-lived and the Ferraris were already ahead when the field streamed under the Dunlop bridge. Jim Clark made a bad start from the second row, while former South African Champion Ernest Pieterse had difficulty pulling off. Clive Trundell's motor cut at the "off" and was only revived after a visit to the pits.

At the end of the first lap (which Surtees covered in only 1 min. 42.1 secs. from a standing start) the order was Surtees, Bandini and Taylor, with Clark and de Klerk about 10 yards farther back. From here it was Surtees all the way, as he increased his lead over the field with effortless ease, the monocoque Ferrari holding the road like a leech and the engine pushing out bags of power in an impressive wail. On his sixth tour Surtees cracked the lap record, with a time of 1 min. 34.8 secs. (96.6 m.p.h.).

At the end of 10 laps Surtees already had 15 secs. on Clark, who was lying third behind Bandini, with Taylor far back in fourth position. After Taylor came de Klerk, Love, Niemann, Serrurier, Blokdyk, Prophet, Pieterse, Tingle, Driver, followed by the back-markers, some of whom had already been doubled by Surtees.

Clark was slowing badly on his 15th tour and dropped out of the running in the 17th when his car stopped at the Jukseil Sweep with fuel pump trouble. Taylor took over third spot, 38 secs. behind Surtees, followed by de Klerk, Love and Niemann. The leading positions remained unchanged until lap 21, when Taylor's car stopped at the Kink just before the main straight, also with demons in the high pressure fuel pump. This let Serrurier on to the leader-board.

Clark had managed to get his car going again, as had Taylor, when the rampant Ferraris were on their final lap. The Lotus Twins limped their cars across the line several laps behind the winners. Brausch Niemann, who had been motoring very impressively in Ted Lanfer's Lotus 22 with pushrod Ford engine, was struck a cruel blow on his last lap. His left-hand front wheel bearings seized up and he lost the wheel at Leeukop, fortunately with no damage to himself and not much to the car.

Results of the first heat were:

1, Surtees (Ferrari), 40 m. 13.2 s., 94.9 m.p.h.; 2, Bandini (Ferrari), 40 m. 24.9 s.; 3, de Klerk (Alfa Special), 41 m. 9.9 s.; 4, Love (Cooper-Climax), 41 m. 13.8 s.; 5, Serrurier (L.D.S.-Alfa), 41 m. 52.1 s.; 6, Blokdyk (Cooper-Maserati), 42 m. 1.8 s.

* * *

TEAMS had two hours before the next heat in which to effect any repairs deemed necessary. During this time there was a sports car race and a touring car event, of which more later.

The decision to run the Rand Grand Prix in two heats was certainly proved a correct one—from the spectators point of view, and after all they are the life-blood of motor racing and the people who count. If the race had been run in one long grind of 50 laps it would have been nothing but a rather boring procession headed by the Ferraris once the Lotus works machines encountered trouble. But the two hours allowed the Cheshunt mechanics to rig up scoops for feeding cool air to the troublesome pumps and the cars were on the starting line for the second heat, albeit near the back. Niemann's Lotus was also there, the disc brake-kingpost assembly having been borrowed from Prophet's "spectating" Lotus 23 and the superficial body damage patched with masking and insulation tape.

The grid for the second heat was decided on finishing positions in the previous heat. The front row thus consisted of the two Ferraris and de Klerk's immaculate Alfa Special which bears some resemblance to a Cooper. The second row was made up of Love and Serrurier, while the other 13 starters in order were: Blokdyk, Pieterse,

STARTING GRID

3 John Surtees (Ferrari V6) 1 m. 34.1 s.	2 Trevor Taylor (Lotus-Climax 25) 1 m. 36 s.	4 Lorenzo Bandini (Ferrari V6) 1 m. 36.2 s.
1 Jim Clark (Lotus-Climax 25) 1 m. 36.9 s.	12 Peter de Klerk (Alfa Special) 1 m. 37.3 s.	
8 John Love Cooper-Climax "4") 1 m. 37.9 s.	7 Ernest Pieterse (Lotus-Climax 21) 1 m. 38.7 s.	18 Brausch Niemann (Lotus-Ford 22) 1 m. 39.3 s.
11 Doug Serrurier (L.D.S. Alfa) 1 m. 39.7 s.	6 Paddy Driver (Lotus-B.R.M. 24) 1 m. 40.1 s.	
9 Trevor Blokdyk (Cooper-Maserati) 1 m. 40.4 s.	17 David Prophet (Brabham-Ford) 1 m. 41.4 s.	13 Clive Trundell (Cooper-Climax "4") 1 m. 42.6 s.
10 Gene Bosman (L.D.S.-Alfa) 1 m. 42.7 s.	20 David Clapham (L.D.S.-Climax) 1 m. 43.2 s.	
23 George van Straaten (L.D.S.-Ford) 1 m. 45.0 s.	25 Jack Holme (Lotus-Climax 18) 1 m. 45.2 s.	21 Dave Charlton (Lotus-Ford 22) 1 m. 46.5 s.
19 Alex Blignaut (Cooper-Climax "4") 1 m. 46.8 s.	22 Rauten Hartman (Netuar) 1 m. 47.7 s.	
14 Sam Tingle (L.D.S.-Alfa) No practice	15 Clive Puzey (Lotus-Climax 18) No practice	

Tingle, Prophet, Driver, Bosman, Blignaut, Charlton, Hartman, Taylor, Trundell, Clark, Clapham and Niemann.

At the drop of the flag de Klerk surprisingly went into the lead from an excellent start, followed by Surtees, Bandini, Love and Serrurier, with Clark coming through on the outside from his back-marker position. De Klerk's moment of superiority was soon only a memory as the Ferraris got into their stride. Trevor Blokdyk's Cooper-Maserati withdrew on the starting line with a broken oil line.

After three laps Clark was lying fifth, with Surtees way out in front and six seconds and de Klerk and Love between Clark and Bandini. Behind Clark, who pointed at the fuel pump as he went past his pit 19 secs. behind Surtees, came Taylor, Serrurier, Prophet, Tingle, Pieterse, Driver and the slower cars strung out behind. The position remained static until lap 14, when de Klerk was passed by both Love and Clark, with Taylor well back in sixth position. Niemann had dropped out of the reckoning with ignition trouble.

Positions remained unchanged among the leaders until the second last lap, when de Klerk managed to force his car past Clark's Lotus-Coventry Climax to snatch fourth place.

RESULTS

- 1, John Surtees (Ferrari), 1 h. 20 m. 11 s., 95.2 m.p.h.
 - 2, Lorenzo Bandini (Ferrari), 1 h. 21 m. 37.2 s.
 - 3, Peter de Klerk (Alfa Special), 1 h. 22 m. 20.3 s.
 - 4, John Love (Cooper-Coventry Climax), 1 h. 22 m. 30.5 s.
 - 5, Ernest Pieterse (Lotus-Coventry Climax 21), 1 h. 24 m. 14.8 s.
 - 6, David Prophet (Brabham-Ford), 1 h. 24 m. 30 s.
- Fastest lap:** Surtees, 1 m. 34.8 s., 96.6 m.p.h.

THE SUPPORTING RACES

THE two supporting races on the Rand Grand Prix programme at Kyalami produced some excellent racing. The first race was for sports cars, grouped according to a performance factor formula, and the second was for touring cars in capacity classes and open to all cars, even Group 3.

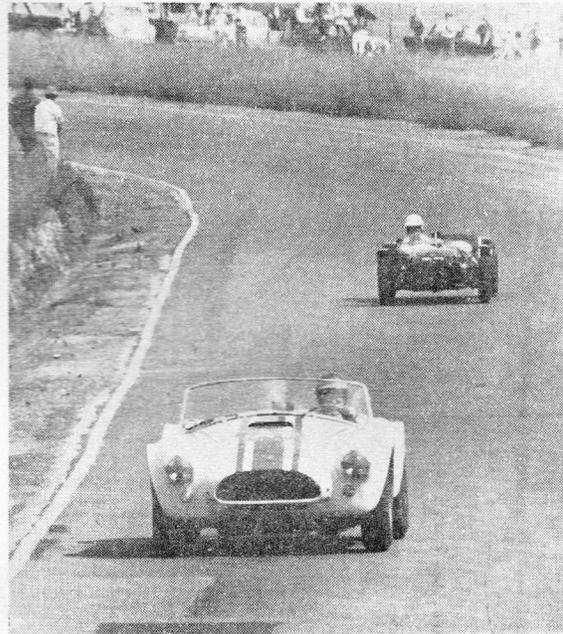
Paul Hawkins, driving the Willment A.C. Cobra, had a start-to-finish victory in the sports car race with no real challenge. The only opposition came from R. Gunning (Lotus Super 7), but he got too enthusiastic on the third last lap when lying second and hit the embankment at the Esses, fortunately without injury.

Robin Ellis rolled his Morgan Plus 4 at

Crowthorne when leading Class D, and this let former AUTOSPORT Correspondent Tony Hull through to a good class win in his recently acquired Austin-Healey Sprite. David Prophet came second overall in his Lotus 23B and also won his class, while the other class was won by third placeman John Rowe in his very rapid Dart-Peugeot.

The Carburol Touring Car Race, also had its 20 laps of interest and excitement. With two Willment cars on the front row it seemed the scene was set for another Willment benefit, but it was not to be.

In pole position was Bob Olthoff in the Galaxie and next to him was Sir John Whitmore in the Willment Lotus Cortina, which



WILLMENT WIN. Paul Hawkins won the sports car race in the Willment A.C. Cobra. He leads Steve Mellet's Lotus-Ford 7 out of Sunset Bend.

had been repaired after its crash while practising for the recent nine-hour race at Kyalami. Third place on the front row was filled by South Africa's Basil van Rooyen, in his recently acquired Lotus Cortina.

Van Rooyen astounded even his most ardent supporters when he made a perfect start to lead the overseas cars by a good bit at the "off". The Galaxie's sheer power took it into the lead before the first bend, Crowthorne, however, but Whitmore had to content himself with the back view of van Rooyen's Cortina for the full 20 laps—and it was not for want of trying.

Whitmore, who is one of the best saloon car drivers in the world (he is at present hiding a beard by the way), was at times right on the ragged edge as he chased van Rooyen's immaculately prepared model, which was gaining almost a second a lap. Then on the 13th lap the Galaxie spluttered going down the main straight and Olthoff pulled off the track, letting van Rooyen through into first place. Olthoff later found all that had happened was that the big motor had thrown its fan belt and had started to overheat.

With the Willment "big gun" out of the running Whitmore battled even harder to catch van Rooyen. Whitmore was urged on by Jim Clark and Trevor Taylor signalling "pull your finger out!" from the area in front of the pits, something which Whitmore returned when the Lotus "Twins" had their backs to the wall in the second heat of the G.P.!

Although van Rooyen slowed in the closing laps Whitmore was still three seconds behind at the flag. Third was Jan Hetteema in a Volvo 122S.

A protest has been lodged in respect of dangerous driving in this race, but no further information is available as the matter is *sub judice*.



SEASONAL SURVEY—1

ALPINE TERRITORY. Hurling his little Saab up a typical pass encountered on the Alpine Rally, Eric Carlsson's efforts did not, for once, meet with success. Co-driver Gunnar Palm has his arm outside the car.

INTERNATIONAL RALLIES

JOHN GOTT Reviews the leading Rallies in the 1963 Season, for which the European Championship was Suspended

THE suspension of the European Rally Championship for 1963 gives rally chroniclers a welcome opportunity of considering the best rallies of the year, instead of having to deal with many inferior events, simply because they carry a Championship label.

I have thought that for some years now that the Championship label, and the supposed prestige attaching to it, has caused too many indifferent and poorly-supported rallies to be admitted into the Championship, which has in turn resulted in an unwieldy scoring system which few can understand.

In my opinion the time has now come for the Rally Championship to include rallies outside Europe so that it can be a true World Championship, with a simple scoring system based upon the leading places in General Classification with perhaps an extra point for a class win.

My survey this year therefore deals with those rallies which by their character, entry and route are a fair test of car and crew and which I think are worthy of consideration for a World

Rally Championship. My choice of such rallies is the "Monte", Safari, Tulip, Acropolis, Midnight Sun, Alpine, Liège, Tour de France and R.A.C. Of these I have reservations only about the Tulip, but Piet Nortier is well aware of how much the rally needs stiffening up and he is always scrupulously fair to the private owner, for which reason I think this old-established event, which always attracts a good entry, is worthy of consideration.

I had considered including the Canadian Shell 4000, the longest rally in the world, to keep up the balance of winter events, but although of great potential and catering admirably for the American continent, it has yet to overcome some teething troubles and this year, due to absence of snow, was far too easy.

A Really Great "Monte" Once More

AFTER the dully easy event of 1962, it was delightful to see the "Monte" once more a true test of winter rallying. In 1962 313 crews started and 247 finished, of whom 163 retained clean sheets on the road section; in 1963 the respective figures were 296 starters, 96

finishers but only 27 with clean sheets.

Eric Carlsson, again in a Saab and partnered by Gunnar Palm, recorded his second consecutive win, a feat equalled only by M. Vasselie on a Hotchkiss, curiously enough exactly thirty years ago, in 1932 and 1933.

What makes a "good" Monte is, of course, the weather and this year the A.C. de Monaco had no reason to complain about the absence of snow and ice. No crews got through from Lisbon or Athens and only ten of the 59 Glasgow starters reached Monte Carlo, Sydney Allard and Tom Fisk alone retaining a clean sheet on their Allardette. Once again crews on the Scandinavian route (this year starting from Stockholm) dominated the rally, taking three of the first five places. Nevertheless, it was not a choice of route which decided the winners, for the common section from Chambéry to Monte Carlo sorted out the men from the boys and caused no fewer than 114 retirements amongst the 216 crews which tackled it.

In the past it has been a legitimate criticism of the "Monte" that the handicapped factor unduly favours small cars.

This year, however, Bo Ljungfeldt confounded the critics of the handicap factor and, more surprisingly perhaps, the critics of American cars by making B.T.D. over all six of the special stages in a Ford Falcon. Indeed, had he not lost road marks through repairing his clutch, he might well have recorded the first "Monte" win by an American car since 1938. The figures best tell just how quick was the Falcon. Ljungfeldt's total time over the six special stages was 2 hrs. 5 mins. 12 secs., as compared with Böhringer's total on the Mercedes-Benz 220SE of 2 hrs. 40 mins. 5 secs.—and the reigning European rally champion is a more than rapid conductor of big saloons! However, although Ljungfeldt could hand out such a thrashing to Böhringer, despite an advantage of over 3½ litres, he could only manage to beat Carlsson's tiny Saab by 4 min. 5 secs., a truly remarkable achievement by the giant Swede, who was right on the top of his brilliant form.

Another criticism of the handicap factor which was not countered was that it precludes a G.T. car from doing more than win its class, for despite some forceful driving even Timo Makinen could not place the "works" Austin-Healey higher than 13th.

On the technical side, the rally was a triumph for front-wheel-drive cars, for the highest-placed rear-wheel-drive car was the Volvo of Dahl/Haag in eighth position, behind one Saab, four Citroëns and two Morris-Coopers, one of which finished third.

Of the British entry, which was again numerically the largest of any competing nation, B.M.C. did best for the two works Mini-Coopers and the Austin-Healey 3000 scored three of the five British class wins and the Mini-Cooper of Aaltonen/Ambrose was the highest-placed British car in third position. This must have pleased Stuart Turner who had lost several of his most successful drivers to Ford of Dagenham, which firm, nevertheless, had a wretched Monte with their best car as low as 34th. Ford honour was, however, partially redeemed by the class win of the Allard/Fisk Allardette. Rootes scored their usual Rapier class win, Peter Harper driving brilliantly to overcome an extra 159 km. when held up on the Frankfurt route, yet being one of the select few to arrive unpenalised at Monte Carlo.

Amongst the ladies, Pat Moss went out with engine trouble on the Anglia and Anne Hall on time after delays on the ill-chosen Monte route, thus leaving Ewy Rosqvist's Mercedes and Sylvia Osterberg's Volvo to fight out the important Coupe des Dames. Sylvia led into Monte, only to throw away a certain win by going too hard on the circuit; Pauline Mayman, Pat Moss's former No. 2, and Val Domleo did well on their first ladies' drive for B.M.C. to bring their Mini-Cooper into third place.

The Safari—A Real Test of Production Cars

THE 3,000-mile plus East African Safari is the only rally restricted to genuine Group 1 cars and the organisers of the Royal East African Automobile Club go to immense trouble to ensure that components are not changed en route. As a result the Safari is the best possible test of a car such as "Mr. Everyman" can buy and successes obtained in the Safari have an important bearing upon sales in East Africa. Owing to difficult driving conditions and, above all, the need to get help from

the natives, local knowledge is so essential for success that the Safari has never yet been won by a European driver.

The fabulous Eric Carlsson, however, driving as usual with Gunnar Palm, very nearly broke this local monopoly for he was in an unassailable lead until he hit an ant-bear, which damaged the Saab's drive-shaft. Even then brilliant driving after makeshift repairs took the Swedes back into the lead until the drive-shaft gave out on the final leg from Dar-es-Salaam.

Owing to heavy rainstorms and consequent seas of mud, the 1963 Safari reduced the 84 starters to 43 at the half-way stop at Nairobi, to 23 at the beginning of the final leg and to only seven at the finish. This was Liège standard, but if Mr. Garot had been running the Safari, there would have been no finishers, for Garot never allows extra time for bad conditions, whereas the Safari organizers allowed no less than 16 hours in all. In the toughest-ever Safari, Nowicki/Cliff in a Peugeot 404 arrived clear winners ahead of Hughes and Young, who drove their Ford Anglia into a magnificent second place, just three points ahead of Cardwell and Lead in a Mercedes 220SEb. Despite the presence of such distinguished overseas drivers as Eric Carlsson, Pat Moss, Anne Hall, Peter Riley and Rauno Aaltonen, Bill Bengry, assisted by local co-driver R. Goby, was the only overseas driver to finish, taking seventh place with a Rover P5. For the record, the only other make to be numbered amongst the finishers was the Fiat 2300s of Singh/Singh.

The Tulip Toughens Up

FOR some years now Piet Nortier has been trying very hard to make the



DEEP, DEEP SNOW. Competitors on this year's Monte Carlo Rally found conditions very severe. The winners of the Coupe des Dames, Ewy Rosqvist/Ursula Wirth (Mercedes-Benz 220SEb), are seen on their way towards Moulinet.

Tulip once more the really tough rally of the early 'fifties, but it is now clear that road conditions in France will just not permit this. As a result although the 1963 Tulip, without a night stop, was much more strenuous, it was still so easy that only six of the crews classified as finishers lost marks on the road, and the winners were found by their performance in the 14 Special Tests which comprised only about 70 miles in a 2,000-mile route.

This ratio of tough to easy motoring was felt by many crews to be far too low

and the big disadvantage of the class performance method of evaluating winners is that things are far too simple for an outstanding car in a weak class and that outstanding performances often count for very little. This is exactly what happened to the Ford Falcon driven by Henri Greder/Martial Delalande and to the Austin-Healey 3000 driven by the Morley twins. The Falcon, once the works Mercedes had scratched—had the Ford's Monte performance not gone unnoticed at Stuttgart?—had little difficulty in being easily the fastest in a weak class and so "walked" the Touring Category. The Austin-Healey made B.T.D. in most of the tests and easily won its class, but when Ben Pon's Porsche was rightly disqualified for too much organized assistance, the Healey could only finish second in the G.T. category because the Porsche of Bakker/Umbach, though much slower than the Healey, was very much quicker than the other three cars in its class.

Of the leading works teams, Volvos turned out in force, finishing third in the Touring Category and 1, 2 and 3 in class, Gunnar Andersson/Lon Berggren leading them home, whilst Peter Harper/Ian Hall scored a class win for the Rapier, just ahead of Pat Moss/Jennie Nadin, who, as usual, took the Damesprijs. B.M.C. once again provided the highest-placed British car, the Mini-Cooper of Paddy Hopkirk and Henry Liddon in second place in the Touring Category, whilst British crews took three of the first five places and two of the five classes in the Amateurs Category.

Pleasure in the rally for British crews was, however, lessened by the sad death of popular Derrick Astle, killed instantly when his Healey hit a tree on the Trois Epis climb.

The Acropolis—A "Double" for Böhringer

FOR the Greek classic, the Continental works teams turned out in force, with Citroën, Mercedes-Benz, Saab and Volvo all in the field, to say nothing of a Russian team on Volgas and Moskovitches, whose driving was more businesslike than sporting. With the exception of Fords, the British works teams, however, gave the Acropolis a miss.

The route was as tough and as testing as ever, with the starters from Gra? and Athens meeting at Serrai, whence rallying

proper commenced with the usual pattern of very fast special stages, mostly over dirt roads, only a few of which were "cleaned", and that by only the top crews, plus three hill-climbs at Portaria, Delphi and Mt. Parnes and the usual hairy race at Tatoi airfield. It was expected that the rally would once more be a battle royal between Böhlinger, this time in a Mercedes 300SE, and Carlsson, but the Swede hit a bridge early on and retired, leaving Böhlinger to take a commanding lead over the Volvos of Andersson and Skogh who finished just 0.4 sec. apart in second and third place.

Fords were rewarded for their faithfulness to the Acropolis by an excellent fourth place (and a class win) for the Cortina of Henry Taylor/Brian Melia and the Coupe des Dames for Pat Moss/Ann Riley, who finished sixth to beat Ewy Rosqvist, Sylvia Osterberg and Anne Hall. The tide was now changing for Fords and in the Cortina they had a rally winner. An excellent result by a British private owner was the class win of Paul Easter/Thompson in Easter's well-used Austin 7.

The A.C. of Greece is fortunate in having access to roads on which real rallying is still possible and although an accident in a recent national rally has unfortunately changed the temper of some of the public against rallying, the majority still enjoy watching rally cars through. The Acropolis could therefore become an even greater event, but administration and liaison between time-

match for the Valiant and the Cortina finished third overall, well ahead of the fleets of Volvos.

The rally was, however, one of the few to be won by a G.T. car, for Bernd Jansson/Erik Petterson led all the way on a Porsche S90 (which marque has a great record in the Midnight Sun), to beat Eric Carlsson/Gunnar Palm by 44 points. Timo Makinen/Tony Ambrose might well have been second to the Porsche had not they been disqualified for not wearing crash-hats—surely pushing road safety too far!—but the other British crews were quite outclassed, even Pat Moss, due largely to using a Lotus Cortina which could not look at the Porsche, finishing fourth in the Ladies' class, behind Sylvia Osterberg.

The Midnight Sun is an excellent rally, extremely well run and attracting the next largest entry to the "Monte", but it is attracting fewer and fewer non-Scandinavian crews, simply because they have no chance against Swedes, who have driven all their lives on "dirt" roads and who then spend days in practice. If this trend continues, the Midnight Sun's International tag may become as meaningless as was the R.A.C.'s a few years ago.

The "Alpine" Regains its Best Form

THIS year the A.C. de Marseille et Provence managed to avoid the futile clash with the Midnight Sun and as a result not only did the entry nearly double but the works teams turned out in strength. Mercedes-Benz, Saab, Sun-

beam, Triumph and the Austin-Healey 3000 component of B.M.C., however, had a disastrous rally. Within 40 miles of the start, Böhlinger's Mercedes, Harper's Sunbeam and the Healeys of Hopkirk and Morrison were all out, the three latter on account of over-enthusiasm on the Ste. Baume section. On Mt. Ventoux Mike Sutcliffe crashed the TR4 and by Chamonix all the Mercedes were gone, as were the TR4s; only the Morley twins were left in the Healey team and Eric Carlsson (who never has much luck in the Alpine) had lost time, whilst only 34 crews were still running, of which, however, three and ten were respectively clean in the G.T. and Touring categories and so contenders for a Coupe des Alpes.

On the credit side, the Morley twins were second in the G.T. category and still clean and so well in the running for the second coveted Coupe des Alpes *en or* awarded for three consecutive clean sheets, to say nothing of a third consecutive win, whilst the Ford Cortinas were handily placed in the Touring Section, which was being led by the fabulously quick Mini-Cooper S of Aaltonen/Ambrose.

At Monza, the Morley Healey took over G.T. category leadership, but Carlsson's Saab blew up, as did Laurent's Renault, then third in the G.T. category. Sadly enough, the axle of the big Healey failed on the Allos, striking despair into the B.M.C. camp, for Coupes des Alpes are scarce indeed. The Healeys' failure was, however, the Reliants' good fortune, for they took first and second in the class although never in the running for Coupes, of which six were eventually awarded, two to the Mini-Coopers of Aaltonen/Ambrose and Pauline Mayman/Val Domleo (who also won the Coupe des Dames) and two to the Cortinas of Henry Taylor/Brian Melia and David Seigle-Morris/Barry Hercock, the others going to the Alfa Romeo GSZ of Rolland/Augias, which won the G.T. category, and to the Citroën of René Trautmann/J. Ogier. Trautmann thereby acquired a Coupe *en argent* (clean sheets in 1960, 1962 and 1963), and two-thirds of a Coupe *en or* which he can now win in 1964.

By pegging steadily on, Sir Peter Moon/Culcheth not only won their class in the Morris-Cooper, but finished second in the G.T. category, an excellent result for "privateers".

However, if the entry and the route were back on form, the administration had slipped somewhat. Nevertheless, a superb event in the old "Alpine" tradition.

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keepers and results team must be tightened up if it is to realize its true potential.

The Midnight Sun Takes to the Depths of the Earth

THE record entry in the Swedish classic was faced mainly with the mixture as before, *i.e.*, 19 special stages, mostly over closed secondary dirt roads, but one most unusual stage, a high-speed run up and down an iron mine! The 2,000-km. rally was run in two stages, from Stockholm to Ostersund and from Ostersund to the aforementioned iron mine at Kiruna, well north of the Arctic Circle.

All the Scandinavian experts were present, but some were on unusual cars. Bo Ljungfeldt, for instance, had abandoned his Falcon for a Group 2 Cortina and Rauno Aaltonen was at the wheel of a Chrysler-Valiant. Bo must have known something for the Falcon proved no

FORD'S EFFORTS in rallies this year were tremendous, and the performances of the American Ford Falcons surprised many. The car of Henri Greder/J. Greder is seen on the early stages of the Alpine Rally (above).

MINI-COOPER of Pauline Mayman/Val Domleo on the Tulip Rally (right). Pauline and Val were the third ladies crew to finish.



SUMMARIZED RESULTS OF THE LEADING INTERNATIONAL RALLIES OF 1963

National Code: A = Austria B = Belgium CH = Switzerland D = West Germany EAK = Kenya EIR = Irish Republic
 F = France GB = Great Britain GR = Greece I = Italy NL = Holland S = Sweden
 SF = Finland US = America

Event	Starters	Finishers	General Classification and Specialist Results	Class Winners
	(figures in brackets show comparison with 1962)	(figures in brackets show comparison with 1962)		
XXXIIme Rallye Monte-Carlo 19th-22nd January MONACO (12 classes in 2 categories)	296 (-17)	96 (-151)	<p>1. Carlsson/Palm (Saab), S (S) 2. Toivonen/Jarvi (Citroën), SF (S) 3. Aaltonen/Ambrose (Morris-Cooper), SF/GB (S) 4. Bianchi/Ogier (Citroën), F (P) 5. Neyret/Terramorsi (Citroën), F (MC)</p> <p>Ladies' Prize Ewy Rosqvist/Ursula Wirth (Mercedes-Benz), S/D (16th in G.C.)</p> <p>Team Prize, Charles Faroux Trophy Citroën</p> <p>Best British Performance Aaltonen/Ambrose (Morris-Cooper) (3rd in G.C.)</p> <p>Starting Point Code S=Stockholm P=Paris MC=Monte Carlo</p>	<p>Touring Category, Groups 1 and 2 Up to 700 c.c. Behra/Behra (N.S.U.), F 701-850 c.c. Carlsson/Palm (Saab), S 851-1,000 c.c. Aaltonen/Ambrose (Morris-Cooper), SF/GB 1,001-1,300 c.c. Gjolberg/Karlan (Skoda), SF 1,301-1,600 c.c. Harper/Hall (Sunbeam Rapier), GB 1,601-2,000 c.c. Toivonen/Jarvi (Citroën), SF 2,001-3,000 c.c. Böhringer/Lang (Mercedes-Benz), D Over 3,000 c.c. Jopp/Jarman (Ford Falcon), GB/USA Grand Touring Category Up to 1,000 c.c. Morrison/Culcheth (Morris-Cooper), GB 1,301-1,600 c.c. Allard/Fisk (Allardette), GB 1,601-2,500 c.c. Walter/Stock (Porsche), D Unlimited Makinen/Christabel Carlisle (Austin-Healey 3000), SF/GB (Winner G.T. Cat. 13th in G.C.)</p>
East African Safari 19th-23rd April EAST AFRICA (7 classes in 1 category)	84 (-20)	7 (-39)	<p>1. Nowicki/Cliff (Peugeot 404), EAK 2. Hughes/Young (Ford Anglia), EAK 3. Cardwell/Lead (Mercedes-Benz 220), EAK 4. Singh/Singh (Fiat 2300), EAK 5. Lionnet/Phillips (Peugeot 404), EAK</p> <p>Ladies' Prize and Team Prize No finishers</p> <p>Best British Performance Bengry/Goby (Rover) (7th in G.C.)</p>	<p>Touring Category, Group 1 only 1,001-1,300 c.c. Hughes/Young (Ford Anglia), EAK 1,600-2,000 c.c. Nowicki/Cliff (Peugeot), EAK 2,001-2,500 c.c. Cardwell/Lead (Mercedes-Benz 220), EAK Unlimited Bengry/Goby (Rover), GB/EAK Other 3 classes—No finishers</p>
15e Tulpen-Rallye 22nd-26th April HOLLAND (14 classes in 3 categories)	154 (+16)	114 (+16)	<p>Touring Category, Groups 1 and 2 1. Greder/Delalande (Ford Falcon), F 2. Hopkirk Liddon (Morris-Cooper), EIR/GB 3. Andersson Berggren (Volvo 122S), S 4. Kling/Kaufmann (D.K.W. F11), D/A 5. Swart/Fusina (Fiat 1300), NL/I</p> <p>Grand Touring Category 1. Bakker/Umbach (Porsche S90), NL/D 2. Morley/Morley (Austin-Healey 3000), GB 3. Vermaeve/Vittel (Morris-Cooper), B 4. Elford Stone (Triumph TR4), GB 5. Bromark/Sykkell (Saab 96), S</p> <p>Amateurs' Category, Touring only *1. Allen/Woolley (Vauxhall VX4 90), GB *2. Cowan/Syer (Sunbeam Rapier), GB *3. Klose/Fr. Raker (Volvo 122S), D *4. van Voshol/de Bergstein (Renault), B *5. Emery/Duncan (Volvo 122S), GB</p> <p>Ladies' Prizes Experts: Pat Moss/Jennifer Nadin (Ford Cortina) (12th in G.C.) Amateurs: Anne Kemsley/Penelope Porter (Morris) (28th in Amateurs' Category)</p> <p>Team Prizes Inter-Land G.B. Make—D.K.W. Club—London Motor Club</p>	<p>Touring Category Up to 850 c.c. Kling/Kaufmann (D.K.W. F11), D/A 851-1,000 c.c. Hopkirk/Liddon (Morris-Cooper), EIR/GB 1,001-1,300 c.c. Swart/Fusina (Fiat 1300), NL/I 1,301-1,600 c.c. Harper/Hall (Sunbeam Rapier), GB 1,601-2,000 c.c. Andersson Berggren (Volvo 122S), S Unlimited Greder/Delalande (Ford Falcon), F Grand Touring Category Up to 1,300 c.c. Vermaeve/Vittel (Morris-Cooper), B 1301-1,600 c.c. Bakker/Umbach (Porsche S90) NL/D Unlimited Morley/Morley (Austin-Healey 3000), GB Amateurs' Category 5 classes for 36 starts * = a class winner</p>
XIIme Rallye Acropolis 16th-19th May GREECE (19 classes in 2 categories)	67 (+12)	42 (+19)	<p>1. Böhringer/Kroll (Mercedes-Benz 300SE), D 2. Andersson/Karlsson (Volvo 122), S 3. Skogh/Berggren (Volvo 122), S 4. Taylor/Melia (Ford Cortina), GB 5. Glemser/Kaiser (Mercedes-Benz 220SE), D</p> <p>Ladies' Prize Pat Moss/Ann Riley (Ford Cortina), GB (6th in G.C.)</p> <p>Team Prizes Inter-Land Greece Make—Mercedes-Benz</p> <p>Best British Performance Taylor/Melia (Ford Cortina), GB (4th in G.C.)</p>	<p>Touring Category, Groups 1 and 2 Up to 700 c.c. Zalmas/Kosmetatos (B.M.W. 700S), GR 701-850 c.c. Easter/Thompson (Austin 7), GB 851-1,000 c.c. Raptopoulos/x (D.K.W. F12), GR 1,001-1,300 c.c. Vourdoubakis/x (Skoda), GR 1,300-1,600 c.c. Taylor/Melia (Ford Cortina), GB 1,601-2,000 c.c. Andersson/Karlsson (Volvo 122), S Unlimited Böhringer/Kroll (Mercedes-Benz 300SE), D Grand Touring Category Up to 1,000 c.c. Tserkakis/x (Saab G.T.), GR Unlimited Nichos/Tsouhiaris (Alfa Romeo Giulia), GR</p>

Continued overleaf

Event	Starters	Finishers	General Classification and Specialist Results	Class Winners
	(figures in brackets show comparison with 1962)	(figures in brackets show comparison with 1962)		
XIVe Rally till Midnattssollen 12th-16th June SWEDEN (13 classes in 3 categories)	246 (+32)	188 (+51)	<ol style="list-style-type: none"> 1. Jansson/Pettersson (Porsche S90), S 2. Carlsson/Palm (Saab Sport), S 3. Ljungfeldt/Rehnfeldt (Ford Cortina G.T.), S 4. Bromark/Lyxell (Saab 96), S 5. Andersson/Wiman (Morris-Cooper S), S Ladies' Prize Silvia Osterberg/Inga-Lill Edering (Volvo 122S), S Team Prize Saab Best British Performance Pat Moss/Jennifer Nadin (Lotus Cortina) (4th in Ladies' Class)	Touring Category, Group 1 Up to 850 c.c. Bromark/Lyxell (Saab 96), S 851-1,000 c.c. Annstrom/Lindberg (Morris-Cooper), S 1,001-1,300 c.c. Andersson/Wiman (Morris-Cooper S), S 1,300-1,600 c.c. Soderstrom/Bolsson (Volvo 544), S 1,601-2,000 c.c. Lindstrom/Ekman (Volvo 544), S Over 2,000 c.c. Aaltonen/Skogh (Chrysler Valiant), SF/S Touring Category, Group 2 Up to 700 c.c. Arp/Arp (B.M.W. 700), S 701-850 c.c. Carlsson/Palm (Saab Sport), S 851-1,300 c.c. Orrenius/Dahlgren (Morris-Cooper), S 1,300-1,600 c.c. Ljungfeldt/Rehnfeldt (Ford Cortina G.T.) Over 1,600 c.c. Skogh/Berggren (Volvo 122S), S Grand Touring Category Up to 1,300 c.c. Andersson/Linden (Saab), S Over 1,300 c.c. Jansson/Pettersson (Porsche S90), S
XXIVme Coupe des Alpes 20th-26th June FRANCE (13 class in 2 categories—no finishers in four classes)	84 (+36)	24 (-4)	<ol style="list-style-type: none"> 1. Aaltonen/Ambrose (Morris-Cooper S), SF/GB (also winner of Touring Category) 2. Rolland/Augias (Alfa Romeo Giulietta), F (also winner of Grand Touring Category) 3. Taylor/Melia (Ford Cortina G.T.), GB 4. Seigle-Morris/Hercock (Ford Cortina G.T.), GB 5. Trautmann/Ogier (Citroën), F 6. Pauline Mayman/Val Domleo (Morris-Cooper), GB (all the above won Coupes des Alpes for an unpenalised run) Ladies' Prize Pauline Mayman/Val Domleo (Morris-Cooper) GB (6th in G.C.) Team Prize Morris-Cooper Best British Performance Taylor/Melia (Ford Cortina) (3rd in G.C.)	Touring Category 701-850 c.c. Nicolas/Cauquil (Renault), F 851-1,000 c.c. Pauline Mayman/Val Domleo (Morris-Cooper), GB 1,001-1,300 c.c. Aaltonen/Ambrose (Morris-Cooper S), GB 1,301-1,600 c.c. Taylor/Melia (Ford Cortina G.T.), GB 1,601-2,000 c.c. Trautmann/Ogier (Citroën), F Unlimited Greder/Greder (Ford Falcon), F Grand Touring Category Up to 1,000 c.c. Sir Peter Moon/Culcheth (Morris-Cooper), GB 1,001-1,300 c.c. Rolland/Augias (Alfa Romeo Giulietta), F Unlimited Parkes/Cooper (Reliant Sabre), GB
XXXIIIme Marathon de la Route (Spa-Sofia-Liège) 27th-31st August BELGIUM (9 classes in 3 categories)	119 (+19)	20 (+2)	<ol style="list-style-type: none"> 1. Böhringer/Kaiser (Mercedes-Benz 230SL), D 2. Carlsson/Palm (Saab), S 3. Bianchi/Ogier (Citroën), B/F 4. Taylor/Melia (Lotus Cortina), GB 5. de Lageneste/Bertaut (Citroën), F Ladies' Prize Mme. Bouchet/Mlle. Kissel (Citroën), F (14th in G.C.) Team Prizes Inter-land—GB Makers—Citroën Club—Royal Motor Union Best British Performance Taylor/Melia (Ford Lotus Cortina) (4th in G.C.)	Touring Category, Groups 1 and 2 701-850 c.c. Carlsson/Palm (Saab), S 1,001-1,300 c.c. Mombaerts/Lambrechts (Skoda), B 1,301-1,600 c.c. Riley/Nash (Ford Cortina G.T.), GB 1,601-2,000 c.c. Pilhatsch/Karger (Volvo), A Unlimited James/Hughes (Rover 3-litre), GB Grand Touring Up to 1,000 c.c. Charlier/Mosbeux (Ford Anglia), B 1,001-2,000 c.c. Guichet/Coltelloni (Citroën), F Unlimited Hopkirk/Liddon (Austin-Healey 3000), EIR/GB Sports, all classes united Böhringer/Kaiser (Mercedes-Benz 230SL), D
XIIIme Tour de France 17th-26th September FRANCE	130	32	Touring Category <ol style="list-style-type: none"> 1. Consten/Renel (Jaguar 3.8), F 2. Mlle Soisbault/Mme. Texier (Jaguar 3.8), F 3. Hopkirk/Liddon (Morris-Cooper S), EIR/GB (also winners of Touring Index) 4. Lewis/Pollard (Sunbeam Rapier), GB 5. Golderer/von Kothen (Fiat 2300S), D Grand Touring Category <ol style="list-style-type: none"> 1. Guichet/Behra (Ferrari GTO), F (also winners of G.T. Index) 2. Bianchi/Abate (Ferrari GTO), B/I 3. Spinedi/Mme. Spinedi (Ferrari 250GT), CH 4. Masoero/Maurin (Alfa Romeo Giulia), F 5. Delalande/Campuzan (Alfa Romeo Giulietta), F Ladies' Prizes Touring—Mlle Soisbault/Mme. Texier (Jaguar G.T.), F Rosemary Smith/Margaret McKenzie (Sunbeam Alpine), GB Best British Performance Hopkirk/Liddon (Morris-Cooper) (3rd in Touring Category and winners of Touring Index)	
12th Rally of Great Britain 12th-17th November GREAT BRITAIN (7 classes in 2 categories)	161 (+4)	90 (-13)	<ol style="list-style-type: none"> 1. Trana/Lindstrom (Volvo 544), S 2. Kullstrom/Haggbom (VW 1500S), S 3. Carlsson/Palm (Saab), S 4. Hopkirk/Liddon (Morris-Cooper S), EIR/GB 5. Makinen/Wood (Austin-Healey 3000), SF/GB Ladies' Prize Pat Moss/Jennifer Nadin (Ford Cortina G.T.), GB (7th in G.C.) Team Prizes Makers—Ford Cortina Club—Chelmsford M.C. Best British Performance Hopkirk/Liddon (Morris-Cooper S) (4th in G.C.)	Touring Category, Groups 1 and 2 Up to 850 c.c. Carlsson/Palm (Saab), S 851-1,000 c.c. Morrison/Finlay (Morris-Cooper), GB 1,001-1,600 c.c. Kullstrom/Haggbom (VW 1500S), S Unlimited Trana/Lindstrom (Volvo 544), S Grand Touring Up to 1,150 c.c. Andersson/Axdal (Saab), S* (* still subject to appeal on protest) 1,151-2,500 c.c. Pat Moss/Jennifer Nadin (Ford Cortina G.T.), GB Unlimited Makinen/Wood (Austin-Healey 3000), SF/GB

International Rallies—continued.**Spa-Sofia-Liège—Another Böhlinger "Double"**

THE Marathon's 3,300-mile route in 94 hours was much the same as before, except for a cunning detour which avoided some of the faster roads along the Adriatic coast. To many, including Citroën's René Cotton who commented that the revised route could be done clean by an Ami 6, the route seemed much too easy, but these critics had not allowed for violent thunderstorms, and in fact only 20 crews from amongst 119 starters got back to Spa; none were on time and the last Ami 6 never got beyond Sofia.

Right up to the Vivione, almost at the end of the serious motoring, a bitter battle was waged between the Austin-Healey 3000 of Aaltonen/Ambrose and the Mercedes 230SL of Böhlinger/Kaiser, with Eric Carlsson's Saab holding a watching brief in third place, the issue being settled for good and all when Aaltonen crashed the Healey, fortunately without injury.

At Sofia, where 87 crews were still running, these three shared a joint lead with 11 others, all unpenalized, of whom Anne Hall/Denise McCluggage were the only ladies. At Perast, after the hellish section, Pec-Titograd, only the Healey and the Mercedes were still clean, and on coming out of Yugoslavia, only 26 crews were still in the running and the Healey was leading the Mercedes by a minute. On the Vivione, however, Aaltonen's luck ran out—or did it?—for he hit a rock and the car ended up with two wheels hanging in space, a position from which it took nearly five hours to be recovered. Thus Böhlinger won his second consecutive "Marathon", a feat not previously achieved since the event restarted in 1950, and that in a new and untried model; a truly fantastic drive by a master rally driver. Carlsson and Palm came up to second with the tiny Saab (another fantastic drive) and Bianchi/Ogier finished third, 28 minutes late, on a very special Citroën. Despite Cotton's tempting of fate, Citroëns did extremely well to finish five cars, winning the Coupe des Dames with Mme. Bouchet/Mlle. Kissel for the second year running, and the Team Prize.

British crews were not, however, disgraced, for Henry Taylor/Brian Melia finished fourth in a Lotus Cortina and Peter Riley/Tony Nash, Paddy Hopkirk/Henry Liddon and Ken James/Mike Hughes all won their classes in, respectively, a Ford Cortina, Austin-Healey 3000 and Rover 3-litre, the last-named for the second year running, whilst Britain took home the Inter-land trophy.

Perhaps one of the most fabulous drives was that of the Belgians, Ransy/Rebetz, who took a DAF through to 19th position. To finish the "Marathon" at all is an achievement, but to finish it in a DAF beggars superlatives.

The Tour de France—The "Rally" with the "Mostest"

THE Tour, which next year will be classified as the speed event which it basically is, is probably the best run, best endowed and most publicized of all rallies, which is perhaps only to be expected with the resources of Shell-France and *L'Equipe* behind it. Certainly there is more "for free" for competitors than in any other rally, starting with free petrol and free food. Nevertheless, the Tour is by no means a simple trek from hill-climb to hill-climb and from circuit to circuit, and the road sections, particu-

larly in the Pyrenees, call for top-class rally driving, as some G.P. pilots have discovered to their cost.

The entry is split into two categories, Touring and G.T., each quite separate and distinct and each having its own handicap, or Index section, in addition. For years now the G.T. category has been a happy hunting-ground for Ferraris and 1963 was no exception, the French crew of Jean Guichet/José Behra carrying off both scratch and Index in a GTO. The touring section has equally been a Jaguar preserve, but with the Ford Galaxies thrashing them on the circuits this year, prospects didn't look quite so rosy for the 3.8s. Moreover, as long as the Galaxies were running, not even that experienced Tour veteran, Bernard Consten, could do much about them. However, the big Fords could not stand the continuous hammering, so Consten won yet another Touring Tour, followed home by Annie Soisbault/Louisette Texier in another Jaguar 3.8, and, quite incredibly, by Paddy Hopkirk/Henry Liddon in a fantastic Mini-Cooper S. The little car had dominated the Touring Index from the start and Consten could do as little about the Cooper as he could about the Galaxies—and the Mini-Cooper stayed together!

Of other British cars, Tiny Lewis/David Pollard came fourth on scratch and third on Index in a Sunbeam Rapier

concentrating each year on getting in more special stages and streamlining administration. This year the route contained over 40 special stages, nearly 400 miles in total, and very few were cancelled. Nevertheless, timekeeping remains a big problem, which will be even more complicated if timing next year is done to a second, instead of to ten seconds, as now.

With the Scottish night stop cut out and with bad weather over most of the special stages, the rally was much harder on the crews and demanded a delicacy of control on slippery surfaces which was rather beyond the British drivers, but which just suited the Scandinavians who came over in hordes and who returned with most of the prizes, i.e. four of the first five places and five of the seven classes. Only the Mini-Cooper S of Paddy Hopkirk/Henry Liddon in fourth place and the Cortina of Pat Moss/Jennie Nadin which reversed the Midnight Sun placings in the Ladies' class and finished seventh, prevented complete domination by the skilful Scandinavians. Trana/Lindstrom on a works Volvo 544 with 1,780 c.c. engine and disc brakes led throughout, but Eric Carlsson did not relinquish his hopes of a fourth win without a struggle, finishing equal on road penalties with the Kullstrom/Haggbom VW 1500S, but being relegated to third place by the tie-deciding stages.



SURPRISE of the R.A.C. Rally was the achievements of the Swedish-entered 1500S Volkswagens. The Harry Kullström/Gunnar Haggbom car was always a contender for victory, finally finishing second.

and Rosemary Smith/Margaret McKenzie were sixth on scratch in an Alpine and won the Ladies' Cup.

All in all, the best showing by British crews in the Tour to date.

Certainly the Tour is the prototype of rallies which cause the minimum of inconvenience to the public, and that pattern may well be adopted in England next year.

Scandinavians Dominate the Best R.A.C. Yet

SINCE Jack Kemsley and his Committee re-modelled the R.A.C. in 1961, the basic formula of a large number of special stages on private property and an easy linking road section has remained unchanged, the organizers con-

Of other stars, the Falcons could cope no better with English mud than Swedish dirt and none finished, whilst Lucien Bianchi had to retire his Citroën early on with electric troubles.

To rub salt in the wound, the Scandinavians did not, in the main, employ British co-drivers, regarded as essential to success in earlier R.A.C. rallies.

As long as the R.A.C. continues to be run as a true International rally over dirt surfaces, so long, it seems, will top honours go abroad, for two-minute dashes over tarmac roads do not provide an International rally-winning technique.

In the second part of his Survey, John Gott will analyse the performances of cars and drivers in the past season.

CLUB NEWS

By ROBERT GRANT

THE Romford Enthusiasts C.C. restricted Clockwatchers rally on 18th-19th January has won a reputation in previous years of being one of the best of the East Anglian rallies. The 250-mile event will start at Eastern Automobiles, Colchester, and will cover maps 125, 126, 136, 149 and 150. This is a qualifying event for the Eastern Area Association of Motor Clubs Rally Championship and invitation is open to the B.R.S.C.C., Cambridge C.C., Chelmsford M.C., Eastern Counties M.C., Ford Sports M.C., Four Ways C.C., Mini-Se7en Club, North London Enthusiasts C.C. and the West Essex C.C. All entries should be sent to John Hill, 63 Wash Road, Hutton, Brentwood, Essex, not later than 13th January. Apologies to the M.G.C.C. (S.W. Centre); the regs. for their Salisbury Trial on 26th January are available now. . . . The **Scottish S.C.C.** are promoting "The Starlight Rally", which is a Motor World Championship event, on 11th-12th January; it is restricted to members of any Scottish Motor Club. The rally is 190 miles and all entries will compete in one class. The maximum number of entries is 75 and regs. are obtainable before

KENTISH BORDER C.C.

CANNON TROPHIES TRIAL

THE Kentish Border Car Club held their closed Cannon Trophies Trial on Sunday, 15th December. The premier award went to the irrepressible Rex Chappell, who beat Bernard Dees into second place by ten points.

The trial started from the Hill Top Hotel, situated near the summit of Wrotham Hill. The usual formalities over, the convoy of trials cars wended their way through the chilly countryside to Old Soar, not another name for an "old sweat", but a part of Kent near Plaxtol, carved into a hillside giving plenty of scope for Bill Armstrong, the Clerk of the Course, to lay the sections out on the wooded slopes.

The chilled participants arrived at Hill 1, via the orchard-filled valley, where the fallen apples lay on the ground in deep freeze, coated with a thin layer of snow. The entry, although small in number, was select in quality. The non-starters included Fred Cole, Peter Highwood and builder-in-chief

6th January from W. L. B. Callander, 100 West, Regent Street, Glasgow, C.2. . . . By popular demand the **B.A.R.C.** (Surrey Centre) 5th Pilgrim Rally on 22nd-23rd February will once again return to the West Country with Start Controls at Warminster and Taunton. Every control will be manned and there will be no route checks. The event will cover approximately 250 miles on maps 175, 176 and 177. This is a qualifying event in the A.C.S.M.C. Championship and is open to all registered members of the A.C.S.M.C. together with the following invited clubs: East Surrey M.C., Farnborough D.M.C., London M.C., M.G.C.C., Taunton M.C., Vickers-Armstrongs (Hurn) C.C., Weston-super-Mare M.C. and the West Hants and Dorset C.C. Regs. are available from C. R. D. Day, "Honeysuckle Cottage", Horley Row, Horley, Surrey. . . . The Skaters' Rally is a new event in the calendar. It is intended to be a straight-forward, no-nonsense event. Navigation will be entirely by map references, with directions of approach and departure. A limited mileage on white roads will be used, but this will definitely be non-damaging. The rally should be suitable for experts and novices alike, as the latter will readily be able to miss controls if they find they are approaching 30 minutes lateness. The Skaters is a restricted event, organized by the **Cambridge University A.C.**, and it will be held on 25th-26th January. Invited clubs are the Combined Universities M.C., Eastern Counties

Mike Cannon, all of whom turned up during the day to view this always enjoyable and sociable event.

Hill 1, suffering from the climatic conditions, proved rather tricky, the frozen mud liquefying with the heat generated by the spinning wheels. The greatest friction was caused by the thundering Cannon of Percy Barden, known affectionately as the "Maidstone Flyer"; his approach was successful on this hill, making the highest up score of four.

The remaining morning hills were of a similar nature, winding through the trees, the ground laced with a sprinkling of light snow, making progress a difficult pastime. During the morning no completely clean climbs were recorded. However, with consistent driving, Rex Chappell was leading the field at lunchtime, followed closely by Bernard Dees, Percy Barden and Geoff Lindsay, the last-named thoroughly enjoying the day's sport; possibly with a little more concentration he would have finished higher in the results.

After refreshments the trial continued. Gordon Jackson, his Cannon sounding ripe, made some excellent climbs, as did Bill Durling, who finished the day by winning the Class B cup. Peter le Couteur and Lee Chappell were going great guns, while Geoff Newman and Sid Seelly were both suffering an off-day.

Misfortune struck Jeremy Bassett; he had to retire with back axle trouble after a fair morning's performance. Fred Dean did well, finishing with a First Class Award in Class B. Newcomer Barrie Wright, still finding his feet, had a spinning time.

In the premier division, Rex Chappell remained supreme, with Bernard Dees, Percy Barden and Gordon Jackson, all Cannon mounted, finishing within shooting distance.

COLIN TAYLOR.

RESULTS

Class A: 1, R. F. Chappell (Cannon), 49 marks lost; 2, B. Dees (Cannon), 59; 3, P. Barden (Cannon), 62; 4, G. Jackson (Cannon), 70. **Class B:** 1, W. S. Durling (Cannon), 78; 2, F. Dean (Cannon), 96; 3, B. Wright (Cannon), 112.

R.A.F.M.S.A. NORTH STAR RALLY, 7th-8th December

RESULTS

1. Reeves/Lake (Austin Mini-Cooper S), 0 marks lost; 2. Hayward/Noad (Volkswagen), 1; 3. Soames/Waring (Triumph Spitfire), 1; 4. Leslie/Follis (Ford Cortina G.T.), 2; 5. Rogers/Valentine (Mini-Cooper), 10. **Team Award:** Neil Leslie Motors (Rogers/Valentine and Leslie/Follis).

PICTURE QUIZ: left to right, the personalities are Stirling Moss, Tommy Wisdom and the late Mike Hawthorn.

M.C., Four Ways C.C., Peterborough M.C., Romford Enthusiasts C.C., Sporting C.C. of Norfolk and the West Essex C.C. Closing date for entries for this event is 18th January and they should be sent to N. J. Raeburn, Sidney Sussex College, Cambridge. . . . The **Shens:one and D.C.C.** are organizing a closed production car trial on 19th January at Rugeley. There will be classes for three different types of vehicles and, besides the class awards, there is also a team award. John Rowley, 2 Longwood Road, Barr Common, Walsall, Staffordshire, requires the entries not later than 13th January.

COMING ATTRACTIONS

FOREIGN EVENTS

28th December. SOUTH AFRICAN GRAND PRIX, East London (F.I.).
TAURANGA, New Zealand (F.L.).
4th January. LEVIN, New Zealand (2,500 c.c.).

BRITISH EVENTS

29th December. Hants and Berks M.C. 10th Pairs Point-to-Point Map Reading Run. Starts Harold Hamblin (Cars), Ltd., Church Street, Basingstoke, Hants, at 9.30 a.m.
Leicestershire C.C. Silver Starting Handle Trophy Production Car Trial. Starts Moscow Farm (M.R. 122/760126), at 11 a.m.
3rd-5th January. SOUTH WALES A.C. INTERNATIONAL WELSH RALLY. Starts Loton Park, near Shrewsbury, Salop, and finishes Cardiff, Glam.

LANCASHIRE & CHESHIRE C.C.

LAKELAND RALLY

IN the foreword to the regulations for the Lancashire and Cheshire Car Club's Lakeland Rally, there had been the usual claim that there would be no nonsense and no clean sheets, but the rally which took place on 14th-15th December contained a little nonsense, and at least two clean sheets. And but for the nonsense there would have been more cleans at the breakfast table. While the organizers had said that it was no longer possible to run a good rally in North Wales, and had therefore chosen Derbyshire, it is quite probable that this event could have been run almost anywhere, for most of the average speeds were quite leisurely and (to the organizers' credit) a considerable number of precautions had been taken to ensure good road manners and quiet motoring through built-up areas. To enforce the latter there were noise meters in evidence, and R.A.C. patrolmen were on duty judging both this and other features of road behaviour. In this respect the organization could not be faulted, but several other aspects of the event were far from satisfactory for competitors. At the time of writing there were no published results, but results claimed were:

Simister/Potts, clean; Grange/Binns, clean; McBride/Barrow, 1 min.; Friswell/Robson, 1 min.

As can be seen from these claims, there was almost a festive air about the pairings for the rally—with most of the circus present (apart from McBride/Barrow) having scratch partnerships—and a good time was had by all!

A reasonable entry of 60 cars assembled at the Lake View Cafe overlooking Rudyard reservoir, for a midnight start, and for 6½ hours of motoring without a fuel stop, which meant that those with a rallying fuel range of less than 200 miles were carrying as many cans as possible. A five-gallon Mini-Cooper S tank does not take one far at 20 m.p.g.!

After the first few sections had led east and north from the start past the enlarged Leek reservoir, and the new road not shown on the map, the route led on to Sheet 111 where most of the night was spent. For once the Clerk of the Weather had been kind to rallying in Derbyshire, for there was no fog, and only a suspicion of ice and snow made things a little difficult. This in itself must be a record for Derbyshire.

A group of sections north from Upper Hulme and by-passing Hollinsclough through Hardings Booth Ford (which is now smoother

(Continued on page 880)



SID SEELLY in his Cannon looks a little apprehensive as he plunges down a slope. Sid had an "off-day" and did not feature in the results.

CORRESPONDENCE

Silverstone Amenities

RECENTLY I was very interested to note a well-known motoring writer's comments in a daily paper, when reporting the improvements of the Silverstone circuit. Naturally, towards the end of his report, he drifted off into superlatives "best in the, etc.", and believe me, I do not wish to start any argument about the relative merits of different circuits.

My reason for writing is to concentrate some interest on that small piece of Brighton beach situated behind the pits, or more specifically, one corner of the paddock opposite Pat Fairfield's fountain. Most competitors racing at Silverstone have, at one time or another, enjoyed the glorious toilet facilities afforded by the B.R.D.C. on this spot, and I hope, will join with me in wondering why some of the water from the fountain could not be piped across the road and used for flushing a toilet or two, even providing some hot water and, dare I suggest in case I am thought too soft, a hot shower. After all, it is "the best in the . . . etc."

I will personally have printed, at my own expense, for interested Saturday afternoon racers, a windscreen sticker that reads: "B.R.D.C. chemical closet must go".
LONDON, S.W.1. PETER S. LACKINGTON.

The "Hangers-on"

MAY I say how much I enjoyed Brookbank's cartoon in the 13th December issue of AUTOSPORT, and how accurate I thought it was in every detail, even to the number of "hangers-on" who find a reason for being in the pit area.

Judging by the artist's impression in the same issue of the new layout of Silverstone, I can't see how these "hangers-on" will see much of the racing unless they are allowed to wander about the ramp. Who knows, perhaps they will even buy a ticket along with the rest of us? And with the extra revenue that will bring, the drivers in the supporting races might get some decent starting money.

PORTSWOOD, SOUTHAMPTON.

D. HARRIS.



Latest Lotus Claim

FOR obvious reasons, one has to be so very careful what one writes, particularly when compiling a letter for intended publication; therefore, when angered, to "soft-pedal" is the only sane course open.

Surely, there must have been many knowledgeable readers who, on seeing the latest "Lotus Claim", simply boiled over and longed to make their thoughts known to Cheshunt, while the more serene, yet knowledgeable, among us, endeavoured to ignore the entire childish business.

LEAMINGTON SPA, WARWICKSHIRE.

C. G. WOODLAND.

"Ifs" and "Buts"

I was most interested to read in your correspondence columns last week the remarks concerning Richie Ginther.

Not wishing to detract from Ginther's consistent performances this year I would like to question Mr. Bellamy's . . . he might have won . . . if he hadn't . . . phrases. This to my mind is a ridiculous attitude. If Mike Hawthorn had finished third and not second at Casablanca Stirling Moss would have been World Champion . . . Ditto if Jim Clark hadn't had a minor engine fault in the last South African G.P. . . . If Graham Hill's B.R.M. hadn't failed on the start line at Rheims he might have won. The list is endless but facts are facts and there are no "ifs" and "buts" in motor racing.

DUMFRIES, SCOTLAND.

ROBERT ANDREW.

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



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LARNE M.C.

STARLIGHT RALLY

REGGIE McSPADDEN, in a Volkswagen 1500S navigated by John Armstrong, won the tough 265-mile Starlight Rally recently by 1.2 marks from Maurice Acheson/Jack Long (Mini-Cooper S), who in turn were 4 marks in front of John Eakin/Michael Hart in their Sprite. Robert McBurney/Ian Turkington in their Okrasa VW 1500 "beetle" had the misfortune to miss the final control when in the lead and were relegated to sixth position.

Terry Harryman and Donald Grieve, clerks of the course, started work seven months ago on this event and this was obviously justified, the Starlight undoubtedly being the best rally of the year. For the first time in any Ulster rally the *Express and Star* system of time cards with standard time was employed. Other firsts included the fail system and a pre-start handout of the route. Navigators were especially pleased with this, finding it quite a change from the hectic on-the-spot navigating.

A disappointing entry of 37 arrived for the start at Woodburne House, Dunmurry; one notable non-starter was Ian Woodside who, fighting for the Ulster Rally Championship lead, couldn't compete due to family illness. Esler Crawford, his navigator, thumbed a lift with Adrian Boyd and Beatty Crawford in their Rapier.

From Woodburne House drivers left to do four driving tests on a short 30-mile route, three hours being allowed to get to Control 1, sited at a Regent service station just outside Toome (why the Larne Club insisted on driving tests on an event like this is a mystery). Robert McBurney lost no marks in these, the marking system being of the class-fastest-losing-no-marks type. Ronnie McCartney/Frank Main (1,098 c.c. Mini-Cooper) were next best, losing 1.8, while Ronnie and Doris White (Sebring Sprite) were third with 2 marks lost.

From Control 1, where the Milk Marketing Board had provided hot soup, etc., the route proper led north around Lough Beg; the first 8 points were easily on although McCartney/Main dropped a minute at No. 4. At Control 8 Adrian Boyd discovered a hole in his fuel tank and dropped 3 minutes trying to effect a repair with Cataloy loaned by Robert McBurney. From here the route headed to a Tulip card section through Glenshane Forest. This was still at a 30 m.p.h. average, and the only difference from a special stage was that it was timed to the minute rather than the second. Boyd/Crawford dropped 3 mins. when they wrong-slotted. Another forestry section at Moydamlaght had to be attempted next, the average being only 27.7 m.p.h. for insurance purposes; this was also easily on. Adrian Boyd set up the best time of 9 mins. 13 secs., followed by McBurney with 9 mins. 31 secs. and Reggie McSpadden, 9 mins. 35 secs. Many people were too exuberant here, Ronnie McCartney having to retire when his front suspension hit a tree stump, Charles Eyre-Maunsell/Alec Spence hit a wall in their Sunbeam Alpine, the passenger door being very extensively modified; they continued unabated, however, after temporary repairs. George Windrum went off in a big way, wasn't too badly damaged but decided to retire.

At Control 32 petrol was available, and for that matter so was chewing gum—Esler Crawford bought 12 packets to try to mend the petrol leak. At this stage the leaders on the road were Maurice Acheson/Jack Long (Mini-Cooper S) who had dropped only 1 mark, followed by Cecil Molyneux/Hal Patten in another S-type a further mark down, while Ken Shields/Norman Henderson (VX4/90) and Robin Steenson/Ian Turkington (Saab) had both lost 5. From here the route led to a special stage at Davagh via the maze of well-used roads around Crookamobil and Owenregh mountains. Twenty-two minutes were allowed for this 11-mile section and this was easily on, best time going to Robert Woodside/Brian McMeekin (1,295 c.c. Volkswagen) in 17 mins. 59 secs., followed by Adrian Boyd with 18 mins. 11 secs., with younger brother Derek and Bill Beattie next in 18 mins. 59 secs. in their Mini-Cooper. By

the end of this stage Adrian's tank was really gushing petrol and even after getting two gallons from Donald Grieve, plus the offer of more from Noel Smith and Des Bradley, and all of Esler's chewing gum plus Cataloy, he decided to retire. He was at this stage doing 4 m.p.g.! Colin Andrew was also in trouble, his battery lead and petrol line having come off, so he and Maurice Johnston decided to cut their losses and went straight to Control 72.

From Control 45 the meat of the event really began, many people getting into trouble at Control 49, the route leading via N.E. 726/748½, and Control 55 near Capagh, the road at 685/662 not going—the one at 685/665 was correct. From here the route, though rough and tight, was straightforward, leading back to Toome where more petrol was available. By this stage John McClean/Robin Bell (Mini-Cooper) had retired with lack of bearings, while Ken Shields had lost a bolt from his VX4/90's front wishbone and was limping home, trying to qualify as a finisher.

All that remained now were a couple of special stages and the run in to the final control at Larne. The first of these stages was a two-mile effort at Carneary and here Robert Woodside was again fastest although his engine was missing badly; one second behind him came McBurney and McSpadden who tied with 3 mins. 56 secs. The three were the only ones to clean the stage. The next, at Tardree, was just 1½ miles and the nearest anyone came to the bogey time of 1 min. 30 secs. was McBurney with 94, Woodside 98, and Ronnie White and Maurice Acheson both with 100 secs. On the run-in to home, McBurney had the cruel luck to miss the final control, while Charles Eyre-Maunsell holed his radiator and drove the final 12 miles to Larne without any water!

Only 17 of the starters clocked in at the King's Arms Hotel, Larne, where an excellent meal was available at a very reasonable

price. Here Reggie McSpadden was announced the winner, while the best navigator was Jack Long—Maurice Acheson's navigator. D. BEATTY CRAWFORD.

RESULTS

1. R. McSpadden/J. Armstrong (Volkswagen 1500S), 48.2 marks lost; 2. H. Acheson/J. Long (Mini-Cooper S), 49.4; 3. J. Eakin/M. Hart (A-H. Sprite), 53.4; 4. C. Molyneux/H. Patton (Mini-Cooper S), 66.4; 5. R. Steenson/D. Turkington (Saab), 73.4; 6. R. McBurney/I. Turkington (Volkswagen), 1 fail, 45 marks lost.



REGGIE McSPADDEN and John Armstrong in their Volkswagen 1500S tackle the special stage in the Carneary Forest.

Ulster Rally Championship

RONNIE WHITE became Ulster Rally Champion as Ian Woodside was a non-starter in the Starlight. Woodside took second place with 52 points, nine behind White, while John Eakin was third, one point behind Woodside.

Lakeland Rally—continued

and Shining Ford were very interesting before longer sections led south towards Grindon, and the first of the two tie-deciding specially timed sections. These were in the middle of normal road sections, and were indicated by signs at start and finish, but it was unnecessary to stop. Reg McBride, however, had misunderstood the instructions, and overshot the start—thought he should have started from rest—backed up—realized his mistake—hesitated—and went on, unfortunately to register a rather poor time here. Friswell was running right behind him, and this eminently suitable Mini-Cooper stage through the Grindon hairpins was also unwittingly spoilt for him by the baulking (which was quite unintentional). Some smart sections through the Manifold valley caught a few, including the Jamiesons in their Mini-Cooper—who had a wrong approach, while a little later your correspondent was treated to the sight of McBride backing out of a non-goer (which must be the first time this has happened for months) without loss of time.

A grassy short cut north-west of Wheston was impassable "on the night" and caused more than one crew to make hasty back tracks after finding a non-competing Volvo stuck down it—maps were amended accordingly. Then a brief halt for refuelling (from one's own cans if it was necessary) preceded the only really tight part of the route, when a short string of "oncercs" near Bradwell saw the 59-second allowance being used. In this area a very mangled Saab was seen observing the progress of the rally—but it is not clear whether this was a retired competitor who was a glutton for punishment. The pace, if anything, slackened, but an awkward approach to a control near Great Longstone saw both Costello/Cooper and Parker/Train of the Godiva Car Club take the wrong direction and miss the marshal. At the head of the field there was often a lot of confusion as Messrs. McBride and Friswell came upon marshals miles off reference, and not expecting visitors for some time, but the route was still on—even including an entertaining four-minuter across the main A515 with two closed gates and a control approach on a sea of mud—oops!

Control 61 will remain a bitter memory in the minds of some navigators, as an over-zealous and badly briefed marshal insisted in booking crews "on sight", causing bad feeling on the spot, and a lot of amending at the finish.

The final group of controls was on Sheet 110, west of Rudyard reservoir, and for some unaccountable reason included a two-minute section which measured all of 2½ miles! Clearly this was by no means "on" and although the first arrivals at the start of the section tried to instil a sense of justice into the marshal, it was obvious that some people "conned" their way out early and made the 2½ miles inside the allowed 2 mins. 59 secs.! It was generally agreed that the section was on in about 3½ mins., and the honest ones dropped one minute here—the dishonest were clean, and openly admitted it at the finish. Since this was to decide the event after 6½ hours rallying, it serves yet again to emphasize the importance of tight marshalling in an easy event. Immediately after this came the second and last tie-deciding special section, through the rough Ravens Clough hairpins, which, by contrast with the early stage, was a real Ford benefit.

The road section was now complete and all that remained was a short run to Capes-thorne Hall, but this was enlivened by the very slippery bridge over the river by Bosley works, which would have been a real stopper if there had been one more section!

At the finish there seems to have been general satisfaction with the safety precautions taken by the club, but unfortunately the tightness of the marshalling and the route left a lot to be desired. If this is to remain as a significant event in the Silver Star calendar there will have to be a change of heart or route-finding for 1964. After all, 6½ hours motoring for one impossible section, and that subject to cheating, is going a little too far!

As stated before, results were not available at the time of writing, except for the conclusion that the team prize must go to that nominated as Simister, McBride and Friswell—who must all finish in the top four!

GRAHAM ROBSON.



TASMAN CUP for perpetual competition as the drivers' championship of the Antipodean International racing season, is made of Australian silver and gold and New Zealand wood. The replica will be awarded to the champion driver, the cup itself remaining in Australasia.

down Park is still under negotiation. A number of Australian drivers will be going to New Zealand for the "Tasman" events, and the existence of the championship has added considerably to the attractions of N.Z. events for the Australians.

One of the biggest motor sport projects ever undertaken in Australia, or indeed anywhere, is under way less than 30 miles from Sydney. The project includes a 2.3-mile road racing circuit, two speedway tracks, a hill-climb, a karting track, a short circuit for motor-

lent layout in the hills, with well-planned spectator amenities, it looks like being very popular with the public.

Other Australian news includes the formation of racing teams by two more oil companies. B.P. will sponsor a team under the guidance of Alec Mildren, and drivers will be Frank Gardner, John French and Ralph Sach. The cars will be a twin-cam Lotus-Ford 23B, 1½ and 1.6-litre Brabham-Fords, and an Australian-built sports car, similar to the Lotus 23, but designed for a new four-cylinder, 2.9-litre Maserati engine which is being built for it. The car will use a Colotti type 21 gearbox.

The Neptune Oil Company has formed a team of Touring cars with drivers Peter Manton (Mini-Cooper), Harry Firth (Ford Cortina G.T.) and Norm Beechey (Ford Galaxie and various Holdens)—a most formidable trio.

Finally, Lex Davison has under preparation two books, an autobiography, and a review of Australian motor-racing. The first is due to be published by Heinemann in March.

Australian Notes

FOLLOWING the recent Hordern Trophy meeting at Warwick Farm, the final positions in the 1963 C.A.M.S. Gold Star are: 1, Bib Stillwell (Brabham-Climax), 41 points; 2, John Youl (Cooper-Climax), 38; 3, David McKay (Brabham-Climax), 23; 4, Jack Brabham (Brabham-Climax) and Lex Davison (Cooper-Climax), 12; 6, Chris Amon (Cooper-Climax) and Bill Patterson (Cooper-Climax), 10.

A well-kept secret in the Hordern Trophy was Bib Stillwell's engine capacity. This is the motor from the Brabham left with Repco by Jack Brabham and the capacity is now no less than 2.85 litres, surely the ultimate stretching of this engine. Fine for the new 3-litre Formula 1 though, and this new formula will almost certainly result in applications for World Championship events for Australia and New Zealand in 1966. If you want a preview of the new Formula 1, take in the "Tasman" series during your winter holiday!

The National Competition Council of C.A.M.S. has issued new regulations for racing categories in Australia. Basically, local Touring Car regulations are being brought into line with F.I.A. rules, and Group 2 will replace the existing more liberal regulations from 1965. Grand Touring cars have been replaced by an "Improved Production Sports" category, which will eliminate the hard-topped D-type Jaguar and Lotus 11-type cars that invaded G.T. racing here a few years back.

Single-seater categories have been revised and the Australian National Formula for "Tasman" Cup and Gold Star events calls for unsupercharged cars below 2,500 c.c. running on 100/130 Avgas. There may be, at organizers' discretion, a class for four-cylinder cars of below 1,500 c.c. which eliminates the latest Formula 1 cars.

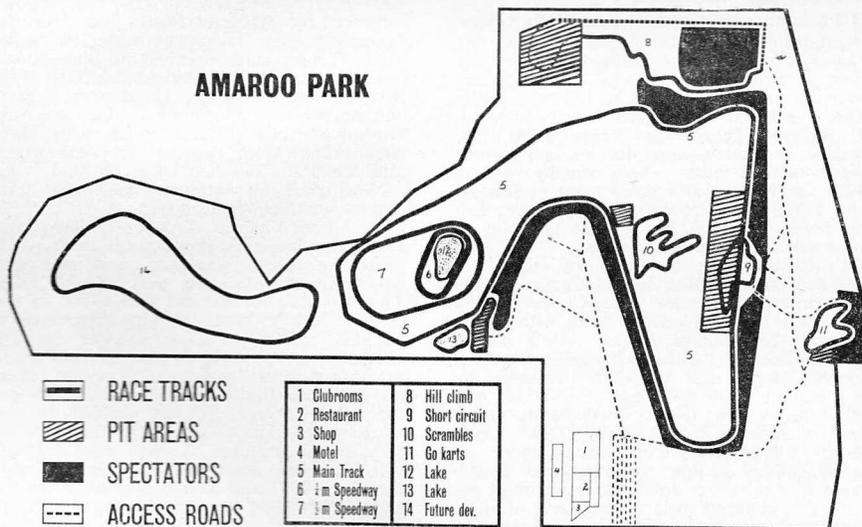
As in America, the 1963 Formula Junior regulations will continue for 1964, under the title "Australian Formula 2". Also eligible for this formula are F.I.A. Formula 2 cars. The final category adopted for racing cars is the F.I.A. Formula 3, although this is unlikely to receive much support for some time.

The latest information on the "Tasman" Cup series gives the big name starters as McLaren and Mayer in the new Coopers, Brabham and Hulme in Brabhams and Chris Amon in a Lola. At the time of writing, Graham Hill's entry for the Australian events is in doubt, as the question of starting money for the Australian Grand Prix at San-

From our
Australian Correspondent
PETER BAKALOR

cycles and cars and a motor-cycle scrambles track. A motel, restaurant, shops and a club-house are nearing completion, and most of the work will be completed by 1965, although the long circuit may take longer. The project is privately financed, and with its excel-

THIS IS Amaroo Park, less than 30 miles from Sydney. The area is surrounded by hills, giving excellent views of most of the circuit for spectators. The sealed spectator area and access roads are shown, many already in existence.



Victoria Formula Junior and Australian G.T. Championships

THE final meeting for the 1963 season at the Calder circuit near Melbourne was held on 8th December, and included in the programme of fifteen events were the final of the Lex Davison-Calder Special Trophy for Formula Junior cars and the Australian Grand Touring Car Championship for 1963. The latter event was also the Victoria Formula Junior Championship for 1963, and was possibly the last Formula Junior Championship race to be held anywhere. Practice was held on the Saturday afternoon, and although rain was threatening, it did not eventuate. Practice for the G.T. Championship was somewhat farcical, indeed so was the event itself, for the field consisted of Bob Jane driving his newly imported lightweight Jaguar E, with Bill Jane driving his brother's "old" E-type, along with a few marquee sports cars and local specials.

Practice for the Formula Junior event was much more keenly contested and pole position for the race was secured by Leo Geoghegan driving the Total Team Lotus 22, with a time of 51.8 secs. over the one-mile circuit, which was some 1.6 secs. outside his own Formula Junior lap record. On the front row of the grid with Geoghegan were Jack Hunnam driving his Elfin and Rocky Tresise driving the ex-Nunnam Lotus 18.

Sunday dawned bright and clear, and of the two major events the G.T. Championship was the first to be decided over 20 laps, and as anticipated Bob Jane had a runaway win from Murray Carter in the Corvette and Bill Jane driving the standard E-type.

Prior to the start of the Formula Junior Championship, the cars were lined up on the grid, and then sent on a warming-up lap and, on completing this, the two minute board was displayed. Jack Hunnam on the Elfin made an excellent start, going straight to the lead from Rocky Tresise and Leo Geoghegan. On the second lap of the 20-lap race Geoghegan passed Tresise into second place, and the crowd were anticipating a repeat of the splendid dice which took place between Geoghegan and Hunnam on the last occasion they met at Calder. However, they were to be denied, for, as Geoghegan braked the Lotus for the Esses on this third tour, a front brake locked, and the subsequent spin lost him some 20 seconds and dropped him to fourth place. From then on Hunnam did not look like losing the lead, and Geoghegan's pursuit was in vain, for the deficit was too great to make up, even for a driver of Geoghegan's ability. Rocky Tresise filled third place behind Geoghegan.

ANDREW MACGREGOR.

**WEST HANTS & DORSET C.C.
BOURNEMOUTH M.C.
VICKERS-ARMSTRONGS (HURN) C.C.
CHRISTMAS CUP TRIAL**

THE annual Christmas Cup Trial, promoted by the West Hants and Dorset Car Club, comes as a pleasant pre-festive activity, and is usually treated as a family outing for many competitors. The Club is usually fortunate weather-wise, and a good entry is the rule.

This year was no exception, and over 70 cars came to the start at Auto Services Garage, Bournemouth, on 8th December. After a warming up section at the back of the premises, the field went to a pleasant little plot at Corfe Mullen. Early morning frost was still white on the grass, and made things quite tricky. Short and twisty sections on grass, and gorse, with a very dry and loose sub-soil underneath made things quite interesting. A couple of steps on a sharp bend caught out the unwary and there were not many clean climbs.

A few miles farther on came Henbury Plantation: two short climbs, one in mud, and the second on loose gravel, with a sharp left-hander. This latter hill sorted out the entry in no small manner. One or two folk got stuck on the hump and a lot couldn't make the left-hander. Pleasant wooded surroundings, amid great banks of

rhododendrons, made things even more interesting.

From Henbury it was a main road trip, via Blandford, to Gains Cross, near Shillingstone. This was a real stinker, being a large field covered in some of the slickest mud in Dorset! It was an achievement to get to the starting line, let alone climb the section. Some highly interesting and attractive sights were seen here, as lady passengers abandoned ship, and assisted in the general pushing and heaving in the mud.

Lunch followed (though a well organized mobile canteen was in evidence at Gains Cross) at the Hambro Arms, Milton Abbas. This must be one of the most attractive villages in Dorset, and made an excellent setting for a varied array of cars.

The final hills were laid out on a couple of large fields near Milton Abbas. The usual muddy slopes were in evidence, but there was one particularly dodgy little circle which foxed almost everyone and called for some very careful throttle work. A short timed sprint on gravel was used as a tie decider.

The finish was at Broadstone, near Bournemouth. The large entry contained a wide variety of cars, ranging from the latest thing in Imps, Tommy Wood's interesting B.M.W. 700 and John Macklin's very smart Ford Cortina Estate Wagon, to Norman Davis's very vintage and fabric bodied Austin 7. J. Loveday drove his Popular down from Gloucester, and took

ing between two and three mins. apart. This section caused great loss of marks and best were Andrew/Grieve (200 marks lost) followed by Acheson/Long and Norman Thompson/Mrs. Thompson with 210 marks lost. Trouble was caused by an unco-operative farmer blocking the road at 001/375. Brian Mitchell/Norman Henderson (Sprite) had retired with a crumpled wing after hitting an unexpected patch of ice, while Billy Dick/Frank Main (Turner) lost too much time when the fan belt came adrift.

Next came an excellent stage with time checks separated by 2, 4, 3, 2, 1, 2, 3, 2, 2, 4, 2 and 4 mins. This was followed by a straight line navigation stage which really caused a great slaughter and was undoubtedly the deciding part of the rally. This was due to the fact that Clerk of the Course David Mitchell had discovered a number of "goers" not marked on the allegedly newly revised sheet 8 and those navigators who tried to follow the route on the map (quite rightly, of course) got themselves in great trouble, while those who stuck to the route card were relatively all right. For example, a road goes through 920/346 where apparently none exists, while in square 9037 and 9038 a new reservoir has entirely changed the roads there. Boyd/Crawford, Acheson/Long and John Eakin/Michael Hart (Sprite) had quite a mystery tour here, while Dennis Bell suffered from drive sickness. Best through this stage were Ronnie and Doris White who dropped 390 marks and who, along with Andrew/Grieve, were the only team to visit time check 46. Next best were Norman Smith/T. Wilson (Mini), with 560, followed by Bell/Colin McMeekin, who lost 740. Robert Woodside had a puncture and this contributed to his loss of 1,060.

This ended the meat of the rally and there only remained a 28-mile run in to the finish back at Dromore where another driving test took place. Although this was obviously of little significance, Ronnie White made no mistake and had best time here. The results showed Ronnie and Doris White as victors with 1,023 points lost, while a very excellent second place was taken by the novice undergraduate team of Norman Smith/T. Wilson. Third were Boyd/Crawford followed by Hopkirk/Beattie. A large number of crews were excluded for being outside the time limit and there were only 12 classified finishers.

D. BEATTY CRAWFORD.

RESULTS

1, Ronnie White/Doris White (Sebring Sprite), 1,023 marks lost; 2, Norman Smith/T. Wilson (Mini), 1,550; 3, Derek Boyd/Beatty Crawford (Mini-Cooper), 1,740; 4, Paddy Hopkirk/Bill Beattie (M.G. 1100), 1,932; 5, Fred Stinson/Douglas Nairn (Mini), 1,953; 6, Robert Woodside/Brian McMeekin (Volkswagens), 1,961.

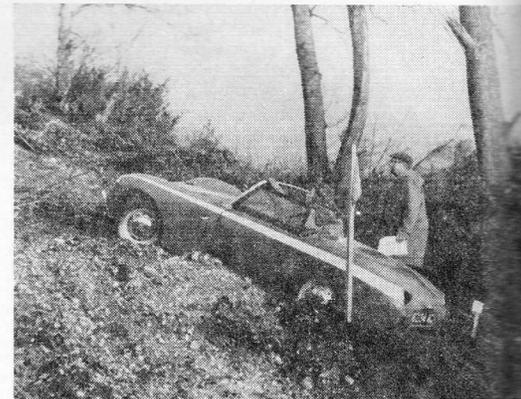
class 3 by a good margin. Another "visitor" was Ron Fry, who, somehow unfamiliar without the Ferrari Berlinetta, was having a go with a VW against some pretty hot local opposition. The team prize went to those three regular stalwarts of the Vickers Club who hail from Gillingham, in Dorset, namely Ted Crocker, Peter Vann and Frank Burton, Mini and VW mounted. The final and premier award went to that winner of previous Christmas Cups, the old master Peter Cooper, with his well-known Popular. A strong battle in class 4 between Volkswagens and Imps, fielding four per side, went fairly conclusively to the former, with K. Hoare and L. Barter being first and second. Several people had been out all the previous night on the Woolbridge Rally, and looked a trifle hollow-eyed by the end of the day (not so the writer, who cunningly operated the first control and, getting a full night's sleep, was, despite appearances, bright and fresh for the next day's trial!). Roger Waters was seen to be having a little discomfort in a large Allard which had lost its starter, and must have felt very "air conditioned" compared with his usual VW. Popular winner of class 2 was Max Normanton, driving the ex-Lefevre Sprite, who enthusiastically overcomes considerable physical handicap to drive successfully in every type of club event.

Ann Rose drove a Popular to win yet another Ladies' Award, while G. Hann, who has driven consistently in club events for some time, at last rose out of the Novice class. Incidentally, out of the entire entry, 28 drivers were competing for the Novice Award, surely favourable reflection upon the club's encouragement to new members.

TONY HOLLISTER.

RESULTS

Christmas Cup: P. G. Cooper (Ford Popular), 69.66 marks lost. Class 1: 1, J. A. T. Hood (Mini), 74.29; 2, E. Crocker (Mini), 90.48. Class 2: 1, P. M. Normanton (A.-H. Sprite), 86.86; 2, P. Havill (M.G.A.), 87.70. Class 3: 1, J. Loveday (Ford Popular), 70.75; 2, H. Palmer (Ford Popular), 86.02. Class 4: 1, K. Hoare (VW), 59.13; 2, L. Barter (VW), 84.86. Ladies' Award: Miss A. Rose (Ford Popular). Novices' Award: G. Hann (Ford Anglia). Team Award: Vickers-Armstrongs C.C.—E. Crocker, P. Vann and F. Burton.



CLASS WINNER Max Normanton makes light work of the Henbury Plantation section (above). JOHN JESTY, on the other hand, gets among the gorse bushes at Corfe Mullen (below).



**QUEEN'S UNIVERSITY M.C.
WINTER RALLY**

THE tenth event in the Ulster Rally Championship was the Queen's University Motor Club's Winter Rally, held on 9th-10th December. This was a half-nighter over an excellent and tight 120-mile route, which included 46 manned time checks in 92 miles. There was heavy frost but, luckily, the roads were dry and no serious incidents took place. Very worthy winners were the brother and sister team of Ronnie and Doris White (Sebring Sprite), who lost no fewer than 1,023 marks at the rate of 10 marks per minute lateness.

From the start at Dromore (sheet 10, popular series) Ronnie McCartney/Terry Harryman (Alexander Mini-Cooper) were first away of the 40 strong field, with Paddy Hopkirk/Bill Beattie (M.G. 1100) having the position of "tail-end-charlie". The first section was an easy six-minuter followed by a 1 min. through the white at 160/518½ and only the Whites, Derek Boyd/Beatty Crawford (Alexander Mini-Cooper) and Colin Andrew/Donald Grieve (Mini-Cooper S) managed this on time. A number of people went a mile or so down the main road before they realized their mistake and Maurice Acheson/Jack Long (Mini-Cooper S) dropped 7 mins. There followed eight more tight but straightforward time checks before a 6 mins. section over the River Bann caused a wholesale loss of marks. Most people thought the correct route was through the ford at 119/468½, but found this impassable and went the long way round through Banbridge. Only Fred Stinson/Douglas Nairn (Mini) were on time and took the intended route through 120/491 and over the bridge at 113/486. The first stage finished at the exact time point 16 and here the leaders were Boyd/Crawford, who were 6 mins. down, followed by Ronnie and Doris White (8 mins.) and Norman Thompson/Mrs. Thompson (Imp), Fred Stinson/Douglas Nairn and Colin Andrew/Donald Grieve, all with 9 mins. Already out were McCartney/Harryman with a broken drive shaft and Ian Woodside/Esler Crawford (M.G. Midget) with a broken differential. This occurred during the first of the two driving tests, which were obviously going to be a mere formality. Best in the test was Derek Boyd. Robert Woodside who was "running-in" a newly installed Okrasa engine in his VW had his reversing lamp fall off in this test, while Paddy Hopkirk had no reversing lamp at all and Ronnie McCartney, who was now passengering with Paddy, was earning his keep by shining a torch out the back window.

The rally now moved on to sheet 8 (3rd series) with nine more time checks averag-

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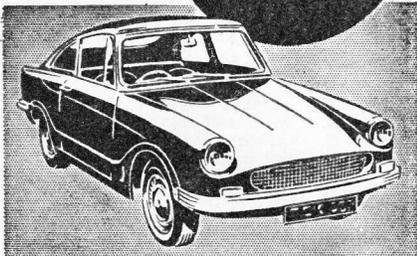
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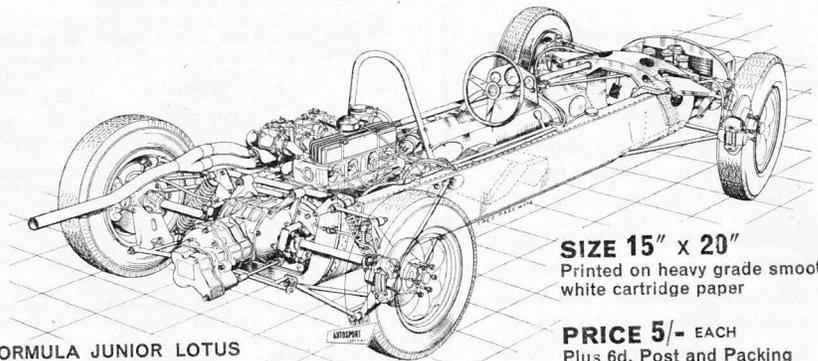
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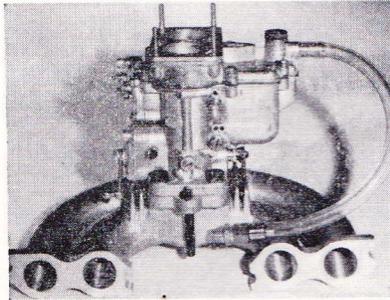
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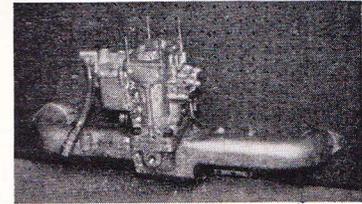
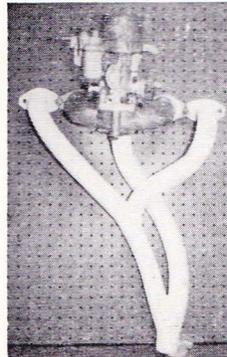
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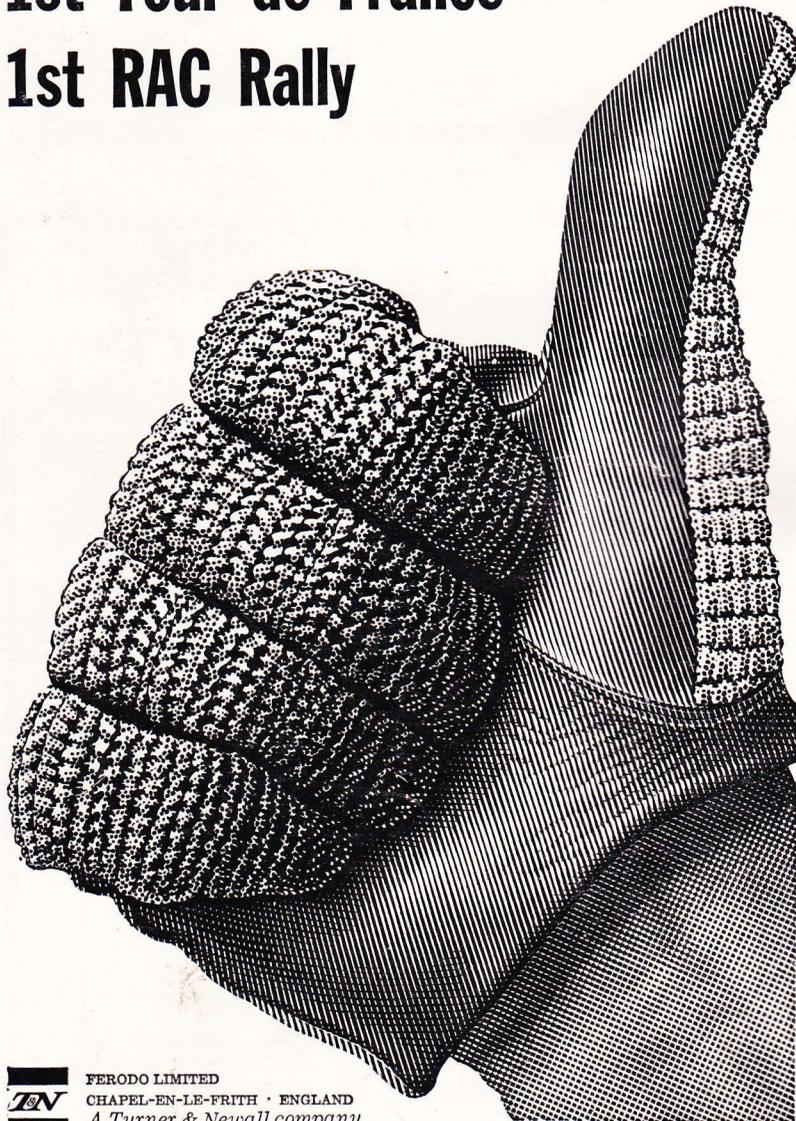
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