

CHEVROLET STING-RAY ROAD TEST

AUTOSPORT

MARCH 1, 1963

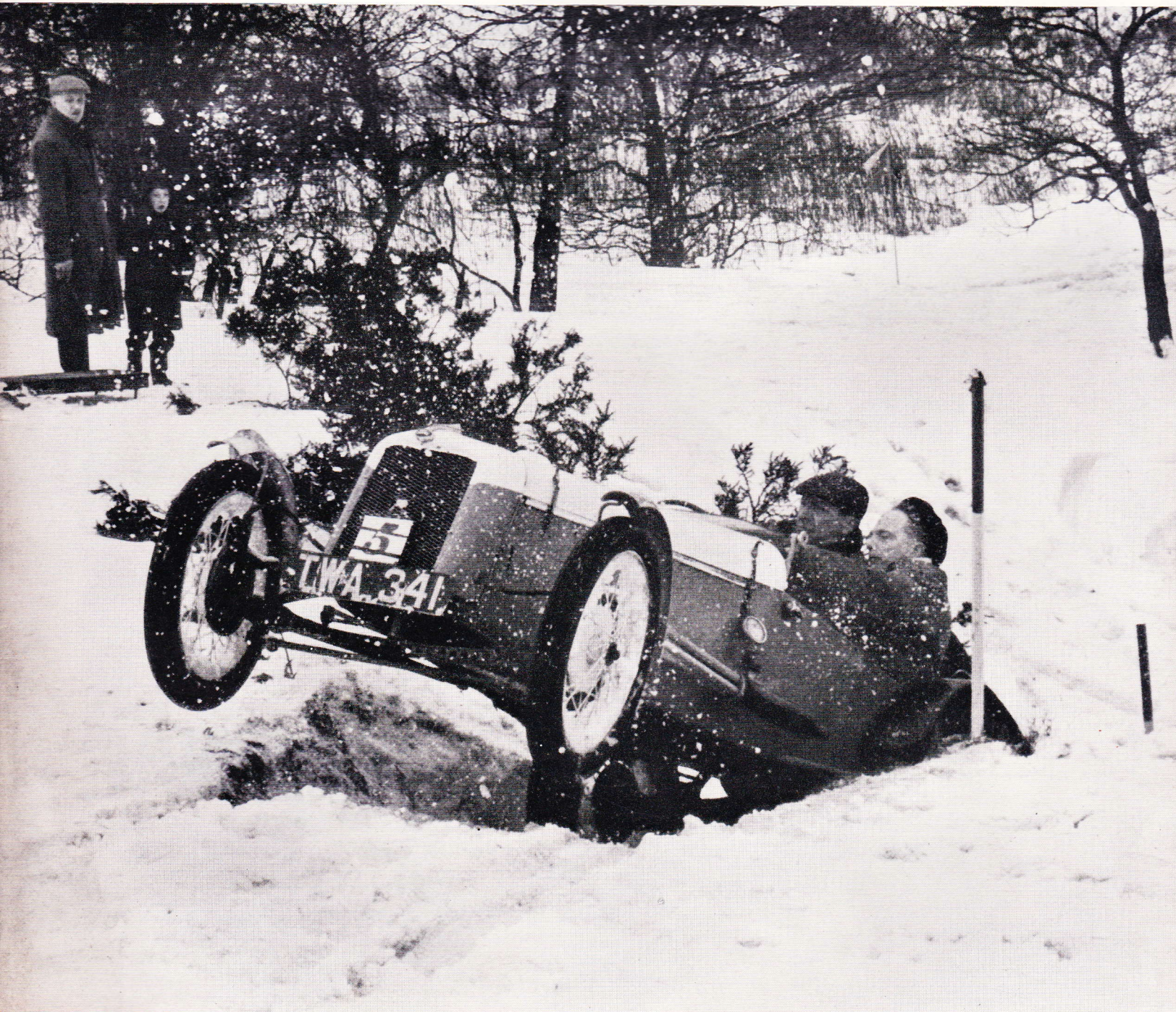
AUTOSPORT

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EVERY FRIDAY
Vol. 26 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

SURTEES WINS IN AUSTRALIA : B.M.C. PREPARE FOR THE SEBRING RACES

CANADIAN WINTER RALLY : A DAIMLER-ENGINED HILL-CLIMB CAR



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GETAWAY PEOPLE

GET SUPER NATIONAL



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Vol. 26 No. 9

March 1, 1963

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EDITORIAL

ANGLO-ITALIAN SUCCESS

THE Innocenti company, producer of the Lambretta scooter, the Italian version of the Austin-Healey Sprite and the Austin A40, is making plans to double its output of motor-cars this year. In a country noted for stylish bodywork and nippy, small-capacity machines, the sports Innocenti has caught the imagination of buyers all over Europe, particularly in the Common Market area. Latest news is that the revolutionary Issigonis 1100 will also be marketed by Innocenti, whose expansion is being carefully watched by the powerful Fiat concern, producer of over 90 per cent of Italy's motor vehicles. Apart from the Lancia Flavia, the Innocenti 1100 will be the only front-drive car manufactured in Italy, and already new body designs have been approved for luxury versions of a car which must surely make serious inroads into established Fiat markets. B.M.C.'s tie-up with Luigi Innocenti's ultra-modern company has meant a vast increase in turnover. Before British cars were built under licence, probably not more than 400 B.M.C. products were sold annually in Italy. Plans are now being completed for an annual production of around 50,000 B.M.C.-based cars and, in the near future, a range of commercial vehicles. The outstanding success of the Innocenti venture has also stimulated the sales of other British cars in Italy, where the prestige value of owning something like a Jaguar, M.G. or Sunbeam has shown a marked increase—a very satisfactory state of affairs in a country which produces cars such as Alfa Romeo, Maserati, Ferrari and Lancia, which have similar prestige value in Great Britain. As regards production volume, Innocenti must be the first serious competitor which Fiat of Turin has had to face for many years, and it is satisfying to note that engines, gearboxes, transmission systems and other components for Innocenti are built in Great Britain.

CHALLENGE TO FERRARI

FOR the important Sebring 12 Hours race later this month, strong efforts are being made to dislodge Ferrari from its present superiority in prototype and G.T. racing. Ranged against the Maranello machines will be a flock of V8-engined cars, including A.C. Cobra, Chevrolet Sting-Ray, Chaparral, Ford Falcon and Studebaker Avanti. Also in the line-up will be three "E"-type Jaguars entered by Briggs Cunningham, and a couple of specially prepared Austin-Healey 3000s from B.M.C. However, the Italians will not be caught napping for their very strong team of prototypes will include such drivers as John Surtees, Mike Parkes, Willy Mairesse, Lorenzo Bandini and, it is rumoured, Jim Clark. There will also be the usual very formidable array of GTO cars with teams such as Graham Hill/Jo Bonnier and Innes Ireland/Richie Ginther.

OUR COVER PICTURE

ON THE UP AND UP! Lol Hurt's trials car gets its front wheels airborne as it climbs out of a gully at speed on the Rotherham and D.M.C. "Centenary" trial, held under what by now are the usual conditions of snow and ice. Third place in the event went to Hurt, behind Marshall, the winner, and Portlock.

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BRANDS HATCH IMPROVEMENTS

A FEW weeks ago we published information regarding the development of Mallory Park. Now we learn that Brands Hatch is to undergo further improvements that will surely make it the best circuit in the country for spectator facilities. These include replacing many of the existing toilet buildings with large modern flush-type units, improved catering amenities, an additional permanent grandstand and several tubular grandstands, tarmac surfacing of the remaining main internal spectator roadways, the erection of a continental-style illuminated scoreboard, construction of V.I.P. and guest buildings containing private boxes and private rooms, a modern-style paddock bar and the re-design of the main entrance to take advantage of the conversion of the main A20 to dual carriage-way by 1964.

By 1964, then, Brands Hatch will certainly be worthy of the British Grand Prix.



"MR. MOTOR RACING" is, we are very pleased to report, keeping an eye on what the boys are getting up to "down-under". Now sporting a magnificent beard, Stirling Moss has been following the "circus" from Continent to Continent since last September, and we hope that one day he will be able to challenge Graham Hill and Co. once more in the cockpit of a racing car.

SEA-WEED DEPARTMENT: the weather caused the cancellation of last weekend's Brands Hatch Sprint, scheduled to be run by the Surrey Sporting M.C. (it had already been put off from 10th February!); the North London E.C.C.'s Jacobean Rally was postponed because snow would have made it impossible for competitors to complete the intended course; and the Snetterton Regularity Trial that was to have been run by the Austin-Healey C., the Harrow C.C. and the Wilkinson Sword M.C. was cancelled.

THREE works Abarth-Simcas have been entered for the Sebring 12 hours' race. They are to be driven by Hans Herrmann/Mauro Bianchi, Jean Guichet/Pierre Noblet and an un-named American crew. Last year the Index of Performance was won by a works Fiat-Abarth driven by Jean Guichet/Alfonso Thiele/Mauro Bianchi, and no doubt Carlo Abarth plans to carry it off again this year with his remarkable 1,288 c.c. G.T. cars.

PIT and PADDOCK

ASTON MARTIN say that there will not be a works car at Sebring as the bad weather has put paid to any ideas of circuit testing beforehand.

WE hear that Clive Wormleighton is heading a syndicate aiming to start racing at Donington Park.

IT now seems almost certain that there will not be a Wankel-engined NSU at Le Mans this year.

RACING motor-cyclists seem to be joining the queue for four-wheel motor racing in ever-increasing numbers. It seems that John Surtees's brother Norman intends to have a go in car racing this season at the wheel of an Elva Mark 7 entered by Harry Epps, while the 125 c.c. World Champion, the Italian Luigi Taveri, has said that he would like to have a go in a Junior.

JAGUAR, Volkswagen and the Swiss Ecurie Filipinetti will be using Monza in March for either testing or record-breaking purposes.

PORSCHE will contest all the G.T. Constructors' Championship events with the disc-braked, 2-litre Carrera. Graham Hill and Jo Bonnier are also expected to drive a prototype entry in the Targa Florio and the Nürburgring 1,000 kilometres, these cars being basically similar to those raced in 1962, but the eight-cylinder engine is now developing more power. Four-cylinder cars (presumably G.T. Carreras) will be driven by Edgar Barth, Herbert Linge and Antonio Pucci in the Targa Florio and Paul Strahle will handle a private entry.

GRAHAM HILL FOR INDIANAPOLIS

WORLD CHAMPION Graham Hill is to drive one of the four Chevrolet-engined Harvey Aluminium Specials entered for Indianapolis. Only other driver so far signed for Mickey Thompson's team is Billy Krause.

ROVER-B.R.M. FOR LE MANS

FOLLOWING recent talks between the Owen Organization and the Rover Co., Ltd., a Rover-B.R.M. Gas Turbine sports car has been entered for this year's Le Mans 24-hour race. There is, of course, a special prize for the first Gas Turbine car to complete the course at a minimum average speed of 93.21 m.p.h. (150 k.p.h.) and it will be remembered that last year the Rover T4 Gas Turbine saloon covered a demonstration lap of the Sarthe circuit.

The Engine Development Facility of the Owen Organization is building a two-seater prototype sports body on a chassis developed from the B.R.M. Grand Prix car. The Rover Gas Turbine power unit installed is a development of the 140 b.h.p. twin shaft engine which powers the T4 prototype.

It has been stated that the Owen Organization will not supply cars to the public, while Rover has no production plans for Gas Turbine cars at this stage. This attempt is being made with the object of enhancing British automobile prestige by being the first Gas Turbine car to run in an international road race.

Drivers will be World Champion Graham Hill and his B.R.M. team-mate the American Richie Ginther.

JO SCHLESSER is to drive a Formula 1 Brabham this season—but not a V8 car. He is to drive a modified Formula Junior car fitted with all mod. cons., a ZF differential and a 1½-litre Holbay-Ford engine developing around 140 b.h.p. The 1962 French Formula Junior Champion plans to race on all the "twisty" courses, such as Brussels, Pau and Monte Carlo.

THE lightweight Sting-Ray should be homologated at the next "session" of the C.S.I., i.e. 25th April. This means that the 2,100 lb. Chevrolet can only be raced as a prototype at Sebring (and the engine capacity would have to be reduced to under 5 litres for the minimum weight limit of 1,925 lb. as opposed to the over 5-litre prototype limit of 2,552 lb.). "Ordinary" Sting-Rays can, of course, be raced at Sebring, but the big effort is being made for Le Mans when the lightweight car will be homologated as a G.T. car.

PATSY BURT is preparing for a full season's hill-climbing and she has purchased a 1962 Mk. 3 Cooper Junior which will be fitted with a 1½-litre Coventry Climax engine. It is not known whether she intends to supercharge the engine or not. She also plans to retain her old, faithful single-cam 1½-litre Cooper-Climax, but as yet there are still no plans for the Porsche RSK that she still keeps on the Continent.

SNOW on British circuits, which must have ruined the surfaces of several tracks, has caused a big delay in the testing of this season's new racing cars. We heard that the very promising young American, Tim Mayer, the present S.C.C.A. Formula Junior Champion, who was voted "the S.C.C.A. member showing most improvement in competition during the year", was due to have a trial in one of Ken Tyrrell's Formula Junior Coopers.

VARIED FIELD FOR SEBRING

A PRELIMINARY list for the Sebring 12 Hours' Race contains varied prototype and G.T. machines. There are three Alfa Romeos, three A.C. Cobras, three Simca-Abarths, three Ferraris, several Sting-Rays, two Chaparrals, an ASA, a Falcon Sprint, a pair of Porsches, two Pontiac Tempests, two Studebaker Avantis, two Austin-Healey 3000s, a Cooper-Mini 1100 and an Osca in the prototype category, as well as G.T. entries of Ferrari, Corvette, Morgan, M.G.B, René Bonnet, Sunbeam Alpine, Porsche, Lotus, Lancia, Reliant, T.V.R., Elva, Triumph TR4, and Jaguar.

Dan Gurney drives an A.C. Cobra, and a Ferrari has been entered for Roger Penske and Augie Pabst. The "E"-type Jaguars will be driven by Bruce McLaren/Walt Hansgen, Briggs Cunningham/John Gordon-Benett and Paul Richards/X. A rumour that Jim Clark will drive a Ferrari with John Surtees has yet to be confirmed. It is likely that Olivier Gendebien will share a car with Mike Parkes, and of the half-dozen GTO Ferraris, two will be handled by Graham Hill/Jo Bonnier and Innes Ireland/Richie Ginther. There is no mention of Phil Hill in the list, and there is much speculation as to whether or not the ex-World Champion will be offered a wheel.

THE Peter Collins Memorial Challenge Trophy has been won by Robin McArthur. It is awarded to the most promising driver in his first season of racing at Goodwood, and McArthur put up many impressive performances in his Ford-engined Lotus 7 on the Sussex track.

NICK GARBETT will retain his 1,100 c.c. Ford-engined Lotus 23 and should be in a position to do well now that most people have moved on to using 1,600 c.c. engines.

GREAT TEAM

Great Car—Aston Martin DB 4. Great motor oil—BP 'Visco-static'—the multigrade oil that has won approval from Aston Martin Lagonda Ltd · Great performance—months of testing, measuring, comparing—proved to Aston Martin Lagonda engineers that BP 'Visco-static' means high protection in both the Aston Martin DB 4 and the Lagonda Rapide · Great cars · Great oil



For high protection in your car too—BP 'Visco-static'

SPORTS NEWS

AUTOMOBILE RACING DRIVERS' SCHOOL

A NEW racing drivers' school has recently been formed. This school is going to run courses at Brands Hatch and Mallory Park. Beginners will be given one or two day courses in their own cars if they have them; however, cars can be hired from the school. Advanced courses for drivers with racing experience will be given on racing and sports cars. Instruction will be given in both the theory and practice of driving, the practical side being carried out by such well-known drivers as John Sprinzel, David Piper, Peter Jopp, Jimmy Blumer, John Aley and Peter Pilsworth. Each instructor will specialize in the car which he knows best, *i.e.* if you have a Sprite you will be taught by Sprinzel, while if you are lucky enough to have a Ferrari you will be taught by Piper! Pupils' cars will be insured by the school for accidental damage and pupils will be insured themselves for £5,000. The prospectus for this new school can be obtained from the Secretary, Automobile Racing Drivers' School, 10, Russell Court, Oak Hill Crescent, Surbiton, Surrey.

LETTER FROM MR. MARPLES

THE following letter was received by Ian Smith, the organizer of the Racing Car Show, after the Minister of Transport, Ernest Marples, had visited the Racing Car Show on 1st February.

From the Minister of Transport.
Dear Mr. Smith,

I thought I ought to write to say how much my wife and I enjoyed our brief visit to the International Racing Car Show on Friday.

It was a very good and interesting Show. We wished we could have stayed longer.

Our thanks.

ERNEST MARPLES.



ERNEST MARPLES talks to Graham Hill while Ian Smith looks on.

SEVEN Lola Formula Junior cars are in the course of construction. In addition to the Midland Racing Partnership cars, it is understood that Bob Anderson, Brian Berrow-Johnson, the Swede Picko Troberg and the French motor-cycle expert Eric Ossenstadt will be purchasing examples. All cars are to be fitted with Cosworth-Ford engines and Hewland-Volkswagen gearboxes.

DAVID GOOD intends to continue development of his 1½-litre Cooper-Climax for the 1963 Hill-Climb Championship, although the fitting of a supercharger should give him just that bit extra needed to keep up with the V8s.

WARWICK BANKS, who last season raced an Ace-Bristol and a Vauxhall VX4/90, has bought "Tatty Turner," which Pat Fergusson competed in so successfully for the past three seasons. The car has been fitted with a 1,098 c.c. Climax unit and has already been entered for eight G.T. "trade" events this season. "Tatty" will continue to be entered by Motorway Sales (Derby), Ltd., and prepared by Alan Smith. The Turner has been homologated with the 1,100 engine.

NO RACING AT CASTLE COMBE

BECAUSE of the state of the surface and one or two other points, the R.A.C. will not allow further racing at Castle Combe. The B.R.S.C.C., who were to have held three meetings on the Wiltshire circuit this year, hope to resurface, improve and alter Castle Combe to R.A.C. requirements so that racing can be resumed there in 1964.

It will be recalled that racing ceased at Castle Combe in 1955 and was resumed only last year. The circuit record stands to Chris Summers (Cooper-Chevrolet), who lapped in 1 min. 11.2 secs., a speed of 93.03 m.p.h.

The South-Western Centre of the B.R.S.C.C. will hold sprint meetings *à la* Brands Hatch (*i.e.* a standing lap and a flying lap of the circuit) on 6th April and 22nd June.

LANCE REVENTLOW has bought an A.C. Cobra—and so has Temple Buell. Buell may be remembered as the American entrant of dozens of desirable racing cars a few years ago.

FURTHER examples of the Ferrari GTO are being built. It may be remembered that production was stopped towards the end of last year.

A JIM RUSSELL DRIVING SCHOOL IN FRANCE

FOR some time Jim Russell has been keen to open a branch of his school for racing drivers on the Continent. Now a small circuit in France, called the Magny-Cours, has been acquired and training will be in full swing during the coming season. Immense efforts will be made to discover talented drivers, and the most successful pupil will receive a new single-seater, the gift of Shell, for racing next year. Jim Russell has invited the Technical Editor of AUTOSPORT to go and have a look-see, so we hope to publish a progress report later on. Could this herald a French renaissance in the Grand Prix field?

JOHN V. BOLSTER.

IT seems that Masten Gregory will be driving a Scuderia Centro-Sud Formula 1 car this year, perhaps with Ian Burgess. It is still not known what make of chassis will be utilized—perhaps those of an Italian Formula Junior constructor? V8 B.R.M. engines will be used, however.

REG PARNELL will act as adviser to the new scheme giving an opportunity for a promising Australian driver to race in Europe. This scheme is being sponsored by K.L.G./Lodge and the Australian Automobile Racing Club.

ACCORDING to our lively American contemporary *MotoRacing*, a Chevrolet dealer on holiday in St. Moritz met ex-King Farouk of Egypt, who expressed interest in buying a fleet of Corvettes, and said that he would like to race one.

A "BABY" Vauxhall in the 1-litre class will begin production this autumn. A front-mounted, water-cooled four-cylinder engine is to be used.

PEDRO RODRIGUEZ WINS THE DAYTONA CONTINENTAL

First Round of the G.T. Championship Goes to Ferrari

IN last week's issue we reported that the 250-mile G.T. race, run on the 2.5-mile banked Daytona track on Saturday, 16th February, was won by Paul Goldsmith in a Pontiac Tempest Le Mans. Goldsmith averaged 144.91 m.p.h. in pouring rain, and beat the Corvette Sting-Rays of A. J. Foyt and Billy Krause. Then came the GTO Ferraris of Fireball Roberts and David Piper. Pedro Rodriguez, due to drive a GTO Ferrari entered by the North American Racing Team, did not start.

Sunday's Daytona Continental event was for Grand Touring cars, as before, but it was held on a different circuit that incorporated some of the "road" section as well as the banked track, bringing the lap distance up to 3.81 miles. It was the first round of the complicated 1963 Grand Touring Car Manufacturers' Championship; Class 2 and 3 cars scored (*i.e.* 1,001-2,000 c.c. and over 2,000 c.c.).

Making a welcome return to racing after having temporarily retired following the death of his brother Ricardo at last year's Mexican Grand Prix, Pedro Rodriguez drove his Ferrari GTO to victory. He won the 82 lap, 311 mile race at an average speed of 102.04 m.p.h., which does not beat the record of 103.66 m.p.h. set up last year by Dan Gurney. But last year's Continental was also open to sports cars and Dan was driving his very fast Lotus 19.

Rodriguez was penalized 50 secs. for having remained in his car during a pit stop for fuel, this being contrary to the regulations. Therefore his advantage over second-man Roger Penske, who also drove a N.A.R.T. Ferrari GTO, was reduced to just 14 secs.

The large American cars did not have such a good time of it in this race—but neither did the other GTO Ferraris. David Piper's bright green car spun off when it hit a patch of oil, while Innes Ireland in the Rosebud Team car had a puncture. Dan Gurney, who drove an A.C. Cobra, did not start until the race was a lap old as the engine of his car was being hurriedly changed after the original one had broken. However, a small fire soon put the Californian out of the race.

First American car home was the Corvette Sting-Ray of Dick Thompson, while the A.C. Cobra of Dave McDonald was fourth. An excellent fifth was the 2-litre Porsche Carrera of Jo Bonnier.

Results

1, Pedro Rodriguez (3.0 Ferrari 250GTO), 82 laps (311 miles) at 102.04 m.p.h.; 2, Roger Penske (3.0 Ferrari 250GTO); 3, Dick Thompson (5.4 Chevrolet Corvette Sting-Ray); 4, Dave McDonald (4.6 A.C. Cobra); 5, Jo Bonnier (2.0 Porsche Carrera); 6, Johnny Allen (5.4 Chevrolet Corvette Sting-Ray); 7, Bob Holbert (2.0 Porsche Carrera); 8, Chuck Cassell (1.6 Porsche Carrera Abarth); 9, Hans Herrmann (1.3 Abarth-Simca).

LAST-MINUTE protests by Olle Bromark may mean that Pauli Toivonen's victory in the Finnish Snow Rally is in jeopardy. The Citroën driver was credited with 580 points and Bromark, who drove a Saab, had 591.2. It appears that Bromark claims that he was wrongly penalized 73 points during a special stage, and if this is so he would be the winner of the event.

JOHN FENNING has won the Chris Bristow Memorial Trophy, given to the driver making the fastest lap at a Goodwood Members' Meeting. During the 22nd September meeting last year, John circled his Ron Harris-entered Lola in 1 min. 28.4 secs., a speed of 97.74 m.p.h.

MOTORISTS' FAIR

BIRMINGHAM'S second Motorists' Fair was held recently, and was once again divided into two sections, one housing the trade exhibitors and the other devoted to motor and motor-cycle clubs along with a glittering display of racing machinery. At the 1962 exhibition the Midland Centre of the Seven-Fifty Motor Club had organized a display of single-seater racing cars which proved so popular with the public that for this year's show the club really went to town and produced a "Cavalcade of Speed" which virtually traced motor racing history from 1912 to the present time. Such giants as the 21-litre Benz, the Napier Railton Brooklands car, the T.T. Humber and the Sunbeam Cub dwarfed the tiny Austin single-seaters (incidentally the twin-cam Seven has been brought back to showroom condition by the Austin Company). Immaculate versions of Bugatti, E.R.A. and Amilcar were displayed and looked far too good to race, while the four Shelsley Specials, on show looked far too dangerous even to drive! Among the engines on display was the one-off Brooke-Weston V8 2½-litre G.P. unit which never found its way into a chassis, and other post-war racing machinery included Connaught, Cooper, Lotus, B.R.M., Alexis and the rather individual Fry-Climax. The sports car world was represented by a "blower"

As a result of an accident whilst water-skiing near Brisbane, Victoria, Mrs. Pat McLaren and Mrs. Beverley Jane were badly injured and taken to hospital. Apparently the tow-rope snapped, winding itself round Mrs. Jane whilst Mrs. McLaren's legs were cut by the speedboat's propeller. The condition of both girls is not, however, serious.

COMPETITORS in this Sunday's Southport Speed Trials include Bobby Parkes (Jaguar 3.8), J. R. Kennerley (Jaguar 3.8), Mike Hughes (Reliant Sabre), Pete Kelly (Fiat-Abarth) and Keith Moore and Ian Hall will be sharing the ex-Reg Phillips Fairley-Climax. The meeting starts at 1 p.m.

A NEW-TYPE TULIP RALLY

REGULATIONS just issued for the international Tulip Rally show a complete departure from the pattern of previous years. The rally itself has been streamlined, starting at Noordwijk on 23rd April and finishing at the same place on 25th April, with the famous Tulip Ball on the Friday evening. The route comprises nine stages, namely Noordwijk-Nürburgring (434 kms.), Nürburgring-Ensheim (232), Ensheim-Le Troisepis (262), Le Troisepis-Champagnole (270), Champagnole-Chamrousse (363), Chamrousse-Champagnole (343), Champagnole-Wangenbourg (375), Wangenbourg-Laroche (300), Laroche-Noordwijk (421), a total of 3,000 kms. There are no fewer than 15 eliminating tests, all speed events. The first of them is a five-kilometre dash on the new Beringen-Hasselt autoroute, there are circuit tests at Nürburgring, Zolder and Zandvoort and the timed hill-climbs comprise Struthof, Le Troisepis, Ballon d'Alsace (2), Saleve (2), Mont Revalt, Breigenbach, Nideck and Roche Samree. There will be no overnight halt this year. The farthest south the Rally goes is Grenoble. A private owners' trophy has been instituted, with an approved list of eligible touring cars from which, for some strange reason, Sunbeam Rapier has been omitted. Entries remain open until 26th March at a fee of £40 per car.

Bentley, vintage M.G.s, Ulster Austin and the rare XK SS.

On the Seven-Fifty Motor Club stand members of the Midland Centre had arranged the component parts of a 750 Special, and each evening various teams assembled the car while a commentator explained the details to the public. The time taken by each team was recorded on a scoreboard, and this produced such a competitive spirit that although the record stood at 20 mins. on the first night of the show, by the end of the week one team had got the whole car assembled in 6 mins. 49 secs. By far the biggest applause went to a team of girls from the Seven-Fifty Motor Club, who assembled the car on three occasions, finally getting down to a time of 9 mins. 10 secs. Members of other clubs and volunteers from the public tried their hand at sorting out the bits and pieces, and though they seemed to enjoy "Special Building", none of them got near the record.

The exhibition brought back summer memories to many of the public, who turned up in force despite the Arctic weather conditions, and a vote of thanks is due to all those who made this exhibition possible.

Members of the Yorkshire Centre of the Seven-Fifty Motor Club are organizing a similar display at the Leeds Motorists' Fair, which opened on 28th February and closes on 9th March.

TONY POOLE.

THE Presentation Fund from members of the B.A.R.C. and other friends of John Morgan, to mark his retirement from the position of General Secretary, will shortly close in order that the presentation can be made at the B.A.R.C.'s A.G.M. to be held at the R.A.C. on 21st March.

THE Mini-Moke is being thoroughly tested by the A.A. and could become an addition to the patrol fleet.

1963 B.A.R.C.-WEBBAIR PROGRAMME

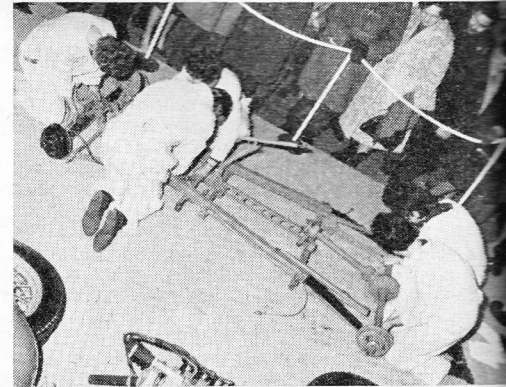
As before, John Webb Air Services, Ltd., in association with the B.A.R.C., will be operating motor racing's own air service. For 1963 B.A.R.C.-Webbair are concentrating on Continental Grandes Epreuves, Le Mans and the Syracuse Grand Prix. In addition to established "hotel included" flights open to members of any British motoring club there will be special "flight only" low cost trips available to members of the B.A.R.C. and their immediate relatives. These will be to Monaco, Spa and Monza.

Another new feature this year will be the availability, in collaboration with Page Tours, of ultra-cheap overland tours by rail, luxury coach and boat from London to most major European events. These, with the exception of eight- to nine-day holiday tours to Monaco and Monza, will be weekend trips designed for the enthusiast with little money to spend and who has to work on the Friday before and the Monday after the event.

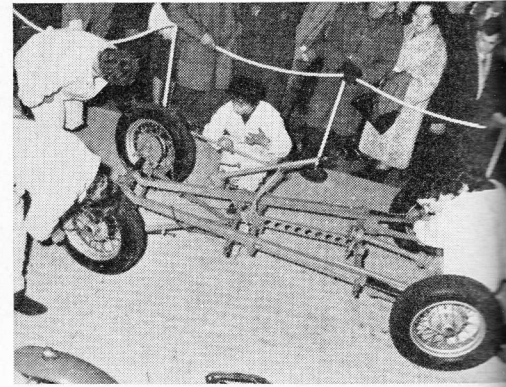
B.A.R.C.-Webbair flights will continue to feature the comfortable Elizabethan airliners which have served many so well for the past four years and, as usual, fares will include champagne, meals, free bar and cigarettes in flight and, in many cases, demi-pension hotel accommodation while away. Gatwick Airport will be used for all B.A.R.C.-Webbair flights.

Full details may be obtained from B.A.R.C.-Webbair, Brands Hatch, Fawkham, Dartford, Kent. Telephone: West Ash 411.

BUILDING A 750 . . .



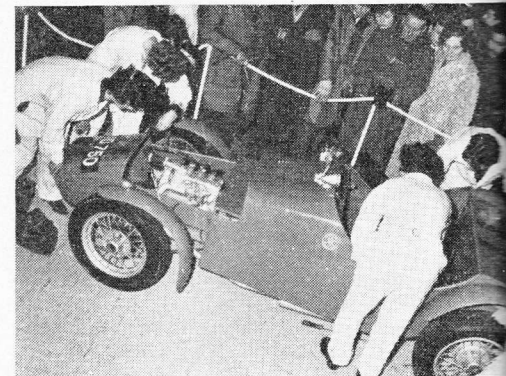
GIRLS of the Midland Centre of the Seven-Fifty Motor Club assemble a 750 Special. . . .



. . . AXLES, wheels and brakes in place. . . .



. . . ENGINE and gearbox being fitted. . . .



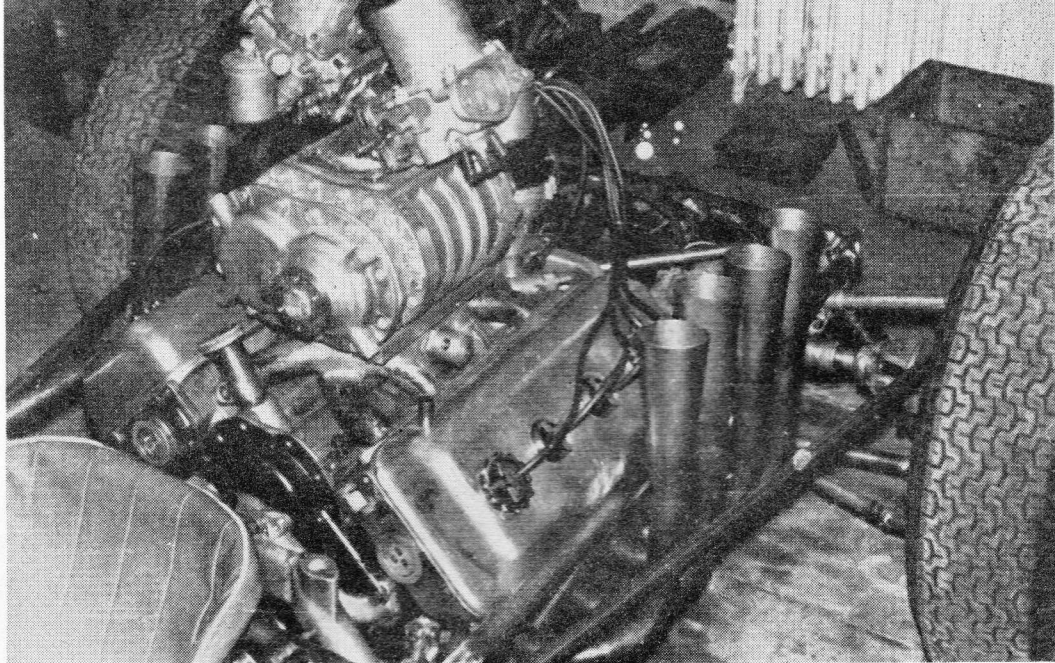
. . . BODY lowered onto chassis. Time taken was 9 mins. 10 secs. Damages: two cut fingers!

PETER WESTBURY'S NEW DAIMLER-ENGINE HILL-CLIMB CAR

BY PAUL WATSON

IT has been rumoured for some time that Peter Westbury has been busy building a new sprint machine for hill-climbing. Quite rightly he did not wish to announce it until the car was well on the way to completion. In a remarkably short time Peter and four talented young assistants have produced what seems to be a most formidable car.

Known as the Felday, the car utilizes the same 2,548 c.c. Daimler V8 power unit so successfully used in last year's Cooper. Running on an 8.2 to 1 compression ratio with a 3 in. bore and a 2½ in. stroke, the car is now fitted with a Roots supercharger blowing at 8 lb. p.s.i. The 1½ in. SU



THE V8 DAIMLER engine is fitted with a Roots supercharger and delivers 220 b.h.p. (above). The megaphone exhausts point up in the air like last year's early V8 B.R.M.s.

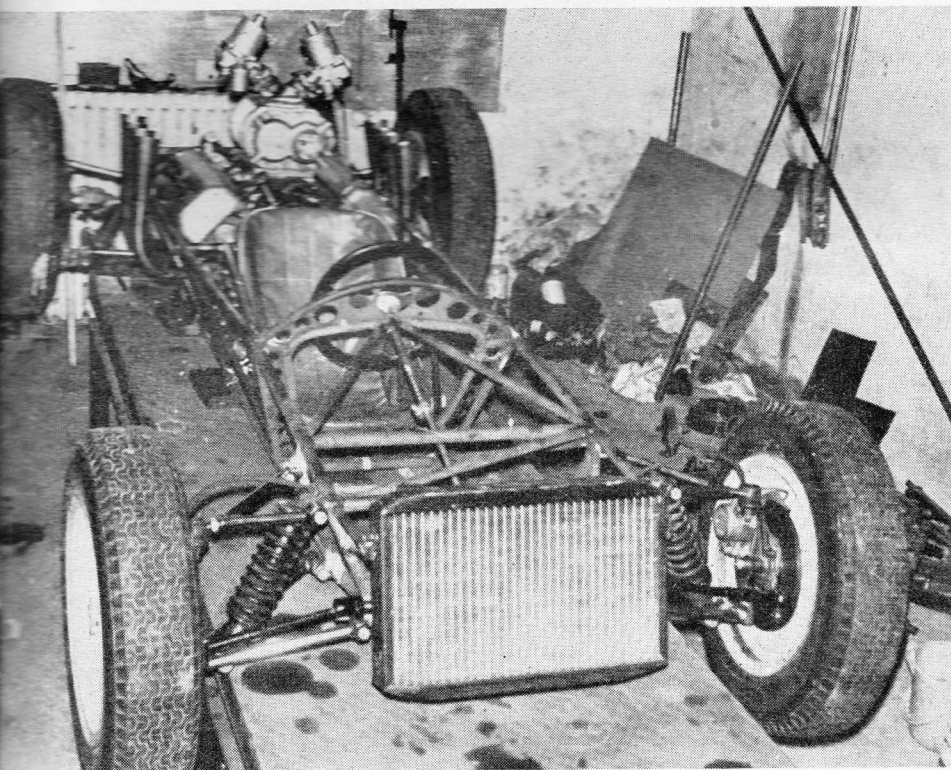
THE CHASSIS was designed by Peter Westbury and Hugh Haskell of Lotus (below). It is built on conventional lines.

centred lining. Steering is by Armstrong AT9 adjustable rack-and-pinion.

The frame is fully triangulated using ¾ in. and 1 in. 16 and 18 s.w.g. tubing, and there is an aluminium stressed-skin under-tray supplied by Leo Rapp (Steel) of Southall. The body is constructed by Shapcraft of Surbiton, who have also undertaken Tony Marsh's new sprint car. The car has a 7 ft. 6¾ in. wheelbase and the overall length is about 9 ft. 11¾ in. Weight wet, but without driver, should be in the region of just over 8 cwt.

The body is designed by a young man called Chris Farara and shows that considerable thought has been put into accommodating this big Daimler engine. The chassis was designed by Peter Westbury and Hugh Haskell of Lotus, while valuable assistance has been given by chief mechanic Rupert Kosmala and by Bill Cuff. During the coming season Kosmala will once again act as chief mechanic and will be responsible for the tuning of the car.

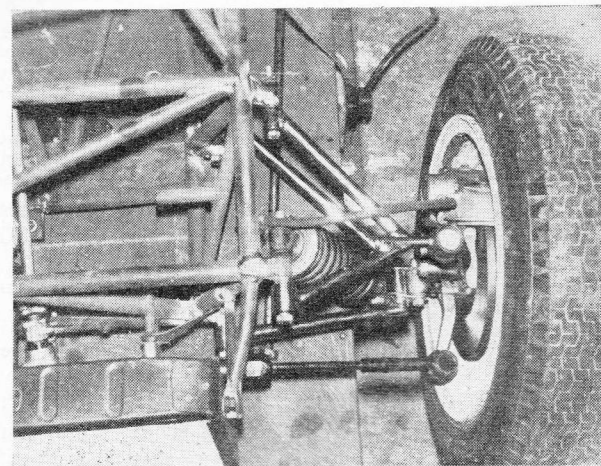
Competition plans are very similar to last year, the main objective being the R.A.C. Hill-Climb Championship. It is also hoped to take the car abroad whenever possible, although until the continentals modify their classes it is unlikely that the car will be eligible for many events.



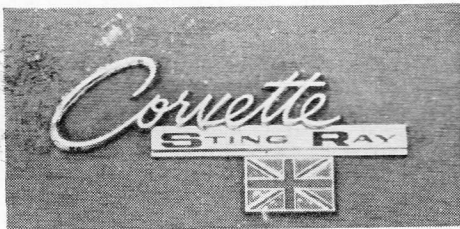
carburetters have been replaced by larger "pint-size" 2 in. ones, being the H8 type. Special exhaust valves have been fitted and the car should certainly provide over 220 b.h.p. when running (last year she was pushing a mere 160 b.h.p.!) Exhaust valves are from a 3.8 Jaguar, and there are eight splendid megaphone exhausts pointing up in the air rather like Graham Hill's earlier arrangement with the B.R.M. The fuel pump is a standard Bendix unit.

The gearbox is a Lotus five-speed positive

stop one being taken off an early 1960 car; there are inboard disc brakes at the rear and outboard ones at the front. The wheels are a bit of a mixture: Cooper ones at the rear use 6.50 or 7.00 by 15 Dunlop tyres, and Lotus ones at the front use 5.00 by 15s. The front suspension is by double wish-bones and coil springs, and at the rear double radius arms in a Cooper upright are favoured, being similar in design to those used by Lola. The clutch is, of course, a Borg and Beck unit, with 7¼ in. twin-plate



FRONT SUSPENSION is by double wish-bones and coil springs.



PATRICK McNALLY

TESTS

THE



CHEVROLET CORVETTE STING-RAY

AMERICAN sports cars in general are treated rather light-heartedly this side of the Atlantic, for, although their engines are well up in power output, with extraordinarily good torque figures, the U.S. market demands a very soft type of suspension and many creature comforts not in keeping with sports cars as we know them.

Not so the 1963 Corvette, which is a completely new car featuring a new body shape, new frame, and new type of suspension, and defies most of the established demands of the American market.

The wheelbase is now 98 ins., which is 4 ins. shorter than the 1962 car, and the weight distribution has now changed to 48 per cent. on the front and 52 per cent. on the rear. The body is still manufactured from glass fibre (double-skinned), and there are sub-frames of steel set in at the doors and under the cowl; the overall weight-saving is, however, only approximately 50 lb.

The front suspension is by double wish-bones with coil springs and an anti-roll bar—in fact, it is as on earlier models. The rear suspension, though, is completely changed, being all-independent. The differential is chassis-mounted, and the rear wheels are located by trailing arms and torsion bars, suspension being afforded by a transverse leaf-spring; the open drive-shafts from the differential serve as a suspension link. Telescopic shock absorbers are mounted in front of the drive-shafts. The differential and the transverse leaf-spring are bolted to the chassis on rubber mounts, presumably to reduce noise. This layout reduces the unsprung weight to a minimum.

Steering is by a recirculating-ball system, and it is possible to change the ratio by simple steering-box adjustment from the standard of 19.6:1 to 17.0:1. This gives locks of 3.4 and 2.92 respectively. The steering wheel is also fully adjustable by a simple under-bonnet operation.

The chassis is lighter than before and has 12 mounting points for the body—these are steel reinforcements on the glass fibre. The torsional rigidity would appear to be adequate.

The brakes on our particular Sting-Ray were fitted with special metallic linings running in larger diameter drums affording 328.0 sq. ins. swept area, these being operated by a dual master cylinder and vacuum booster. These brakes have an interesting method of adjustment—the car automatically takes up the brakes when they are applied in reverse gear.

General Motors have used their well-tried and proved 5,340 c.c. V8 engine which produces 360 b.h.p. at 6,000 r.p.m. on an 11.25 compression ratio with Rochester fuel-injection. This power unit has enormously good torque (352 ft. lb.). A Delco alternator replaces the dynamo used on the 1962 cars, and a smaller flywheel allows the engine to be lower in the chassis. A freewheel fan is

also fitted—this cuts out at speeds above 40 m.p.h.

The gearbox is the Borg-Warner four-speed with synchromesh on all gears with ratios of 8.14, 6.14, 4.85 and 3.27 to 1.

As with the specification, the appearance does not conform with established American practice either, and the car has extremely clean and purposeful lines with a minimum of chrome plate and fins. It does, however, have—rather unfortunately to my mind—false intakes on the bonnet and in the bodywork behind the front wheels. The front headlights are fitted with hoods which improve the aerodynamic line and no doubt increase the maximum speed, although we did not try to determine just what speed difference there was. The overall appearance of the car is extremely good and, judging by the comments received (especially from the fair sex!), the owner should not be disappointed.

The seating position is good, the seats themselves very comfortable, and the dashboard layout is one of the best I have seen. Immediately in front of the driver are both rev. counter and speedometer and these are flanked by fuel, oil pressure, water temperature and ammeter gauges. A pull-push switch controls the lights, which have a warning signal to tell the driver whether they are retracted or not. The headlight units are controlled separately by a switch underneath the dashboard. Above the propshaft tunnel is a clock and a radio, both items being standard



equipment. The heating and demisting switches are also to be found here. Two-speed windscreen wipers are fitted and these are extremely efficient.

The steering wheel, which is manufactured from aluminium, is dished and is fully adjustable for most drivers' requirements. This adjustment is controlled by a sliding-spline located between the bulkhead and the steering box itself. As explained earlier, the actual steering ratio can be altered.

The forward vision, very important with a car of this potential, is good and the wind-up windows, too, have the minimum of restricted vision. On our convertible test car the Perspex rear window was large and could not be criticized.

As was expected, the 360 b.h.p. engine was extremely flexible except below 1,000 r.p.m. The fuel-injection gave instant throttle response, and it was possible to accelerate away really hard from 30 m.p.h. in top. The engine revs extremely freely and the red line only starts at 6,300 r.p.m., which, believe it or not, the careless could easily exceed. Twin exhaust systems carried the gases to two tail pipes, these emitting the tell-tale note of a high-performance V8 engine. The alternator, which was mounted on the nearside front wing and belt-driven from the engine, would charge even when

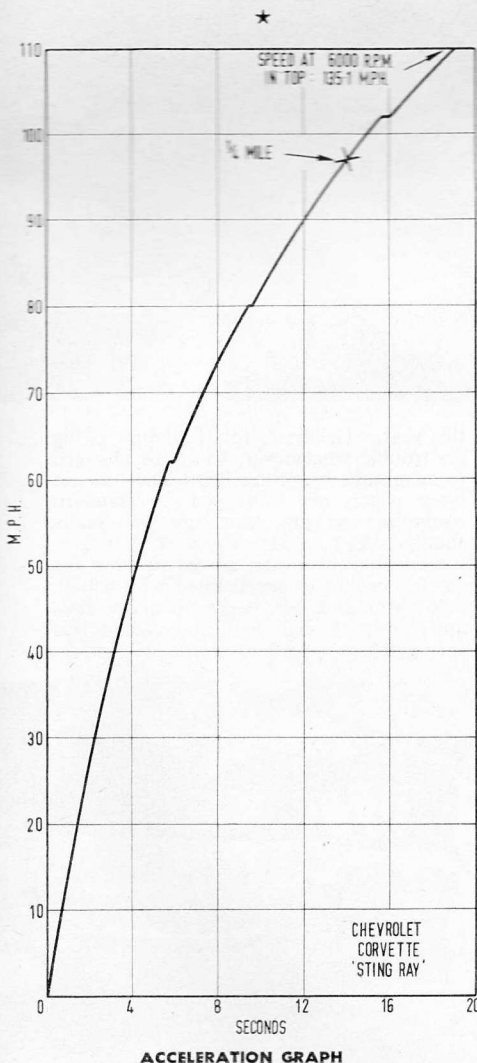
the headlights, radio, flashers, etc., were all operating.

Mated to the engine by means of an extremely tolerant clutch running in an aluminium bellhousing was the Borg-Warner four-speed gearbox. Unlike most gearboxes fitted to high-performance cars in this country, it is extremely good with well-chosen ratios. Up and down changes could be made as fast as the hand could move and at no time did it answer back with that familiar grating noise. The clutch takes up instantly and smoothly, and these two units between them contribute largely to the enjoyment of driving this car. Reverse gear is engaged by lifting a slide on the gear lever and always worked smoothly and efficiently.

The rear axle copes admirably with the power and the independent rear end, and the positraction differential makes rapid take-offs simple manoeuvres.

The performance figures speak for themselves. The $\frac{1}{4}$ mile, the real tell-tale of any car's performance, was covered in 14 seconds dead. 30 m.p.h. came up in 2.2 secs., 50 in 4.1 secs., 60 in 5.4 secs. and 80 in 9.5 secs. The 100 figure was rather hackneyed by a stop-watch reading 14.2 seconds! It should be pointed out here that these figures were obtained

(Continued overleaf)



ACCELERATION GRAPH

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Chevrolet Corvette Sting-Ray two-door convertible, price £3,293, including P.T.

Engine: Eight-cylinders (two fours in V), 5,340 c.c. Push-rod operated overhead valves in light alloy heads. 360 b.h.p. at 6,000 r.p.m. Compression ratio 11.25 to 1. Rochester fuel injection with automatic choke. Coil and distributor ignition.

Transmission: Single dry plate clutch. Four-speed gearbox with all synchromesh. Ratios 8.14, 6.14, 4.85 and 3.70.

Chassis: Steel chassis with fibreglass body, independent four-wheel suspension by coil springs and double wishbones on the front with anti-roll bar, and transverse leaf spring, trailing arms and torsion bars on the rear. Drum brakes both front and rear, total brake area 328 sq. in. Twin master cylinders and vacuum booster. 670 x 15 tyres on bolt-on disc wheels.

Equipment: 12-volt lighting and starting. Rev. counter, speedometer, fuel gauge, petrol gauge, oil pressure gauge, ammeter, windscreen wipers and washers, heating, demisting, flashing direction indicators, radio, clock.

Dimensions: Wheelbase 8 ft. 2 ins. Track (front) 4 ft. 8½ ins., (rear) 4 ft. 9½ ins. Overall length 14 ft. 7 ins. Width 5 ft. 9½ ins. Weight (approx.) 30 cwts.

Performance: Maximum speed at 6,000 r.p.m. in top 137.1 m.p.h. Speeds in gears: 1st, 62 m.p.h., 2nd, 80 m.p.h., 3rd, 102 m.p.h., at 6,000 r.p.m. Standing quarter-mile 14 secs. Acceleration 0-30 m.p.h., 2.2 secs.; 0-50 m.p.h. 4.1 secs.; 0-60 m.p.h. 5.4 secs.; 0-80 m.p.h. 9.5 secs.; 0-100 m.p.h. 14.2 secs.

Fuel Consumption: 15 m.p.g.

Oil Consumption: approx. 1 pint per 100 miles.

In really wet conditions and snow the car proved extremely good by virtue of its predictability, and the limited slip differential played a good part in high speed motoring in these conditions.

We did not get an opportunity to try the car on the circuits as these were covered in snow during the period of test. We did establish, however, there was very little tendency to lift wheels when corners were taken really fast, and the front was remarkably stable.

It was rather unfortunate that John Bolster was unable to try the car because he rather likes big bangers, and I am sure he would have enjoyed this car as much as I did. Unluckily for him business kept him employed elsewhere and I must confess I did not complain too bitterly.

Finally my thanks must go to George Drummond, the owner of this delightful beast, who was kind enough to loan his personal transport on this occasion. George agrees wholeheartedly to what I say about the brakes and hopes that Dunlops will be able to provide some discs later

Sting Ray—continued

using only 6,000 r.p.m. in the gears by special request of the owner.

In my opinion little advantage would have been gained by using the extra 500 r.p.m. available, as the power came in at 4,000 r.p.m. and gear changes dropped you back to approximately 4,500 r.p.m. The up changes were made at approximately 62, 80 and 102 m.p.h. which, to all intents and purposes, were for us the maximum speeds in the gears.

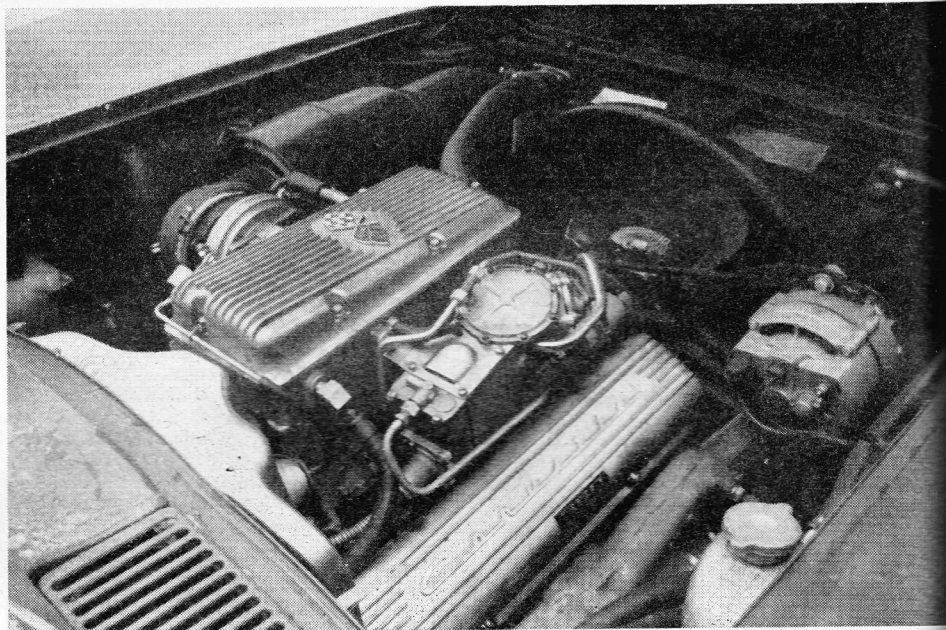
With such performance available one had one of the fastest cars on the road (if not the fastest—depends who's out that day). A criticism of American cars in general has always been that they are able to pass anything in a straight line with the exception of fuel stations, but this was not true of our car, which had a petrol consumption of 15 m.p.g. overall, which gave it a range of nearly 250 miles. On one occasion, however, the automatic choke stuck closed and we recorded a record figure, as far as I was concerned, of 6 m.p.g. before the trouble was rectified.

As a tester I have had the misfortune to drive cars with few brakes, but this car was the worst in this respect that I have ever experienced. With 328 inches of swept area with really hard metallic linings, one would have expected to find that together the servo and driver should have been able to retard the car's progress in an orderly fashion, but this was very rarely the case. The main trouble with the brakes was the fact that one could never rely on them and they tended to pull violently to the left at low speed—very off-putting for those in the slow lane!

I am afraid that drum brakes are just not adequate for a car which is likely to be driven consistently at speeds well over the "ton". General Motors must have difficulties in regard to their policy when it comes to fitting mechanical parts manufactured by other major concerns, but it would seem very short-sighted not to build disc brakes under licence until such time as they have fully developed their own.

The steering proved extremely good and was not unduly heavy in traffic, whilst straight line running at high speed was no problem. When the car was delivered for test the steering was adjusted for 3.4 turns from lock to lock and this necessitated a "handful of wheel" when negotiating the tighter roundabouts.

The suspension, although not soft, per-



mitted the car to pitch under braking and roll under heavy cornering, in neither case to an excessive degree, but sometimes a little off-putting if one was motoring on. Let me say here and now the handling was extremely good and seemed little affected by these slight tendencies. Fast open corners were this car's métier, and when the car was pushed beyond its limits it was still very ladylike in its behaviour. Slower corners, too, were negotiated at a fair rate of knots and no doubt could be taken faster with a more suitable steering ratio. The power could be used on all corners and traction was rarely lost through slight wheel spin or a jumping tail. In fact with the power on the tail sat really down on the road and gave the driver a great sense of security.

A criticism that could be made is the car does not lend itself to being driven slowly in traffic, and it is more difficult to make a gentle take off than it is to execute a full blooded racing getaway. The reason for this appears to be that the fuel injection provides no power below 1,000 revs., and it is necessary to let the clutch in at about 2,000 revs. minimum—the Kings Road tended to be rather nerve-racking in the rush hour.

this year. The tyres, too, although giving no trouble whatsoever, could be changed to advantage by fitting R5s. The tubeless tyres which are employed as standard equipment to my mind are not really suitable for speeds above 120 m.p.h. George has promised to let us time the car for maximum speed fitted with a high axle ratio and, he hopes, Dunlop discs and tyres. I shall look forward to this very much.



CANADIAN CAPERS

Racing an ex-Peter Arundell Lotus 20
in Britain, Canada and North America

BY JERRY BARBER

FIRSTLY, let me say at once that the purchase of Peter Arundell's works Lotus-Ford 20 was my first attempt at racing a single-seater, and although I didn't win any big races it was not for want of trying. From the moment I took delivery I realized that in the Lotus I had a real "bomb", and providing I could drive it and not lose it too many times I was in a good position to make "Pro"-races not unrewarding. Up till then my racing experience had been limited to Triumph TRs, Alfa Romeos and a Mercedes-Benz 300SL; however, in 10 years of active racing I had gained a fair amount of experience. I had also spent a lot of money and was just about ready to get some of it back again!

Instead of having the Lotus shipped to Canada I decided to go over to England to pick the car up and, if possible, enter a few races over there. As a large percentage of my time is spent running a couple of Steak Houses in Vancouver and Victoria, B.C., my appearances in England had to be limited to just three races: Goodwood, Silverstone and Oulton Park. At Goodwood I retired, then at Silverstone I had an almighty spin on the completion of the first lap of the Commander Yorke Trophy race while well to the front of the field. Finally, at Oulton Park I at last managed to finish a race, coming in eighth in Heat 2. Needless to say I didn't go flat out at this stage as I was far more anxious to learn the ins and outs of the car than try to hurt myself before I got back to my own country! Apart from this I had a lot of respect for my new car's ability, and considerable doubts as to my own!

After shipping the car direct to Van-

(Continued on page 295)

CLUB RACE at Westwood, British Columbia (right). Jerry Barber, driving his ex-Peter Arundell Lotus-Ford 20, swings into a right-hander. The car behind, which has just been passed, is a Coventry Climax-engined special driven by Ken Finnigan.

★

LAP FOUR of the Formula Junior event at the Rose Cup Races on 17th June last year (below). Jerry Barber leads from Bob McLean (Cooper), Ed Leslie (Gemini), Bruce Eglinton (Lotus 20), Bob Nethercutt (Lotus 20) and the eventual winner—almost hidden behind McLean's Cooper—Pat Pigott (Lotus 22). Barber, after a tussle with Pigott, retired with clutch slip.



SURTEES WINS IN THE RAIN AT LAKESIDE

BY PETER BAKALOR



WHEN THE RAINS CAME! Bib Stillwell's 2.7-litre Brabham-Climax leads a soaking wet, unidentified competitor through B.P. Bend at a time when conditions were not quite at their best for an international motor race.

JOHN SURTEES drove an excellent race in trying conditions to win the second Lakeside International Gold Star Championship event, held at the headquarters of the Queensland Motor Sporting Club. The meeting, spread over the three days 15th-16th-17th February, was run in weather varying from hot and humid to cool and cloudy. It only rained for one event—the main one—and then indeed the rains came!

First practice for racing cars was on Friday and John Surtees was first to settle down on the 1.5-mile circuit, getting down to 1 min. 1.2 secs. on his fourth lap. The lap record, held jointly by Jack Brabham and Bruce McLaren, was 59.9 secs., having been set one year earlier in the same event. Surtees eventually got the Lola round in 59.8 secs., a time equalled by McLaren but beaten by Tasmanian John Youl who managed 59.6 in his Cooper-Climax. Tony Maggs on the second Lola was next quickest at 1 min. 0.8 sec., then came Chris Amon from New Zealand in the Scuderia Veloce Cooper-Climax (1 min. 1.5 secs.), who was considerably faster than his team leader David McKay (Brabham), who recorded 1 min. 6.9 secs. Fastest of the Brabhams was Bib Stillwell

who was out to record maximum points towards retaining his Gold Star Championship. He lapped in 1 min. 1.8 secs., as did Frank Match in his sports-racing Lotus 19. Match also practised in an Elfin-Ford in which he was 1.1 secs. slower. Graham Hill put in a considerable number of laps in the Ferguson and eventually got down to 1 min. 2.1 secs.

On Saturday practice for supporting events took up much of the time, while five races were due to be run, starting at 3.10 p.m. with a sports car event. These practice periods did little except show that Bob Jane would have no trouble winning several events in his Jaguar 3.8. First practice of the day for racing cars saw David McKay improve his time to 1 min. 2.2 secs., while Graham Hill was fractionally faster than on Friday with 1 min. 2.0 secs. Frank Match was clocked at 1 min. 1.9 secs. in the Elfin, Stillwell improved to 1 min. 0.8 sec. and Tony Shelly's best effort in his 2.5 Lotus-Climax was 1 min. 3.3 secs. John Youl was again fastest of the session, this time recording 59.9 secs. Bowmaker boys Surtees and Maggs did not practise and Bruce McLaren also missed out. The second practice period, much delayed while officials spread

cement on the large amount of oil which had accumulated on the track from earlier practice sessions, resulted in some fairly earnest motoring, and in some disputes. Bruce McLaren was lapping consistently at or below his old lap record and packed up with a time of 59.4 secs. to his credit. The official lap time sheet gave John Surtees a best time of 59.6 secs. with Tony Maggs at 1 min. exactly. Surtees wasn't particularly pleased about this for the Bowmaker team had clocked their drivers at better times than these, Surtees doing well enough to take pole position from McLaren. Nevertheless the position remained as the officials had stated and Surtees found himself on the second row of the grid. He had originally been placed alongside McLaren in front, but this brought John Youl "racing" to the timing box, for he had clocked his 59.6 a day before Surtees managed it. In this last practice session, New Zealand trio Shelly, Amon and Palmer all went well, Shelly improving to 1 min. 1.6 secs., Amon to 1 min. 1.1 secs. and Palmer to 1 min. 2.1 secs. Jim Palmer's Bowmaker Cooper was not handling well and had Palmer been able to bring his 1,500 c.c. Lotus to Australia instead of the Cooper he would have felt much more at home. There was in addition a Formula Junior section in the main race, and fastest F.J. qualifiers were Greg Cusack, 1 min. 3.0 secs. in the Elfin-Ford, and Nolan, who put in an identical time in the Lotus 20. Frank Gardner took his Brabham round in 1 min. 3.4 secs., 2.4 secs. better than McLelland, similarly mounted. Graham Hill did not appear in this period as cracks had appeared in the wheels of the Ferguson and some welding was needed to repair them.

First race of the day was won by Lorraine Hill from N.S.W. in her Lotus Super Seven. She crossed the line 3.3 secs. ahead of the nearest male pursuer and thereby supplied the local papers with some good publicity material! Bob Jane won the Touring car race at a canter from Bill Burns in a Mk. 1 3.4 Jaguar. The third race was for "Australian Celebrities" and was run over six laps, developing into a battle between Stillwell in his 2.7 Brabham-Climax and John Youl in his Cooper. Stillwell led from the start and won by only 0.8 sec., but Youl established a new lap record on his third tour, at 59.6 secs. David McKay was third and Greg Cusack fourth. Bob Holden in a Peugeot 403 and Gordon Ferrar in a Morris 850 provided more excitement for the crowd as the Mini vainly tried to get past the bigger car; the two crossed the line side by side, the results giving it to the Peugeot by 0.2 sec.

Final event for Saturday was for unlimited capacity sports cars. In sports car events in Australia it is becoming something of a habit for Bib Stillwell to lead off the grid in his Cooper Monaco and for Frank Match in the Lotus 19 to catch him shortly afterwards—and this was exactly what happened! Stillwell led into the Karrussel, a tricky right-hander not quite tight enough to be called a hairpin, but Match took him as they accelerated down the pit straight and eventually won by 5.4 secs. Third was Bob Jane's "E"-type coupé, ahead of Frank Gardner's ailing Lotus 23. Match's best lap of 1 min. 1.4 secs. beat his own sports car lap record by 1 sec.

On Saturday evening officials worked in the rain to patch a large area of the road on the left-hand sweep after the start-finish straight, the worst of several spots

which looked like breaking up next day. It was interesting to see that holders of provisional licences were being allowed to start at this International meeting. The Formula Junior section of the feature event was to last only 30 laps, as against 66 for the larger cars and a chequered flag was to be displayed after 30 laps, at which point F.J. drivers had the choice of continuing or stopping. Fortunately this went off without incident, but two chequered flags in one race is perhaps not an ideal arrangement!

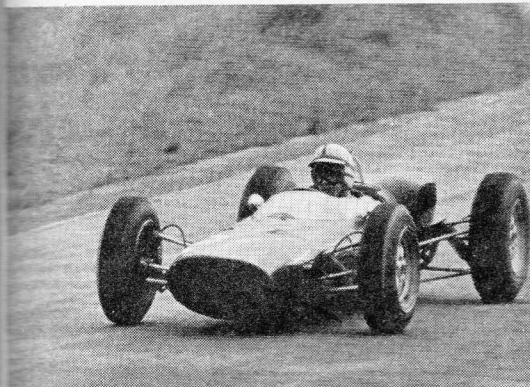
Sunday morning was cloudy, but the rain held off, and some sunshine helped to draw the crowd. A little rain fell before the first race, an event for Minis, and the damp caused some hairy moments, including the first of many gyrations which were to happen from time to time during the day. The race was won by Gordon Ferrar by an easy 11.4 secs. and the fastest lap of 1 min. 22.2 secs., set by Ferrar and Broomhall, was very creditable under the circumstances.

Following their general procedure, Bib Stillwell left Frank Matich on the line in the Division 1 sports car race, to be passed by the Lotus on the Eastern loop before the right-hand sweep past the pits. Matich's fastest lap was 1 min. 9.6 secs., 8.4 secs. slower than his own lap record set on Saturday. Stillwell reported that the surface was "like a skating rink".

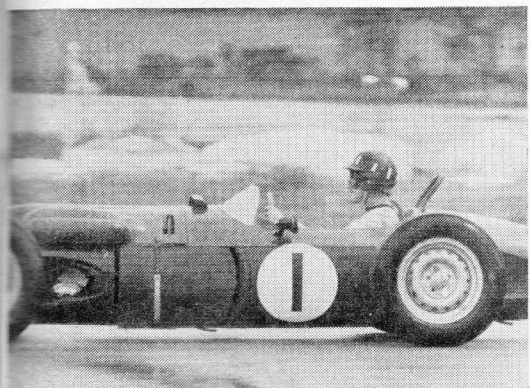
Third event on Sunday was for single-seaters which had not qualified for the main race. It was won by Bob Holden in



SOON AFTER THE START, with rain already falling, John Youl (Cooper-Climax) leads Bib Stillwell (Brabham-Climax), Tony Maggs (Lola-Climax), Chris Amon (Cooper-Climax) and the eventual winner, John Surtees (Lola-Climax).



THE WINNER, John Surtees, swings his Bowmaker Lola through B.P. Bend in the latter stages of the race. The Bowmaker team now have two "down-under" victories to their credit, John Surtees having won the New Zealand Grand Prix earlier in the year.



LOOKING LIKE a long sausage, the 2½-litre Coventry Climax-powered Ferguson gave Graham Hill a well-deserved second place in the 99-mile Lakeside International race. Graham seems quite relaxed.

his Lynx-Peugeot, with interest provided by Tadge, also Lynx-mounted, who was second, and McLelland (Brabham) was third. Tadge set fastest lap at 1 min. 4.9 secs., which showed that the track was drying. This was followed by another one-two victory for the Jaguars of Bob Jane and Bill Burns, while the Division 2 sports car event was also a repeat of Saturday's race, Lorraine Hill winning again from Salter's Elfin-M.G.

The 99-mile race for the Internationals and for Australian Gold Star points was due to start at 1.30 p.m. and shortly before this the starters, all 15 of them, were herded on to the back of a VW Utility, and driven round the track. Having been duly displayed to the public, they moved out on to the track for the big event. Rain was a distinct possibility, but as everyone who could get them was wearing rain tyres anyway, it didn't make much difference to preparation. Graham Hill, the experts said, should revel in the rain with the four-wheel drive Ferguson, but no one else was particularly interested in rain. The grid was as follows:

B. McLaren (Cooper-Climax) 59.4 s.	J. Youl (Cooper-Climax) 59.6 s.
J. Surtees (Lola-Climax) 59.6 s.	A. Maggs (Lola-Climax) 1 m. 00.0 s.
B. Stillwell (Repco-Brabham) 1 m. 00.8 s.	C. Amon (Cooper-Climax) 1 m. 01.1 s.
A. Shelly (Lotus-Climax) 1 m. 01.6 s.	F. Matich (Elfin-Ford 1500) 1 m. 01.9 s.
G. Hill (Ferguson-Climax) 1 m. 02.0 s.	J. Palmer (Cooper-Climax) 1 m. 02.1 s.
D. McKay (Repco-Brabham) 1 m. 02.2 s.	G. Cusack (Elfin-Ford F.J.) 1 m. 03.0 s.
C. Nolan (Lotus 20) 1 m. 03.0 s.	F. Gardner (Repco-Brabham F.J.) 1 m. 03.4 s.
G. Scott (Lotus 20) 1 m. 04.4 s.	

Matich and Nolan reached the grid after spending the night fiddling with the engines of their cars, Graham Hill's wheels had been welded and Scott's car was just about right again after hitting the fence in practice.

John Youl led off the line, Stillwell was ahead of the Lolas and Bruce McLaren muffed his change into second, which left him way back. At the end of lap 1 Youl led by 0.8 sec. from Stillwell, Maggs was 0.4 behind him, there was a gap to Surtees, then came Amon, Palmer, McKay, Hill, Shelly, McLaren in tenth place and then Gardner in the leading Formula Junior car. McLaren took Shelly near the Karrussel and on lap 3 McKay took Palmer to move up to sixth, Hill repeating the move a lap later. At this point it began to rain violently, reducing visibility to a few yards. Youl still led at the beginning of lap 6, but he spun just before K.L.G. bend and then again on the Eastern loop, letting Stillwell into the lead. Youl pulled into the pits to inspect his sump, and at this stage Greg Cusack spun the Elfin spectacularly on the straight, the car pulling across the road under braking, slamming into the safety fence and then spinning back to stop halfway across the track. Chaos reigned as marshals attempted to remove the car while Stillwell, Maggs and Surtees went by. Tony Maggs wasn't enjoying the rain, despite local Shell adverts which proclaimed him to be "The Rainmaster". Never fantastic in the rain, Tony Maggs's Lola had been set up with almost 4 degrees negative camber on the rear wheels in an attempt to cure handling troubles which plagued this car, and while this worked on a dry track it was terrible in the wet. On lap 7 Surtees passed Maggs to take second, and the following lap McLaren passed Shelly again, having dropped back after a spin

(Continued on page 301)



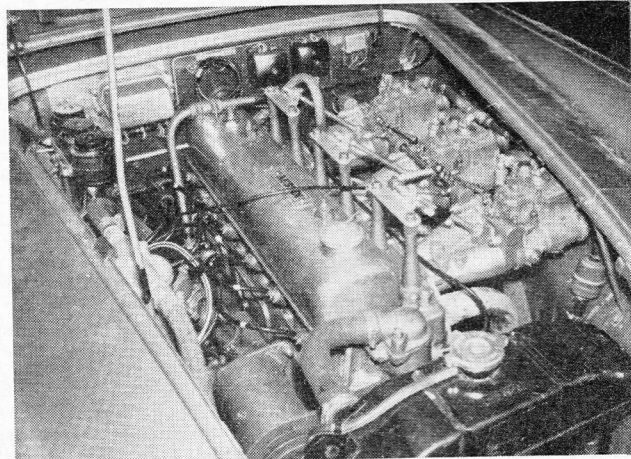
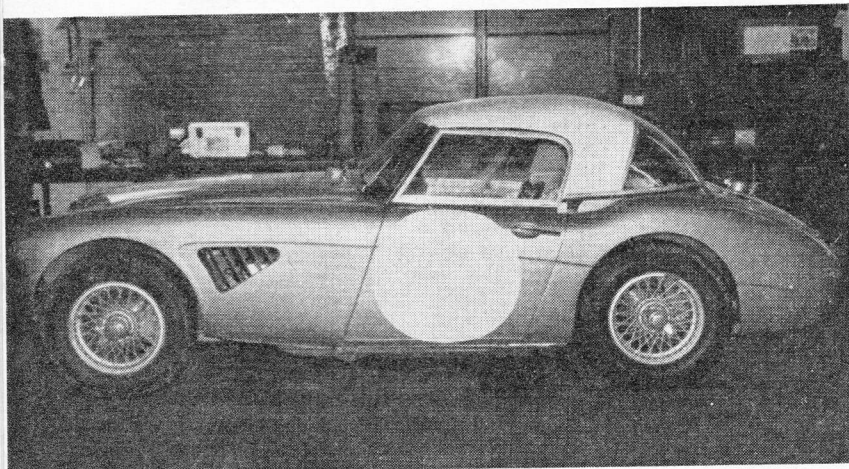
THE MOST works cars ever to go to Sebring from Warwick are, by the time you read this, on their way to America to take part in both the 12- and Three-Hour races on 22nd-23rd March. Left to right (above) are the cars for the latter event: an M.G. Midget for Graham Hill and two Sprites (one is a spare) for an unnamed driver. The cars have aluminium bodywork panels and the 998 c.c. engines develop 88 b.h.p. . . .

B.M.C. Prepare for SEBRING

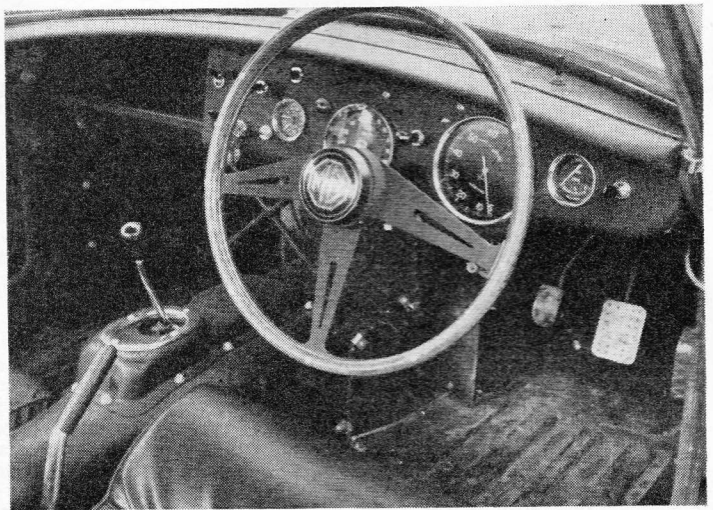
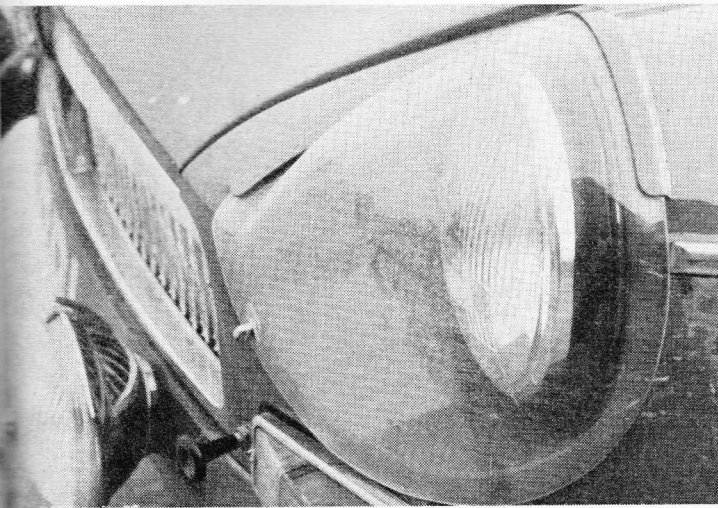
GEORGE PHILLIPS looks on as the Competition Departments at Abingdon and Warwick prepare M.G.B., Austin-Healey 3000, Austin-Healey Sprite and M.G. Midget cars for America . . .



. . . A STREAMLINED 1,100 c.c. Sprite will run in the 12-Hour race as a G.T. prototype by John Colgate and Clive Baker. 95 b.h.p. is claimed from a very reliable engine. The 10 cwt. car has a "plough share" back-end to stop eddies, the front being like last year's machine. . . .



. . . THREE Austin-Healey 3000s are being prepared for Paddy Hopkirk|Don Morley and Bob Olthoff|Ron Bucknum (the third is a spare). The 2,912 c.c. engines are equipped with three Weber carburettors and slightly over 200 b.h.p. is developed. There is a sliding panel for quick access to the Webers. The Healeys, which have aluminium bodywork, bear close resemblance to the Abingdon rally cars.

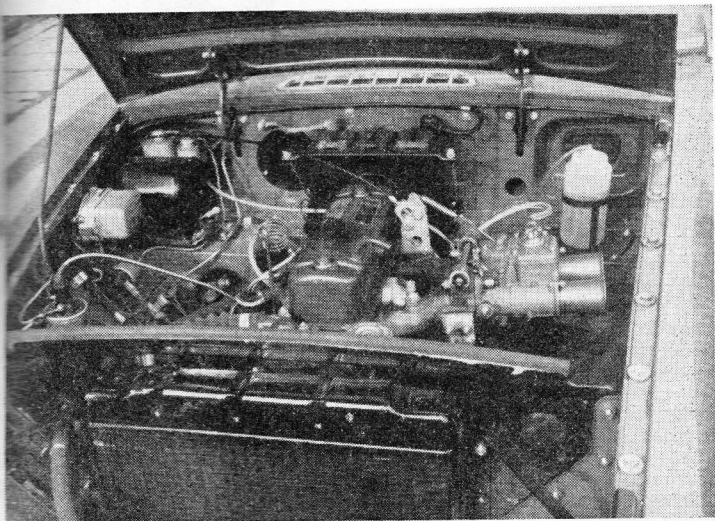


MEANWHILE the Abingdon works prepared three M.G.Bs for the 12-Hour event which will be driven by Christabel Carlisle/Denise McCluggage and Jim Parkinson/Jack Flaherty (the third is a spare). The Perspex lamp fairings are in runners secured by twist-studs, the small control between fairing and lamp being the bonnet release cable lever. There are mounting brackets for a quick-lift jack front and rear. View of cockpit shows the large rev. counter with tell-tale (normal limit is "six-five", but this shows "six-nine"!), . . .



Racing M.G.Bs From Abingdon . . .

. . . AN M.G.B on test, fitted with a prototype hardtop. Stuart Turner and mechanic Doug Hamblin are accompanying the cars to Sebring. The front wings of the M.G.Bs, together with the doors, bootlid and the re-shaped front and rear aprons (no bumper step) are aluminium (the aluminium bonnet is standard). The car weighs 17 cwt. "wet" and the suspension is standard. . . .



. . . THE 1,798 c.c. engine is fitted with a Weber 45DCOE carburettor and we reckon that the maximum power must be at least 140 b.h.p. The rear axle ratio at present fitted is 4.3 : 1, but this may be changed at Sebring—weather conditions have prevented any serious testing. A 24 gallon fuel tank is fitted and a very neat filler cap is used.

THE *Toronto Star's* truck which sped down the road on a recent morning was delivering the news that one of its employees, Charles (Chuck) Stockey, an engraver for the paper, and his navigator, John Bird, a professor of Nuclear Physics at the University of Toronto, had won the British Empire Motor Club's eleventh annual Canadian Winter Rally. They returned the Corvair Monza entered by Gorries (Chevrolet) Golden Mile, Ltd., with zero points lost, the only team to finish unpenalized.

This overall win is unique in several respects. It is the fourth for Stockey who is the only person to finish all 11 Winter Rallies. Also unusual is the fact that this perfect run was accomplished without the customary accoutrement of rally instruments. Bird made all calculations using only pencil, paper and a watch. Another difference is in the car itself, for the Monza was equipped with an automatic transmission. This is the first time that a winning car has been thus equipped.

This year's rally proved that, by laying out a secret route comprised mostly of secondary roads and logging roads bridged by short stretches of main highways, by providing many check points (48 this year), and by having them close together on the difficult bits, it is not necessary to have a blizzard in order to make this a driver's rally and an exacting test of the stamina of cars.



SUNDAY MORNING saw these interesting shadow patterns on a road near South River.

There were five sections—each from 220.51 to 283.43 miles long with speeds up to 49.32 m.p.h. The first section had only nine speed changes, but the 14 changes in section three before North Bay, together with the winding roads, helped to keep the crews awake on Saturday night.

The thermometer registered zero as the first cars left the ramp at Rootes Motors on the Golden Mile in Toronto and the gusty wind carried that bone penetrating chill that comes from proximity to large bodies of water. Much colder temperatures would be encountered farther north.

Bad going began soon for the cars as they headed eastward from Toronto and started the 1,247.2-mile counterclockwise circuit of Ontario. The route took to concession roads about 15 miles out and it immediately

became apparent that the extreme cold which had prevailed throughout most of the winter had made these roads a nightmare of frost heaves and potholes. Treacherous ice began to appear in patches. Berfelz and Simpson had to abandon the rally after rolling their VW following the first checkpoint at Kendall. The Rapier of Osborne and Moore also dropped out in this area, and Johnson and Edwards decided that they couldn't drive all night in the cold after their heater packed up. Martin Chenhall and John Wilson (Corvair Monza) lost one point here which spoiled an otherwise perfect run.

This was only a foretaste of what was to come, for after the second checkpoint at Warkworth the route snaked northward over little used back roads into the wooded, sparsely populated Kawartha Lakes area. A layer of hard-packed snow, 6-8 ins. deep, covered most of the roads. A thaw earlier in the week followed by a quick freeze and gale winds on Thursday had glazed the surface with ice. There were numerous holes formed where snowploughs, endeavouring to push through huge drifts, had spun their chains down to and often into the surface of the road itself. Apparently the drivers of the snowploughs had difficulty in locating the centre of the road and in many places had ploughed a smooth surface over the top of a ditch!

Cars began biting huge chunks out of the snowbanks as drivers strove to keep up the high average speeds and red flares began to rival the stars for numbers. Five cars abandoned between Warkworth and Marmora, 136 miles from the start. Here's where the suspension gave way on the Morris 1100 of racing driver Ross de St. Croix and Denis Johnson, both of Montreal. Time ran out for Grant Clark, former Canadian Racing Champion, and Don Kindree in a new Austin-Cooper. Three more were out by Lasswade, one with a broken half-shaft and some just plain ditched. Dick Doyen and Clarence Gibbs proved they were creatures of habit for they left the road in the same general area where they went off last year. They got back on again after some loss of time but had more serious trouble later in the rally.

The 1961 winners, Lloyd Howell and Bill Silvera, lost some time when a Mini-Minor stalled in front of them on an icy hill. They pushed it nearly to the top where it stalled again and they finally had to back down before they could proceed. One Volvo was in a snowbank so far that all that was visible was a tailpipe.

We saw the Sprite of Phil Hare and Richard Dickerson swoosh past as we stood by the road in the Coe Hill area. Its exhaust sounded crisp and hard in the night air but the lights seemed dim. We learned at the breakfast stop that their dynamo had burned out and that they had carried on by using two batteries and switching off the heater in order to conserve their charge. They must have had a cold ride for the temperatures ranged from 14 deg. below zero downward in this area. Fortunately for them a full moon shining out of a clear sky turned the glazed road into a ribbon of silver and so their lack of good lights was not as great a handicap as it might have been.

At about 4 a.m. the lower outlet broke loose from the radiator on the Fisher/Maxwell Volvo and they lost all their coolant. They were miles from nowhere so continued on, driving a short distance then stopping for the engine to cool down, then driving again.

A stretch of rough construction near Milbridge gave already overworked suspen-



WITH ASSISTANCE from the crew of an Anglia

CANA WINTER

Eleventh Annual Winter Rally Wo

BY ROSE MONROE

sion systems no rest. After a 20 minute coffee break at Actinolite came more bad roads as the route probed into the wilderness to the north-east. Three more cars went out in the next 22 miles.

A Corvair started to pass a ditched Volvo, then suddenly braked. This manoeuvre took Paul Cooke (Hillman), who was close behind, by surprise and he rammed the Corvair, breaking his fog lights and putting the Corvair heater out of action (another cold ride ensued).

One of the R8s was forced to abandon after rolling over on its top and the Davy/Dodsworth Skoda hit a tree. The clutch on



Farmer's truck, a Chevrolet Corvair regains the road.

DIAN RALLY

Gruelling Conditions by Chevrolet

PHOTOGRAPHY BY ED MONROE

the Milton/Brum M.G.A started to give trouble shortly after Actinolite. However they continued on for over 200 miles without a clutch before being forced to abandon.

Peter Smith received a shoulder injury but no broken bones when the Mini-Cooper in which he and Trevor Bywater were riding skidded at the top of a hill and was hit broadside by a non-competitor's car. The Mini was nearly broken in two. The P1800 Volvo of veteran rallyist and race driver Art Riley and automotive journalist Steve Wilder, of New York, skidded on a turn and slammed into a guard rail with

such disastrous effect that they were unable to continue.

Dawn broke clear and bright and the sun cast beautiful shadow patterns on the tree lined roads as the weary rallyists wound their way toward the one-hour breakfast stop at Bancroft.

It soon became evident that the hoped for snowstorm would not be immediately forthcoming. Apparently the weather man had set the machines for sunny skies and moonlit nights, then left for a weekend of ski-ing.

The Bartels/Kohl DKW and the Trotter/Bickham Saab were the first cars to arrive at Bancroft. Both arrived simultaneously at 10.10 a.m. Many expressed surprise when they learned that Stockey and Bird had arrived clear, a tribute to Bird's navigational ability and Stockey's skill. Stockey's daring technique of riding the ditch as he approached the corners and nudging the banks to slow down when necessary enabled him to maintain a more even speed than most drivers who used more conventional styles and consequently were forced to slow down more and earlier.

Thirty-four cars were out at Bancroft and more would be out at North Bay. The weary navigators got no rest as the route kept to devious roads across the Haliburton Highlands. On some previous rallies the route has followed Highway 60 through Algonquin Provincial Park and since this was the only road in the park the navigators were able to catch a little sleep.

Two more cars dropped out before the next checkpoint. Then the Doyen/Gibbs Corvair missed a curve and took to the bush on the Boskung Lake Road. They lost much time while a local farmer endeavoured to pull them back on the road with his truck. When friendly rivals Howell and Silvera (Anglia) arrived on the scene they quickly lent a hand and by dint of much pushing and with considerable clutch burning on the truck, they were finally able to get it back on the road. As the Corvair started up it left an ominous streak of grease on the snow and sure enough about $\frac{3}{4}$ mile farther on it came to a halt with a seized transmission.

From Huntsville the course writhed tortuously through an area famous for deep snow, to the overnight stop at North Bay. These roads took a toll of five more cars making a total of 42 cars out of action before North Bay. Work on cars was prohibited during the overnight stop.

Stockey and Bird were clean at North Bay. Three crews were down one point: Chenhall/Wilson (Corvair Monza), Englevin/Bick (Volvo), Trotter/Bickham (Saab).

It was 3.17 a.m. when the first cars left North Bay and began wiggling their way southward over a serpentine course that required 242.95 miles to reach the 20-minute stop at Huntsville. Many of these roads were glazed but a few had been sanded.

Another glorious dawn greeted the contestants as they sped along the wooded byways. Several unfortunate crews did not appreciate the aesthetics, however. The Saab of Coombes and Schaeffer and the Fiat of Beelen and English went out of action in the Sand Lake area. Then the Cooper of Bales and MacGregor was reported out near Yearleys. Near Huntsville a non-competitor made a turn in front of Gordon and Barbara Brown's Cooper-Mini. Gordon spun the Mini in an attempt to avoid but slid backwards into the other car. There was little damage but they lost so much time waiting for the police to come and check the accident and in making the report that they had to retire.

After Huntsville the route led into an

area having numerous hills. Simca's hopes for garnering a manufacturer's team prize vanished when the 1100 of Trant Jarman and Roger Bohl went out with mechanical trouble in the Muskoka region. The Simcas showed surprising acceleration, speed and handling qualities. The drivers would throw the tail around in dirt track racing style as they approached a corner then go through incredibly fast.

Eric Jackson and Mike Kerry were reported out near Coldwater. Ken Errington and Glenn Ferguson crested the top of a hill at what proved to be an excessive speed to find that the road broke downward sharply to the left. Ken headed for a snowbank but it proved to be so hard that it flipped their Volvo, which then bobsledded along on its top for about 75 feet. They



MANY CREWS effected emergency repairs along the way—including this M.G. Midget.

flagged the next car and with the aid of its crew were able to right the car and continue on to the finish.

Ironically, veteran rallyists John Burns and John Grey ditched their Citroën on the last bad section before the finish and had to retire. Motor mount failure allowed the engine in the Maurice Carter/Don Hambley Corvair to shift back and forth which finally broke the oil filter off. They plugged the holes in the block with a branch from a tree but used 14 quarts of oil to go the last 58 miles.

Many other cars which finished were having mechanical difficulties. A VW came in with its front wheels all askew. Shrieks and squeals were coming from the innards of one Corvair as it pulled up in front of Rootes. The crew reported that it had clutch and transmission ailments.

The Sprite of Hare and Dickerson finished, still without a dynamo. A VW came in sans trunk lid which had been lost while negotiating a bump.

In spite of the fact that the weather had failed to co-operate, the rallyists felt that they had had a memorable adventure.

Results

1, Stockey/Bird (Corvair), 0 points lost; 2, Davies/Daniels (Hillman Super), 1; 3, Chenhall/Wilson (Corvair), 1; 4, Englevin/Bick (Volvo), 3; 5, Trotter/Bickham (Saab), 3; 6, Menzel/Harvey (Simca), 3.

Manufacturers' Team: Ford.

Dealers' Team: Wilson/Niblett (Corvair).

Club Team: Canadian Motorcycle Association.



JOHN BOLSTER tests the ideal car for defeating British weather . . .

AMONG sportsmen there is a considerable demand for a cross-country vehicle for use in deer forests and on grouse moors. In industry, a similar machine is badly needed for hydro-electric schemes, to quote only one example, and in agriculture the hill farmers are crying out for a car on tracks that will climb mountains or cross boggy land.

In all these cases, the conditions are far too severe for any wheeled vehicle and the very light pressure exerted by endless tracks is required to "float" over the ground. A crawler-type tractor is too slow, too expensive to maintain, and has insufficient seating space. Some excellent vehicles do exist, but up to now they have been priced too highly for the sportsman and the farmer.

When travelling all over the world, Innes Ireland had been searching for just such a machine for his own use. Having acquired a Snow-Trac in Sweden, he realized that his quest was at an end, and he became so enthusiastic that he took over the agency for the British Isles. Innes invited me to come to Scotland and test it in the glens where he stalks the deer, but at the time of my visit some parts of the country were isolated by snow. So, the Snow-Trac was pressed into service, taking fodder to the hill sheep and carrying much-needed provisions to the shepherds and their families. Thus, a superb opportunity was presented to try the machine under the toughest possible conditions and I set off for Kelso.

THE SNOW-TRAC

Having borrowed a Volkswagen from Ninian Sanderson, I was eventually able to find a route that was not completely blocked and joined Innes Ireland and the Snow-Trac.

The power plant of the vehicle is the Volkswagen air-cooled engine and four-speed, all-synchromesh gearbox. From the output shafts which normally drive the swing axles of the car, two chains enclosed within the body take the power forward to the main driving sprockets of the tracks. The steering of tracked vehicles is usually achieved by braking one track and accelerating the other, or by a system of clutches. In either case, much power is wasted.

The steering of the Snow-Trac is highly ingenious and consumes virtually no power. The ordinary VW differential is employed in the transmission and each output shaft from it, in addition to operating one of the two transmission chains, also drives a vertical shaft with a large pulley on the top of it. So, each side of the differential has its own pulley, and these are coupled together by a heavy vee-belt. The two pulleys expand and contract, exactly as do those in the transmission of the DAF car. This expansion and contraction is con-

trolled by the steering wheel, and it will be seen that by increasing one pulley and diminishing the other one must slow down one side of the differential and cause the opposite output shaft to speed up. Turning the steering wheel to the left enlarges the pulley on that side and consequently reduces the speed of the left track. This is balanced exactly by an acceleration of the right track and so the Snow-Trac turns to the left. (For a more detailed description of variable pulleys, see my DAF road test.)

The tracks themselves are of reinforced rubber with steel cross-pieces bolted on. A damaged track need not be scrapped as it can be cut and have a new section bolted in. The front driving sprockets have teeth, but the idler wheels all have pneumatic tyres. The weight-carrying bogeys are also sprung to give a soft ride and the hydraulic dampers are telescopic.

Various equipment is available, but Innes Ireland is selling the machine with a hard-top body containing seating for the driver and six passengers. Rails allow the carriage of parcels, sacks, or hay bales along the top of the track guards. Heavy loads may also be carried on the roof and can overlap

onto the bonnet. It was found possible to stack a ton of baled hay on the vehicle and to carry another ton on sledges.

One enters through a single door at the back, and though the passengers sit along the sides the driver's seat is normally placed, all his controls being identical to those of a car. It is remarkable how well the machines goes with only 1,192 c.c. to propel it, and even when driven in mountainous terrain it consumes less than a gallon of petrol per hour. The engine is fitted with a governor to keep the speed down to 15 m.p.h., but this could easily be "fiddled" no doubt, though it was ample under the rugged conditions which we experienced in Scotland. The full Volkswagen guarantee applies to the engine and gearbox, the rest of the vehicle being guaranteed by the makers.

In the morning, we carried fodder to Ian Scott Watson's sheep and in the sunshine it was pleasant to open the sliding roof and enjoy the fresh air. In the afternoon, however, we were away in the hills, taking provisions to the families of the shepherds, some of whom had been virtually prisoners since November. Incidentally, none of the children had been able to go to school since last year, and they looked jolly well on it, too! Here, the bitter wind cut like a knife and I was grateful for the comfort provided by the powerful heater.

The performance over snow was simply beyond belief. Drifts of 10 or 12 ft. in height presented no problem. One simply drove up one side and down the other, the very low pressure of only $\frac{3}{4}$ lb. per square inch ensuring that the tracks just "floated" on the surface. Of course, great caution

is necessary when going over the tops of razor-edged drifts. Here, the technique is to slap in the synchronized bottom gear as the top is approached and "see-saw" over with the engine idling. The machine sometimes lands on its nose at the bottom of almost vertical slopes on the far side of drifts, but this is in no way detrimental. The centre of gravity is low, and the width over the tracks considerable. This allows side banks to be negotiated at spectacular angles, even with bales of hay on the roof.

Whether the snow was loose or packed and quite irrespective of the gradient, the Snow-Trac was undaunted, and when night fell we were still in the hills. With the lights on and the heater at full blast, one could forget the bitter cold and the shrieking wind, but the thought of running out of petrol or any other mishap was somewhat daunting. One would be lucky to come out of it alive!

Cauld blaws the wind frae east to wast,

The drift is driving sairly;

Sae loud and shrill's I hear the blast,

I'm sure its winter fairly.

However, Rabbie Burns probably wrote that in front of a blazing fire and with a glass of whisky beside him. I was soon similarly ensconced, for the return to civilization was made smoothly and easily, leaving me with a great respect for a remarkable machine.

Fully equipped, the Snow-Trac will sell for £1,850 or £1,900, f.o.b. Leith, which is half the price of American cross-country vehicles. For further particulars write to: Innes Ireland, Downton House, Walton, Presteigne, Radnorshire.

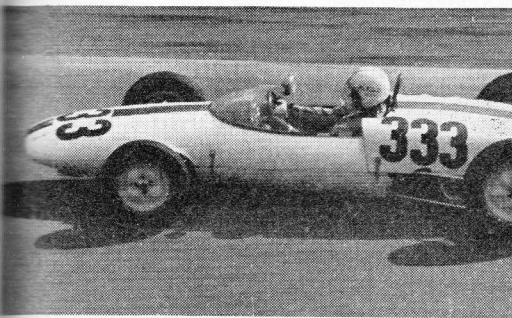


JUST THE JOB! John Bolster and Innes Ireland admire the Snow-Trac.

CANADIAN

CAPERS—

continued



cover I immediately entered her for the Rose Cup races at Portland, Oregon, on 17th June. She arrived on 13th June and, with time now running out for the Rose Cup races, I set about checking her over and made sure that she still ran O.K. With all this preparation I was somewhat short of time, having still to travel 400 miles to Portland (hardly a distance you in England are used to when travelling to a race meeting, but an everyday thing here in Canada and North America). Saturday, 16th June was practice day with everyone trying hard for a good starting position. The car ran beautifully, although with a four-speed gearbox I lacked the top pull of the five-speed cars on the half-mile straight. The track at Portland is not one of the best, with a highly abrasive surface; this didn't seem to worry the Lotus at all and she clung to the circuit as if on rails! Portland is hardly

the model West Coast track, whilst apart from a badly holed surface it is rather flat and dull, and poorly marked. However, the organizers do improve it a little each year and it is always great fun to compete there—especially when you are having your first outing in a new car. By the end of practice I had recorded a time of 1 min. 46 secs. for the 2.4-mile circuit and found myself in pole position, one second faster than the late Pat Pigott with the Rosebud-entered Lotus 22. My time was also an unofficial track record.

I made a good start and tore off down the straight with a slight lead over Pigott and the other 12 competitors. The race soon developed into a struggle between the two of us with Pat slipping past me before the end of the first lap. On lap 2 Pat went too fast into the hairpin, going wide and allowing my older car to go on the inside and take the lead. Pat made such a hurried re-entry into the race that he clipped my car on the rear, losing a large section of the nose of his car in the process. We were, in fact, both able to continue, with my Lotus in the lead and Pat worrying at my tail all the time. At the halfway mark my clutch began to slip and soon Pat was by and way out of sight; on the following lap I came into the pits and after a quick consultation with my mechanic, decided to withdraw the car. Pat spent the rest of the race consolidating his lead and ran out an easy winner. Second place went to Bob Nethercutt in a Lotus 20B, followed by Ed Leslie (Gemini-Ford Mk. 3A) and Lew Florence in an old but very well driven Lotus 18; there followed two more Lotus 20s and a further two 18s.

Lew Florence is one of the best West Coast "big bore" drivers, and finished a fine season by coming in third in September's Northwest G.P. (Washington, Kent) behind Dan Gurney and Masten Gregory (Lotus 19s), accomplishing this with an old

and, in appearance, rather outclassed Lister-Corvette.

In other races during the season I seemed to be troubled eternally with small mechanical bothers—nothing serious but just those infuriating little things like a slipping clutch and overheating. The last of these two problems was very evident at the Vancouver Grand Prix, where the circuit is situated at a very high altitude. In two club events I was in a very strong position to win, only to be robbed of possible victory at the last moment by annoying little things.

There were, however, other races that, believe it or not, I did manage to finish in and in events that I actually completed lowest placing was 7th, in the Northwest G.P. Here we had, of all things, an Indianapolis type start—and I was at the back of the grid (no practice time). Needless to say the leading cars had a 15 seconds advantage at the end of the first lap and there was nothing I could do to catch them up. The Junior race was won by Pete Lovely (Lotus-Ford 22) after a do-or-die last minute attempt to pass Nethercutt's Lotus 20, using a mere 8,500 r.p.m. in the process! Pat Pigott led in the early stages but spun off and dropped out of the picture!

I also collected two lap records (still held) and a further one at Kent which was eventually broken by Pete Lovely in his Team Rosebud Lotus 22 at the last meeting of the season, while I won half a dozen trophies and a second place in a fairly important National race.

My plans for 1963 are at the present pretty fluid. I shall probably sell the car to a very promising young driver called Eric Faulks of Vancouver, in which case I should probably share the driving. Long range plans include the possible purchase of a sports Lotus 23, and I would dearly love to visit England again and do some more racing on British circuits.

CORRESPONDENCE

Bring Back Hot Tube Ignition!

THE people who feel that motor-racing took a wrong turning after the Paris-Madrid race, and write to AUTOSPORT every week suggesting various Flintstone Formulae, can normally be accepted as comic relief among the more interesting correspondence, but Mr. Whiston takes the biscuit—ship's, "Bounty" Mk. I, with weevil additive.

Quite apart from his inconsistency in wanting to revive the B.F. and B.I. style of motoring on the one hand, while deploring Billy Krause's "blood and sand" tactics on the other, he seems not to have seen any car racing at all for the last six years. If he had he would know that, in spite of the fact that modern racing cars are tight round the collar, this has not made for "a collection of anonymous crash helmets". Even if the hats were all of a colour, you'd need to be a right Magoo not to be able to tell Jim from Jack, Innes from Graham, and Stirling from everybody. The personalities, the styles and the efforts of the drivers came through just as well as they did in days when you could see the sweat dripping off the elbows of the "Pampas Bull", and everyone finished a race looking like the Black and White Minstrels.

This was very picturesque, no doubt, and no one would deny that "each driver had a style and a personality of his own"—the pity of it was that the agricultural implements they were called upon to drive brutalized their styles (remember the general improvement in style when the 4½-litre formula was buried?) and reduced the drivers to the level of manual labourers. In spite of Mr. Whiston's mediaevalizing attempt to introduce a distinction where none exists, the physical laws governing the way in which a car corners have remained the same balance of centrifugal and centripetal forces since Cugnot was a lad—what's new is that we now have cars that allow the driver to get on with the business of balancing them instead of knocking himself out making up for deficiencies of design and engineering technique. As a consequence we also have drivers who bring to driving a different kind of intelligence to that of even an "intellectual" like Farina—and if anyone believes that they are any less of artists for that reason, let him train his bifocals on Arundell or Gurney (to name only two not mentioned above).

Let's keep the Neanderthal crush out of car-racing—from where I stand behind the chestnut fence, with mud oozing into the top of my boots and rain trickling down the back of my neck, the sport looks and sounds as good as it has in 15 years of devoted spectating.

Why does no one complain that the design of all racehorses is "basically similar"?

LONDON, N.W.6.

R. BANHAM.

V8 Power-Packs

I AM somewhat mystified by certain power outputs quoted in your article "V8 Power-Packs" in the 15th February issue.

I must admit that I am not thoroughly conversant with the relation of torque to acceleration in the lower rev. ranges, but as a layman I feel bound to make the following comparisons.

The 3.5-litre General Motors V8 is quoted as giving 215 b.h.p. with turbo-supercharging, and the Studebaker 4,740 c.c. V8 as giving 250 b.h.p. at 5,000 r.p.m. with low pressure boosting.

I find it difficult to acknowledge the superiority of these V8s when Aston Martin can, and do, obtain well over 300 b.h.p. at 6,000 r.p.m. from their normally aspirated 3.7-litre, "6 in line" engine, which, incidentally, I am sure is no heavier than the equivalent V8 unit.

I have probably overlooked an important factor, but the only advantages I can see for these American V8 engines are their compact form and the low initial cost.

I would add that I found the article most interesting and I hope to see more of a similar nature.

FELTHAM, MIDDLESEX.

W. A. BROCKLEBANK.

[Agreed.—The Aston Martin does have a much superior output, but the question does come down to initial cost. Also, these V8s are push-rod engines, primarily produced for touring cars.—EDITOR.]

Television—Again!

I REFER to your report about the Brands Hatch meeting, with yet another "knock" at TV's bias against motor sport compared with football, horse-racing, boxing, etc. I'm not a football "fan" (so I'll be corrected), but I understood that the Football Association stopped the televising of matches whilst in progress because it considered this a major cause of the rapidly falling attendances!

I didn't notice many spectators either at the Brands Hatch televised event considering the international "names" (weather? short-novice?—all right!) nor at the televised International Six Hours in October.

More film of events abroad—yes; but otherwise why not leave well alone AUTOSPORT? The present rare and disjointed efforts just whet the appetite then fade out at the first corner—for the horses—enough to drive one to the nearest (or any other) circuit, whatever the weather!

BALHAM, LONDON, S.W.12.

MAUREEN W. WALLIS.

Growing Interest in Hill-Climbing

I WAS pleased to read Paul Watson's Seasonal Survey on Hill-Climbs and Sprints, but may I point out two inaccuracies for the record:

(1) The R.A.C. Hill-Climb Championship dates back to 1947—not 1948.

(2) Wiscombe Park, 1962, was not the first time Ray Fielding had won the Championship class—what about Craigantlet in 1961?

The year 1963 will be a vintage year on the hills, and I hope AUTOSPORT will cover it well.

SUNDERLAND.

K. HAMMERTON.

British Targa Florio

I HAVE given some thought to the possibility of using the I.O.M. T.T. course for a G.T., Sports, Sports-Racing and Saloon car event for cars up to 1,100 c.c. capacity.

This could be of, say, 12 laps of the 37-mile course and the cars would start at half-minute intervals, and would be in fact a British version of the Targa Florio.

I think the capacity limit of 1,100 c.c. would be most suitable in view of the nature of the roads particularly the wonderful mountain section.

This limit would bring in such cars as the new A.S.A., Abarth and the rumoured Aston Martin 1000 besides such cars as the M.G., Sprite, Marcos, Ogle, Lotus 23, Cooper-Mini, etc.

I think an event over this circuit would be a superb test of the modern small sports car and I would be pleased to hear what other readers think.

ST. ANNES-ON-SEA, LANCS.

K. HOLT WIGGLESWORTH.

Two Events on the Same Day . . .

WHILST being the first to congratulate Raymond Baxter, the B.B.C. and the motor clubs concerned in the promotion of the very entertaining contest at Brands Hatch on 9th February, I would like to point out that when the R.A.C. co-operate, as they did, in short-circuiting their own established procedure for the inscription of a new date and grant of a permit of high status, they lay themselves wide open to charges of condoning breaches of their own General Competition Rules.

In the present case, the Yorkshire Sports Car Club hold properly completed entry forms and fees from both Sydney Allard and Peter Procter for the Yorkshire Rally held on 8th-9th February. Both these competitors took part in the Brands Hatch event and non-started on the rally. If the club were to institute an official complaint about this matter to the R.A.C., the latter would have no option but to withdraw the competition licences of these two competitors unless they were deliberately to flaunt their own sternly voiced warnings and previous judgments in such cases.

Naturally, there is no intention to make such a complaint as we recognize the difficult position of works-retained drivers when the ruling body are guilty of breaking their own laws of procedure, even when this is done with the very laudable intention of gaining invaluable publicity for the sport.

YORKSHIRE S.C.C., LEEDS, 12, YORKS.

MIKE WILSON.

Dead-heating Delages?

I HAVE been re-reading John Bolster's report of the Racing Car Show and the delectable racing, sports and G.T. cars which were exhibited and I notice that he refers to Delage II figuring in "a fantastic dead-heat with Delage I, which was of identical appearance".

Is he not, in fact, confusing this with the occasion in 1928, when "J. Taylor" dead-heated at the wheel of Delage II with E. L. Bouts's Sunbeam in a sprint race for the Taylor Cup, at the B.A.R.C. Autumn Meeting? I do not recall a dead-heat between the two Delage cars.

FLEET, HAMPSHIRE.

WILLIAM BODDY.

Greatest Driver

I AM certain that by the time this letter reaches your hands the matter of the "greatest driver" debated in your 18th January issue will have been completed. However, as a distant subscriber of some long standing, I should like, if possible, to have a few of my observations included in the debate.

As opposed to some of the distinguished correspondents who have already expressed their points of view, I should prefer to take an analytical, rather than a comparative, approach. I feel the starting point in this matter is to begin with the basic question, "What attributes should I expect to find in the world's greatest driver?" I list several qualifications hereafter, and it is for each to draw his own conclusions as to which person most ably fills them.

1. The candidate must have had a varied career. It would not suffice, in my opinion, that the candidate should have been active in only one form of competition, even though it be Formula 1. The candidate should have participated in sports cars, saloon cars, hill-climbs, rallies, and even oval track racing and mud-plugs, if possible.

2. The candidate must have a fairly long career. I should expect that more than four or five seasons would be necessary to prove a man's capabilities, not only on "winning cars" but also on those which were not favourites.

3. The candidate should have displayed a marked degree of superior ability over his fellows on all types of machines. This requirement needs no explanation.

4. Having completed the first three tests, which are readily measurable, we now deal with certain intangible requirements. Presuming several drivers could qualify with equal right in categories 1, 2 and 3, I should think that evidence of his sportsmanship and gentlemanliness, both off and on the course, should be taken into account. Even presuming that several should at this level prove equal, one should consider which had to overcome the greater adversity to arrive at such eminence.

My conclusion, after reviewing most of the history of motor racing, is that there are three men only who have passed all of the foregoing, and amongst whom there is nothing to choose. These are Nuvolari, Fangio and Moss.

TORONTO, CANADA.

ALBERT STRAUSS.

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

TONY MARSHALL'S "CENTENARY"

Rotherham and D.M.C.'s Annual
Classic Run on Snowy Slopes

BY FRANCIS PENN

THE Rotherham and District Motor Club's big sporting trial, the Centenary, took place in the Listerdale Bowl on Sunday, 17th February.

By the greatest difficulty your Northern Editor arrived on time, all roads from Lancashire to the Sheffield area being *out*, barring only Man Tor, on which a four-wheel drifting snow plough of immense dimensions nearly closed that one and in the process frightened the writer silly!

Thirty-nine competitors faced 12 sections over which four tours were scheduled—the surface, hard crisp snow to a measured depth of eight inches, stopped one and all: in the morning hardly a hill was climbed clean, the failure of the early numbers being greeted with hoots of derision and a shower of snowballs from their compatriots!

Hill No. 1 turned right shortly after the start, rounded a large bush, then went right and left onto adverse camber; no one passed section eight. No. 2 looped round a tree,



JOHN HARRISON'S passenger leans well back over the rear wheels as their Harford starts to climb (above).

THE REAR WHEELS of Rex Chappell's Cannon spin while he tries to extract the last bit of traction (left). Rex was fourth behind Marshall, Portlock and Hurt.



dived down into a rutted hollow from whence cars bounced high to continue (if they could) high up a hillside. Lol Hurt was easily the highest into section five. The third took a left-hand turn round a tree, the snow quickly cutting to a very deep rut, then it continued as a long steep climb. Rex Chappell and John Harrison got to section five. The fourth comprised right-hand loop quickly followed by left- and right-handers and finished on an adverse camber. Tony Marshall was far and away the highest with a splendid section three. No.

5 went down into a muddy and evil-smelling stream, over a bump and up a short steep slope; this one, contrary to expectations, gave the experts no difficulty, even if it did loosen up their shockers! No. 6 was very rough and cut down to bad ruts. A bad bump at the half-way mark caused the cars to bottom and they proceeded no farther. The seventh hill was a good one: a rutted climb to a left-hander which led on to virgin snow which remained unscuffed. No. 8 was a long, fast run to a right-hander, no one going past section eight. The

ninth started on a right-hander and went over a left-hand bump to a further bad right-hander; only Chappell and John Harrison made section nine. Hill No. 10 was a very similar hill, but with a much worse rut; Hurt climbed to section three, Marshall to section six and the rest failed in the eighth. Sections 11 and 12 were scrubbed because of an inadvertent modification, which was rather a pity because they were good ones.

The lunch time scoreboard showed an easy lead for Rex Chappell and John Harrison who had circulated together, with a tie total of 143, Lol Hurt being third with 149. The afternoon, however, took a very different turn of events—it was just all Tony Marshall who, with an afternoon score of 107, was streets ahead of anybody else. Marshall won the day by 21 clear points! A great and well deserved victory in, under the desperate weather conditions, a great trial!

Congratulations to the Rotherham Club for a very fine effort under circumstances when most would have cried "enough!"

Results

1, T. A. Marshall (Cannon), 257; 2, I. H. Portlock (Cannon), 278; 3, L. Hurt (Ford Spl.), 278; 4, R. Chappell (Cannon), 278; 5, E. Harrison (Harford), 281; 6, J. F. Harrison (Harford), 285; 7, D. D. Render (Cannon), 298; 8, P. D. Dobson (Cannon), 301; 9, C. W. Pollard (Cannon), 303; 10, P. F. Highwood (Canhi), 303.

Team Award: J. F. Harrison, T. A. Marshall and I. H. Portlock.

Club News

By MICHAEL DURNIN

THE London M.C.'s 12th Little Rally is on 6th-7th April. Secretary of the rally, a closed event, is Miss M. Arnold, 25 Ashurst Road, London, N.12. . . . B.A.R.C. (N.W. Centre) are to hold their Chairman's Rally on 9th March. This is also a closed rally and entries must be sent to S. G. Macklin, 46 Winchester Drive, Wallasey, Wirral, Cheshire. . . . The Jack Frost Rally which was to have been held on 2nd-3rd February will now take place on 16th-17th March. This Forces' M.C. event is open to members of the Ashford, Kent, M.C., Bexley L.C.C., Folkestone and East Kent C.C., Goodwins M.C., Isle of Sheppey M.C., Margate and D.C.C., Metropolitan Police M.C., Rochester and Chatham D.M.C., Sevenoaks D.M.C., Tunbridge Wells M.C., and competitors in the Association of South Eastern Motor Clubs' Championship. Entries must be received by 9th March and regs. are obtainable from Mrs. C. F. Cole, The Orchard House, Sturry, Canterbury, Kent. . . . Regs. have been received for the Maidstone and Mid-Kent M.C.'s Hopper Rally, which takes place on 30th-31st March. The start will be in Tunbridge Wells and a 30-mile run-in section to a Special Stage will afford the opportunity to plot a substantial part of the road section.



This will comprise approximately 150 miles of hard rallying, divided into short, tight sections, all controls being timed. The Express and Star timing system will be used. The Special Stages will be run on army land and will be set at high speed over routes which are definitely not chassis-breaking! Previous winners include John la Trobe, Pat Moss, David Seigle-Morris and Vic Elford, so the event should be assured a top-class entry this year. Regs. are available for this National British event from R. A. Aberly, "Yondar", 85 Dargets Road, Walderslade, near Chatham, Kent, and the entry list closes on 23rd March. . . . Yet another National rally is the Midland A.C.'s Birmingham Post. Val Domleo is the Clerk of the Course and she has prepared a very exacting route. There are no gimmicks or tricks and the winner should be found on the road section. The rally is to be held on 5th-6th April and starts in Welshpool. There are 48 awards as well as prize money of £220 and there are two classes (up to and over 1,000 c.c.) for "experts" and two similar classes for the ordinary club member who may not have reached "national" standard. The entry fee has been reduced to £3 and is the cheapest for any National British rally. Regs.

may be obtained from Gerard B. Flewitt, 4 Vicarage Road, Edgbaston, Birmingham 15. The entry list closes on 18th March. . . . The Snetterton Speed Trials to be held on 10th March are to be organized by the Cambridge University A.C. and are open to members of the following clubs: B.R.S.C.C., B.A.R.C., Seven-Fifty M.C., Snetterton M.R.C., Romford E.C.C., Cambridge C.C., Club Lotus, Combined Universities M.C. and Jaguar D.C. Entries close on 5th March and must be received by J. B. Wingfield, 25 Malcolm Street, Cambridge. . . . The very popular and fast growing Mini-Se7en C. have their closed Sir Walter Rally on 16th-17th March. Regs. may be obtained from Graham Peters Eaton Cottage, Eleven Acre Rise, Loughton, Essex, and entries must be received by 8th March. . . . Regs. for the West Lancashire M.C.'s restricted Cross Keys Rally are available from G. R. Roberts, 181 St. Helens Road, Eccleston Park, Prescot, Lancs. Invited are the Association of North-Western Car Clubs. This event, which will be held on 9th-10th March, counts towards the A.N.W.C.C. Championship and will be a straightforward no-nonsense thrash. . . . Aintree Circuit C. inform us that they will be holding a National meeting in May, probably on 25th May. The main race will be a 100-miler for saloons and prize money is said to be in the region of £500! Supporting events will probably be a 50-mile race for sports-racing cars and a combined F.J./F2 race over the same distance. The rise to national status by this club is fully justified by the most successful promotion of restricted meetings over the last three years, and it is believed that their first national event will be the forerunner of bigger things to come. There will also be restricted meetings on 11th May and 7th September in which every type of car will be catered for. . . . A veritable festival of motor sport is planned by the British Trials and Rally Drivers' Association on 23rd-24th March. As well as the R.A.C. Trials Championship, an Autocross, a Driving Tests meeting and a Production Car Trial are to take place on the Saturday, followed by the Junior Trials Championship, a newly instituted event, on the Sunday morning. The Kentish Border C.C. are organizing the Trials Championship, and the Maidstone and Mid-Kent M.C. and the Rochester, Chatham and D.C.C. in conjunction with the B.T.R.D.A. are organizing the three other activities. The Kentish Border C.C. are also to organize the Junior event.

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PRODUCTION CAR TRIAL

ON 17th February a Production Car Trial was organized by Dudley and D.C.C. in association with the Lucas M.C. and the Wolverhampton and South Staffs C.C.

Perhaps because it was one of the few motor sport events run in the West Midlands in recent weeks, this trial attracted 66 entries from the three clubs involved. Among them was the winner of Hagley and D.L.C.C.'s last production car trial, Mac Hazlewood, in his Sprite. The site used is probably unique for this type of event: it consists of old pit-banks, now covered with short grass and providing a smooth surface with varying gradients. From the site a panorama of steelworks, canals, derelict mines and other hangovers from the Industrial Revolution are visible. The weather, although cold, was surprisingly sunny, with the result that the surface was partially melted and rapidly polished up to make the nine hills, each of which was attempted twice, much more difficult than the organizers intended.

D. A. Mann put up the best performance in his Dellow, closely followed by B. Mills-Taylor in his Mini. The latter is a young driver of unusual ability, which he proved by having a clear lead from the rest of a class of 18 f.w.d. cars.

Results

Best Performance: D. A. Mann (Dellow), 88 penalties.

Class A: 1, B. Mills-Taylor (Mini), 97; 2, B. Williams (Cooper-Mini), 121; 3, K. Smithem (Mini), 123.

Class B: 1, R. A. Hancox (Ford 8), 112; 2, B. Pickering (Volkswagen), 118.

Class C: 1, K. W. Johnson (Ford 105E), 129; 2, D. F. Hancox (Ford 105E), 150.

Class D: 1, N. L. Bird (Sprite), 125; 2, K. J. Fynn (Herald), 133.

Class E: 1, F. E. Day (Triumph TR), 162; 2, K. J. Macmaster (A.C.-Bristol), 170.

THE Burnham-on-Sea Motor Club have cancelled the Wessex Rally scheduled to take place on 16th-17th March. Owing to the weather conditions it has been impossible to finalize the route that had been planned by the Clerks of the Course.

Coming Attractions

2nd March. London M.C. and B.B.C. 10th Television Trophy Car Trial. Starts Aston Hill, Wendover, Bucks, at 1 p.m.
Hastings, St. Leonards and East Sussex C.C., Spring Rally.

2nd-3rd March. Oxford University M.D.C. 9th Targa Rusticana. Starts Messrs. Vincent Greenhouse, Welshpool, Montgomeryshire (M.R. 117/232071).

Harrow C.C. Cullen Cup Rally. Starts near Reading, Berkshire, at 10 p.m.

Dudley and D.C.C., Bewdley A.C. and Owen Organisation M.C., Stargazer Rally. Starts Dudley, Worcs, at 12 midnight.

Worthing M.C. Rally.

West Essex C.C. Clover Leaf Rally. Starts near Newmarket, Suffolk. (M.R. 135/698705).

Rugeley and D.M.C. Aquarius Rally. Eastwood and D.M.C. 8th Eastwood Rally.

Polish M.C. 6th Night Fighters Rally. Starts M.R. 182/173388, at 9 p.m.

2nd-4th March. Longford, Tasmania, Australia (F.L.).

3rd March. East Surrey M.C., Sutton and Cheam M.C. and Mid-Thames M.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 1 p.m.

West Lancashire M.C., B.R.S.C.C., Liverpool M.C. and Severn Valley M.C. Southport Speed Trials, Marine Drive, Southport, Lancs. Starts 1 p.m.

Shenstone and D.C.C. National Production Car Trial. POSTPONED.

Mid-Cheshire M.C. Wilshire Sporting Trial. Starts Egerton Arms Hotel, Broxton, near Chester, at 11 a.m.

North Cornwall M.C. Production Car Trial. Starts Launceston, Cornwall.

Morgan 4/4 C. Inter-Club One-Make Driving Tests. Starts Honeybourne Aerodrome, near Evesham, Worcs, at 11 a.m.

Seven-Fifty M.C. (North Herts C.) Conquest Trial.

Stockport M.C. Rally.

9th March. B.A.R.C. (N.W. Centre) Chairman's Rally. Starts Park Hotel, Netherton, Worcs, at 8 p.m.

9th-10th March. Blackfriars M.C. 6th Crocus Rally. Starts Aylesford, near Maidstone, Kent, at 10 p.m.

Kilmarnock C.C. Dunlop Rally. Starts Bobbin Filling Station (M.R. 67/510369).

United Hospitals and University of London M.C. Rosette Rally. Starts Blue Boar, M45.

Glossop and D.C.C. Hob Hey Rally. Starts near Tarporley, Cheshire.

Southsea M.C. and C.S.M.A. March Hares Rally.

432 M.C. Showers Rally.

Vickers-Armstrongs (Hurn) C.C. Viscount 200 Rally. Starts Design Office Car Park, Hurn Airport (M.R. 179/108989), at 10 p.m.

Cirencester C.C. 11th Cirencester Rally.

West Lancs. M.C. Cross Keys Rally.

10th March. Cambridge University A.C. Spring Sprint, Snetterton, near Thetford, Norfolk.

M.G.C.C. (S.E. Centre) Sprint, Brands Hatch, near Farningham, Kent.

Yorkshire S.C.C. 4/44 Trophy Trial. Starts The Pack Horse Hotel, Southowram, near Halifax, Yorks (M.R. 96/112236), at 10.30 a.m.

Bolton-le-Moors C.C. National Inter-Club Driving Tests. Starts Norbreck Hydro, Blackpool, Lancs, at 9.30 a.m.

Falcon M.C. March Hare Trial.

South Yorkshire S.E.C. Three Counties Rally.

10th-11th March. Sandown Park, Australia (F.L.).

13th-17th March. Portuguese Rally.

21st-23rd March. Sebring Formula Junior Race, Sebring Three Hours (G.T. 1) and Sebring 12 Hours (G.T. 2-3, P., S.).

30th March. Snetterton M.R.C. International Snetterton Race Meeting, near Thetford, Norfolk. (F1, F.J., S., G.T., T.).

31st March. Bossier City, U.S.A. (I.C.F., F1, F.J., S.).

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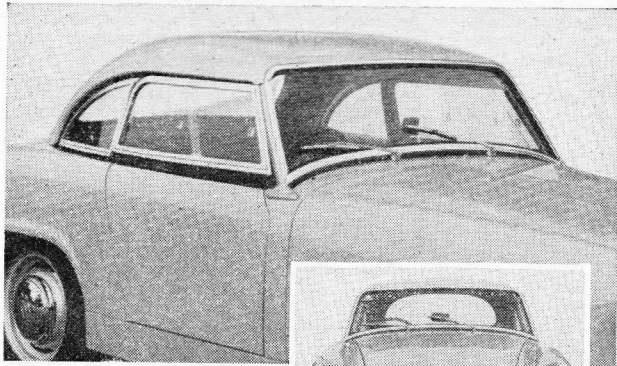
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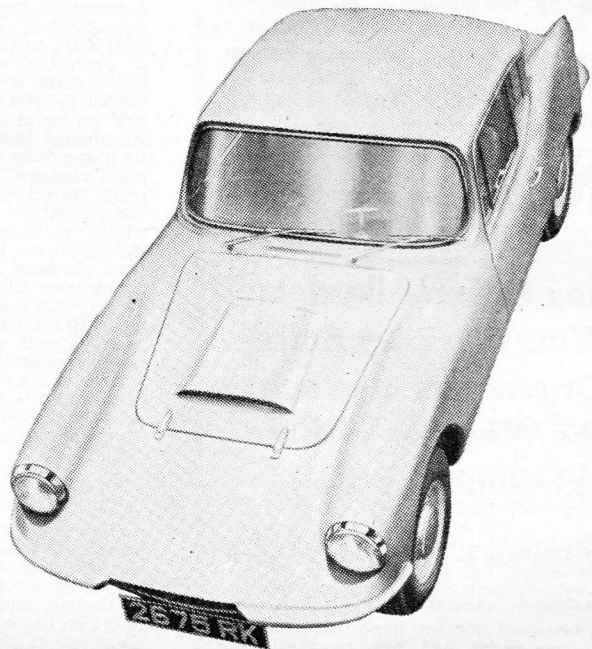
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WELSH MARCHES RALLY

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Organizers also beat
the Weather with an
Excellent Route**

BY GRAHAM ROBSON

ALTHOUGH another important rally in the same region had been cancelled a week previously due to impossible road conditions, the Hereford M.C. Welsh Marches Rally organizers refused to cheat all their entrants out of a good night's sport, and at four days notice they laid out a completely new "snow" course for the event, which was entirely passable and feasible within the allowed lateness times. Perhaps they are deserving of higher praise than the victorious crews for providing such an intriguing challenge which succeeded 100 per cent.

The winner, very popular of course, was Roy Fidler with John Hopwood in his Allardette, who incurred the grand total of 35 mins. of lateness in only 7 hours of real rallying. (One also well known Allardette exponent, when passed at speed by Fidler, was heard to mutter "Brave b...d" as he disappeared into the distance!) Second only 4 mins. behind was Pauline Mayman with Val Domleo in an M.G. 1100 factory car, and third were the ever reliable Fisher/Melia (Cooper-Mini) partnership.

In view of the conditions, a special prize was presented to the best "non-studded" entrant, and this was taken by Roger Clark, in fourth place in his Cooper, to the embarrassment of several of the studded brigade. The Allardette versus Cooper battle is now hotting up well for 1963 as there were no fewer than four Allardettes in the first eight, and all of them beat David Seigle-Morris's factory Anglia!

When it became obvious that the original Marches route could not be used, the entire layout was changed and the set task consisted of only 48 frankly easy (in the dry) sections, which were all without exception *enneige* and

highly dangerous. The real rallying started almost immediately out of Leominster, where the start was opposite Bill Bengry's new garage premises in the centre of the town. Your correspondent knows the one-way street system of Leominster well, or it is possible that his clean sheet would have disappeared at the first control up the road. Fun and games started at once for some, and Ian Terry was held up for at least a minute when he met a law-abiding local head-on in a single-width, icy four-minute section! Pre-rally instructions had included a comprehensive list of blocked roads, correct except for one notable exception, and the first use of this information came in the white road approaches to Brook Farm (129/5460), as two of the three alternatives from the main B road were impassible, and the mileage then became stretched through Lower Bach with its interested locals and icy ford. Brook Farm itself is tricky and the first baulking was experienced here when cars tried to restart after opening the gate. Geoff Allen began his role of an involuntary mobile chicane at this point, and from no. 2 start this was decidedly interesting. Hereabouts Ian Terry suffered a puncture and dropped down the field.

Soon the little known short cut through Dunhampton farm caused some unasked for trouble, and McBride/Barrow lost their first marks by going the long way round. Their subsequent progress through the next section was awe-inspiring to say the least—especially when Reg didn't see the frozen ford on the way to Tenbury and tried to leap the gap! Said ford also caused the Clarke/Snook Herald to douse all its electrical supply, and caused a block for several minutes while emergency repairs were made.

Sensitive "circus" members were pleased to discover that both the well known *Express* and *Star* Rally fords near Hopton Wafers and Dunstons Lane have now been bridged, both being used in the route of this event. They led to a really colonial ice section from Cheyne Longville over the hill to Edgton, where both Pauline Mayman in the M.G.1100 and John Sprinzel in an Austin-Healey 3000 suddenly appeared at the head of the field. It really was a field, and prompted some remarks of a future Liege-Greenland-Liege for the addicts!

And so to the night halt on the A4110 at Mortimers Cross, where early seeded arrivals were regular, but afterwards, became much more disrupted. Sensation was caused here by Roger Clark's arrival on *schedule* time—in fact he led the entire rally at this point! Both Fidler and Pauline Mayman were only a couple of minutes adrift. After the compulsory halt of 20 mins. the second route cards were handed out and the maximum lateness was increased to 2 hours.

The first section after the halt should have been easy, as it ran through Leinthall Earls to the Goggin area, but the early seeds had trouble in climbing the steep hill at Wyde, so much so that John Sprinzel had to turn round the Healey to leave the mess, and Seigle-Morris ditched his Anglia in his efforts to reverse out of the way quickly enough. Many back-tracked through Leinthall Starks, and it was here that Moroney's Mini performed an inversion trick to the amazement of Alan Taylor and Gerald Bloom who were following.

This car reached the finish with little other than a flattened roof panel to show for the episode.

The next half dozen sections should have been much easier, but thick swirling fog conspired to produce a further hazard—motoring on black ice which you cannot even see is frightening indeed.

But the greatest hold up of the event took place in the Urishay Common area. One way into the control was announced to be blocked and the other way in meant in any case a long detour via Michaelchurch Escley and Cae Mawr at 142/2938, where a steep descent of the white road over a stream was at once followed by a long steep climb up to the Common. Fidler, McBride and Pauline Mayman got through unscathed, but a favourably-placed Phil Simister arrived on the scene to find Geoff Allen trying to fit chains to his Cooper's driving wheels in the single width one in six hill. This was just "not on" as the car jack could not be persuaded to lift the car on this gradient, and a major block developed, with Sydney Allard, Roger Clark and Seigle-Morris involved. After a long struggle the Cooper was reversed to the bottom of the hill and the block was temporarily removed. Seigle-Morris had meantime tired of waiting and went back to try the "blocked" alternative and found to his amazement that it had been cleared since the "recce" and was passable. This was not the end of the battle of Control 39 though—such well knowns as Tony Cox/Elma Lewsey were forced to miss it altogether as the block reformed, and Brian Harper spent a restful 30 mins. immobile at the bottom of the hill. Naturally Roger Sutcliffe and Roy Dixon claim the record by being there for 56 mins., though the most amusing story of this control was that the first arrivals had to shepherd three horses in front of them—these were timed at about 25 m.p.h. on the ice.

The hold-up did a lot of no-good to Sydney Allard's car, which soon required attention to a defective valve gear in a subsequent section. After these frustrations little remained to trouble the brave, and a final four-minuter served only to give an appetite for breakfast, which was served in the Hotel Metropole, Llandrindod Wells.

Arrivals were few and far between and it is anticipated that only about 25 per cent. of the starters finished the course at all, while the number without fails was indeed brief and select.

After an initial false start, the results were announced by a self-satisfied David Skeffington and after the customary brief Skeffington pause (5 mins.) for protests the awards were presented by Bill Bengry, who was unable to compete following a recent argument between his Saab and a large lorry.

I feel that everyone enjoyed themselves, and congratulations are due to David Skeffington, Jim Thomas and Pat James for putting on such a splendid show at short notice!

Results

1. R. Fidler/J. Hopwood (Allardette), 35 m. late;
 2. Mrs. P. Mayman/Miss V. Domleo (M.G. 1100), 39;
 3. T. Fisher/B. Melia (Cooper-Mini), 40; 4. R. Clark/J. Porter (Cooper-Mini), 46; 5. R. McBride/D. Barrow (Allardette), 53; 6. S. Allard/J. Yoward (Allardette), 60; 7. P. Simister/G. Robson (Allardette), 63; 8. D. Seigle-Morris/J. Brown (Anglia), 67.
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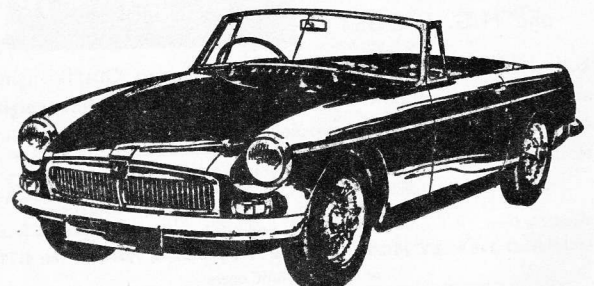
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AUSTRALIAN DRIVER John Youl, who broke the lap record in practice, seen trying hard in his Cooper. The steamroller in the background was not in the race!

Lakeside—continued

on lap. 3. On lap 9 Surtees was right on Stillwell's tail, while Maggs had dropped back some way. Going extremely well in fourth place was young New Zealander Chris Amon who was well ahead of McKay and Hill. Amon passed Maggs on his twelfth lap, and the following lap McLaren spun in a big way on the straight, narrowly missing Cusack's parked Elfin as he tore through the undergrowth towards the fence and the lake. He emerged from the bushes and set off for the pits, abandoning the car to make the area look like a used car lot! Stillwell retained the lead, lapping at 1 min. 20.6 secs. on lap 14. Next lap he lapped Shelly, leaving seven cars on the same lap as the leaders. Maggs appeared sixth behind McKay and Graham Hill on lap 16. The Ferguson was showing no special advantages under extreme wet conditions, but as the rain eased it seemed to be going better and Hill was catching McKay. Fastest on the 19th lap was Hill, who, in the process of passing McKay, went round in 1 min. 13.5 secs. compared with 1 min. 15.9 secs for Maggs and 1 min. 18.3 secs. for Surtees. On lap 20 the order was Stillwell, Surtees, Amon, Hill, McKay, Maggs, Palmer one lap behind, then Shelly and Gardner, who was still leading the Formula Junior cars. Nolan had retired following no fewer than five spins in his Lotus, so only Scott remained to challenge Gardner. Matich, in the last place, was going very fast to make up for a slow start and some time in the pits. On his twenty-second lap Tony Maggs, whose Lola had been catching McKay's Brabham, lost vision as he followed McKay and a slower car into the right-hander at the Eastern loop, and consequently Maggs turned the corner some time after passing it. Maggs ended up on a bank in the trees and had a longer walk to the pits than anyone else that day.

Surtees moved ahead of Stillwell on pit straight at the end of lap 24 and caught up McKay, who was almost a lap behind. With conditions as they were, passing was

decidedly hairy, and McKay made it no easier for Surtees by not moving aside to let him through. Lap 30 saw the first chequered flag, given to Gardner and the Brabham, whereupon Gardner pulled into the pits to dry off. Surtees' lap time slowed to 1 min. 14.0 secs. as he sat behind McKay. Graham Hill now began to get into the groove and on lap 31 was fastest with 1 min. 10.8 secs. Next lap Surtees took McKay on acceleration up pit straight and exercised his fist in the general direction of McKay as he went past! The Ferguson sounded rough, but on lap 35 passed Amon and recorded 1 min. 9.8 secs., two secs. better than Surtees. Next lap Surtees was down to 1 min. 9.1 secs., and he was catching Stillwell by a couple of seconds a lap. Shelly had passed Palmer on lap 32, but as Hill moved up to lap the pair, Shelly pulled to the side to let him through and Palmer swung out in front of Hill to pass Shelly, fortunately without being rammed from behind by the Ferguson. Shelly spun on B.P. bend on lap 37. Interest centred on Hill as he moved up on Stillwell, lap 42 taking Hill 1 min. 8.3 secs. against Stillwell's 1 min. 12.1 secs., Surtees in the lead lapping at 1 min. 10.0 secs. Hill and Stillwell caught McKay simultaneously on lap 45 as Hill lapped 3 secs. faster than Stillwell, who recorded 1 min. 12.9 secs. On lap 46 Hill took the two Brabhams on the Eastern loop, to lie second. Stillwell stayed behind McKay, apparently content to hold his lead for Gold Star points rather than make a mistake while trying to keep up with Hill. For a few more laps Hill caught up on Surtees, but the gap got no less than 28 seconds. Stillwell moved ahead of McKay on lap 55, although there was no challenge to him even though Amon was lapping faster than the Brabham.

At this stage McKay and Stillwell caught and passed Matich, who, although many laps in arrears, was able to stay with them and finally he even passed them, showing what the Elfin might have done if it had had a trouble-free run! The track was slightly drier now, although there was still rain in the air, and on lap 64 Surtees clocked 1 m. 6.3 secs., the fastest lap since lap 2, when Stillwell had set the best lap time at 1 min. 4.7 secs. Just to make things interesting it rained hard again for the last lap.

The programme ended with four more events: Frank Gardner had an easy win in the Lotus 23; Gordon Ferrar gained his revenge over Bob Holden in the tricky, damp conditions; Matich cruised home in his Lotus 19, ahead of Jane's "E" type; and Jane's Touring Jaguar had an easy win over the Holdens in the final event of the day.

With the next round of the Gold Star Championship to be run in Tasmania on 4th March, Stillwell (19 points) leads from McKay (17 points) and Amon (7). Surtees will not be racing in Tasmania, which gives Maggs the choice of two cars, while Brabham has entered, as has McLaren, so Longford's 114.64 m.p.h. lap record should be in danger. This meeting will be followed one week later by the Sandown Park International, which has attracted a full entry of the international drivers, although Innes Ireland will pilot the Ferguson in the absence of Graham Hill.

Results

- 1, John Surtees (Lola-Climax), 1 h. 19 m. 26.6 s.;
- 2, Graham Hill (Ferguson-Climax), 1 h. 19 m. 56.7 s.;
- 3, Bib Stillwell (Repcó-Brabham-Climax), 1 h. 20 m. 16.3 s.;
- 4, Chris Amon (Cooper-Climax), 1 h. 20 m. 57.7 s.;
- 5, David McKay (Brabham-Climax), 1 lap behind. Formula Junior; Frank Gardner (Repcó-Brabham-Ford); 2, Glyn Scott (Lotus 20).

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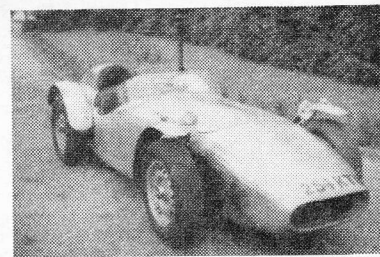
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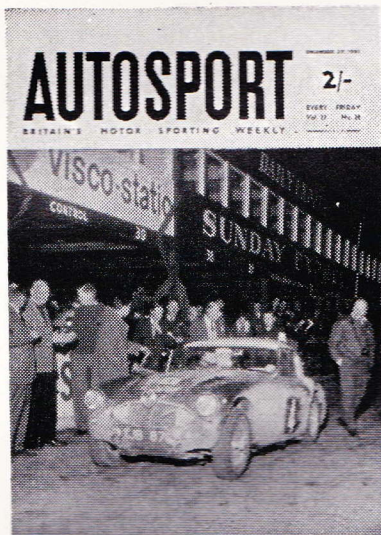
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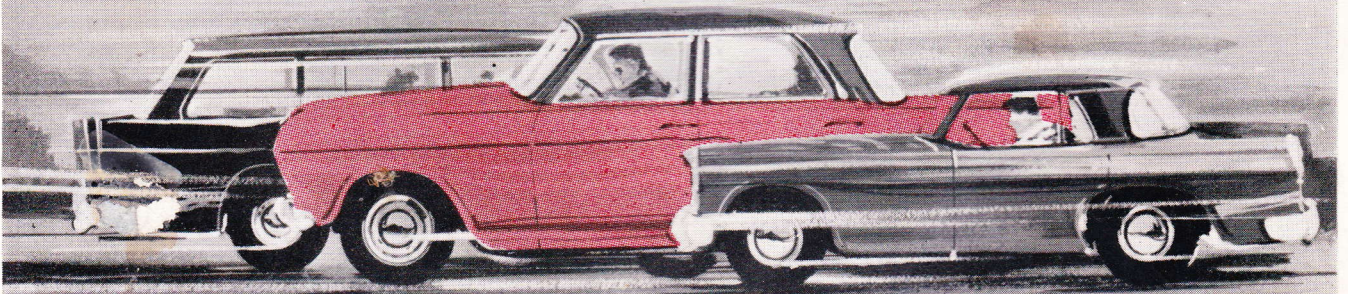
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