

THE LOTUS CORTINA

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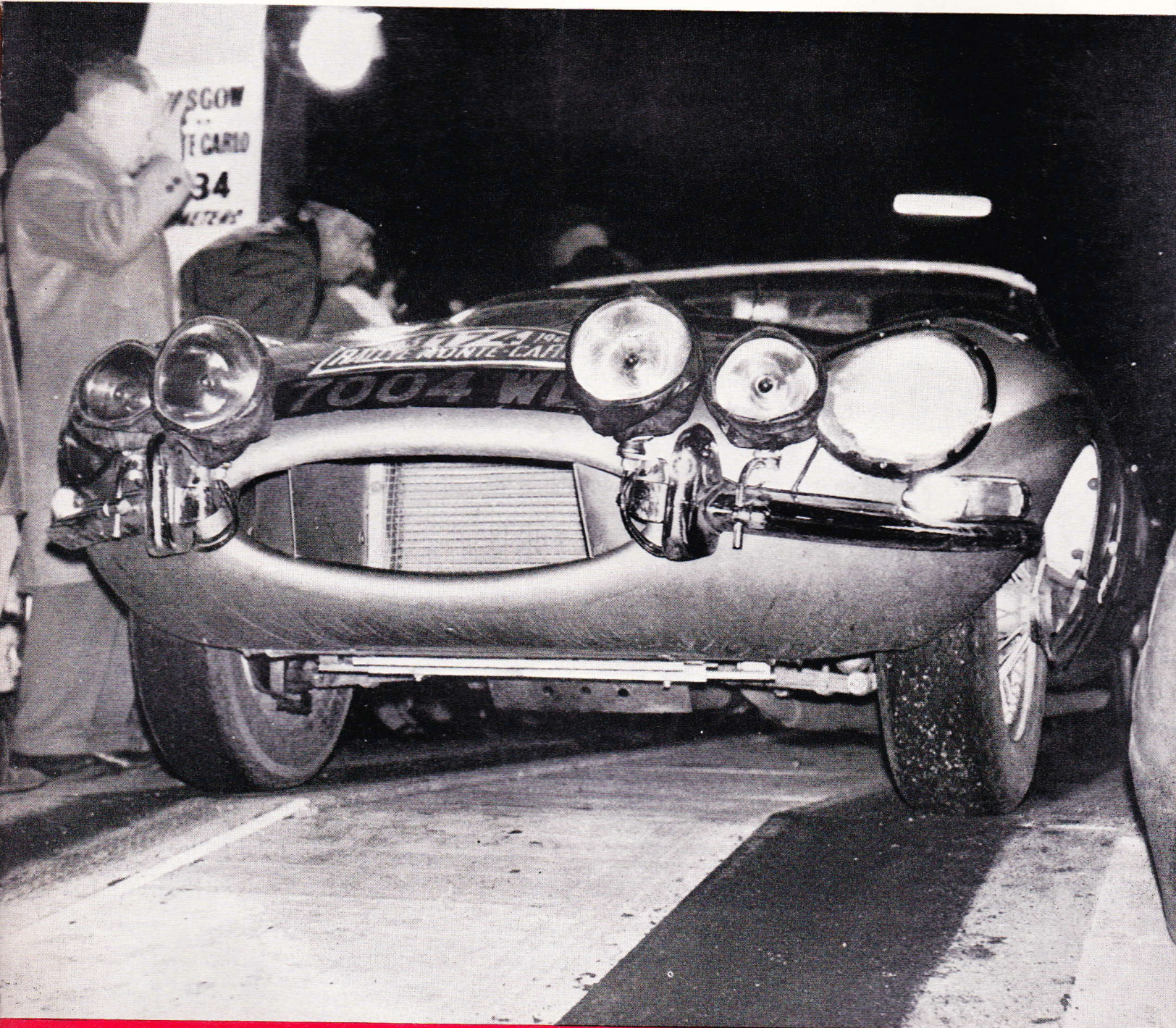
JANUARY 25, 1963

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EVERY FRIDAY
Vol. 26 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY

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



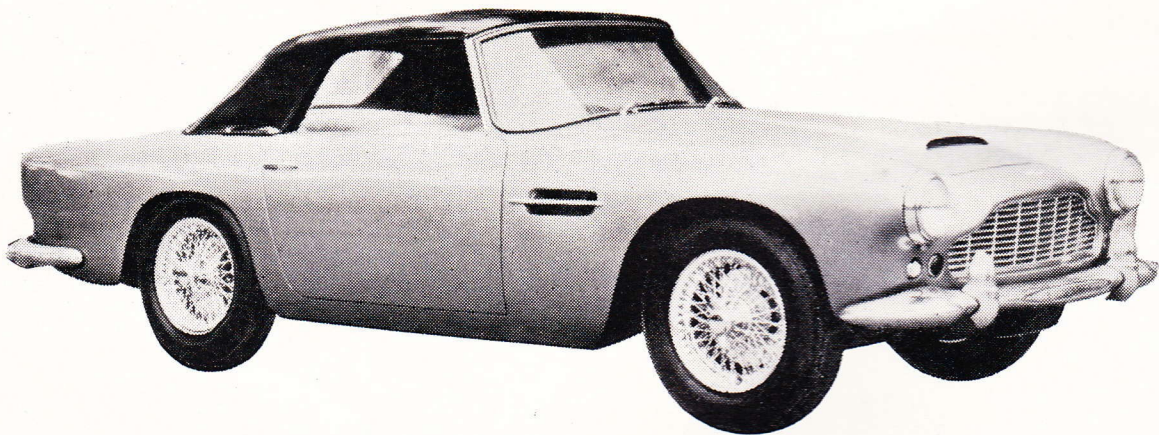
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MONTE CARLO RALLY - INTERIM REPORTS

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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 26 No. 4 January 25, 1963

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Published every Friday by AUTOSPORT
159 Pread Street, London, W.2

Editorial and General Office PADDington 7673
Advertising Department PADDington 7671-9

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY

Annual Subscription **£5 15s. 0d.**
(U.S.A. and Canada \$16.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

THE MONTE IS ON

AT the time of going to press the 1963 Monte Carlo Rally is as yet unconcluded, and the ultimate winner is still a matter of conjecture and doubt. One thing is certain, however: for many of the crews—totalling nearly 300—who set out from their various starting points at the beginning of the Rally, it will be an event memorable for some of the worst weather conditions ever known in the winter classic. Those who will remember it with the bitterest feelings will be those luckless competitors who elected to start from Athens: not since the Monte Carlo Rally was first held, in 1911, has a complete contingent been “wiped out” by impassable roads and vile weather. The Frankfurt starters were only slightly luckier; only a third of the crews leaving from the German control survived to reach Boulogne, and less than half of these remained unpunished, even at this early stage of the event. Almost unprecedented amounts of ice and snow did their best to bar the way to the Glasgow starters before these had left our shores for the European Continent, while the Monte Carlo starters had their ranks drastically reduced. Even in 1958, the year of the worst conditions most of this year’s drivers are likely to remember, there was at least one survivor from each of the starting points. Not so, however, in 1963. It seems that in deciding the winner of this year’s Rally, luck and sheer physical endurance are likely to play an even larger part than usual.

THE RACING CAR SHOW

BIGGER and better than ever—that seems to be a reasonable forecast of the nature of the fourth annual Racing Car Show, which opens on Friday (25th January) at Olympia. While no one has ever denied the basic merit and value of an exhibition of this kind, nevertheless there has, on occasion, been some criticism of the “slant” of the Show, and it has been alleged that its title might be a trifle optimistic. A glance at our preview, however, should not fail to dispel this feeling. Racing cars *per se* form a larger-than-ever part of the 1963 Show, and, as an example, the full range of Formula Junior contenders (and, perhaps, Formula 2 contestants) will provide an ahead-of-the-minute flavour. It is unique, the Racing Car Show: nowhere else, under one roof, can an enthusiast for sporting motoring find quite such a wealth and diversity of items to take his eye, from the smallest accessory to a complete car for road or track use, or both. The organizing team, so ably headed, as before, by Ian Smith, deserves the heartiest congratulations—and support—from us all. The growth of this bold venture has been indicative of its success: AUTOSPORT looks forward to seeing it progress even further.

OUR COVER PICTURE

ON THEIR WAY! The E-type Jaguar of Ray and Michael Merrick looks fearsome as it leaves the ramp at the Glasgow start of the Monte Carlo Rally. An interim report on the event is on pages 122-124. Photo: W. K. Henderson



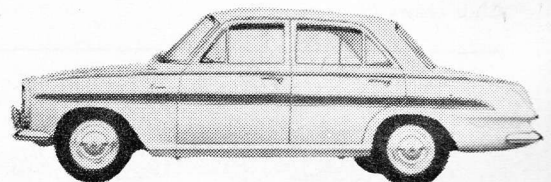
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WHILST IN HOSPITAL having his tonsils out, Graham Hill was presented with a cake by members of Doghouse Club. The cake was in the shape of a kennel and is being shown to Graham by his wife, Bette (above).

NEW FORMULA JUNIOR COOPER

A NEW Formula Junior Cooper is making its bow at the Racing Car Show. Of extremely attractive appearance, it features hydroelastic suspension of the type fitted to the Morris ADO 16. The rubber hydraulic units are smaller than those of the Morris, of course, but the fluid interconnection of front and rear is the same.

Other features are an over-square version of the B.M.C. engine and a 6-speed Cooper gearbox based on the Citroën box. A Theo Page cutaway drawing and a full description will accompany the report on the Racing Car Show next week.

JOHN V. BOLSTER.

MALLORY PARK

AN extensive programme of work is being carried out at Mallory Park during the winter months, although progress is being badly hampered by the adverse weather conditions.

A kart track is being laid between the paddock and the lake, and ten karts have been purchased. Anyone will be able to "have a go" at a nominal lap charge.

Covered grandstands are planned for the length of the start/finish straight—from Devil's Elbow to Gerard's Bend, and a new improved Press Box (sadly needed!) will be erected.

The size of the clubhouse is being doubled, subject to planning permission being granted, and indoor bowls will be staged on the first floor. (Bowls, not to be confused with ten-pin bowling!)

A total of 21 meetings are planned for this season—10 motor racing, 6 motor-cycling, 5 water-sport. In addition to motor-boat racing on the lake, several other kinds of boating will take place.

Groveswood Securities have certainly upheld their promise to carry out major improvements when they bought the circuit last year. It is hoped among competitors and spectators alike that they will overcome the difficulty of getting into the paddock on race days by constructing either a bridge over, or a tunnel under, the circuit.

JOHN STONE.

THERE'S a good chance that Dan Gurney will be driving a 1963 Ford in the Daytona "500" race this February. He competed in the "stock" car race last year, running in the top five until his car blew up after 134 of the 200 laps. Innes Ireland has definitely entered and will be seen in a 1963 Ford prepared by the Holman-Moody team.

GEMINI FOR 1963

It is pleasing to report that Gemini are to continue their Formula Junior activities after a most disappointing season, caused largely by happenings outside the control of the relatively small Chequered Flag organization. The 1963 Mark 4A is a development of the promising Mark 4 and it retains the rigid chassis frame and low drag body, but has a central radiator with an oil cooler now situated in each of the side ducts. The geometry of the front suspension and steering has been improved and the suspension units remain inboard.

Some 40 lbs. weight has been saved and the inboard disc brake system is retained. A Cosworth-Ford 1,100 engine is used, while either a four- or a six-speed gearbox can be ordered. The Gemini Mark 4A cars are hand-built to order only and can be easily and cheaply converted to the new Formula 2 when required.

The Chequered Flag hope to provide a team of three cars for three up-and-coming club drivers this year. Let us not forget that Graham Hill, Jimmy Clark, Tony Maggs and Mike Parkes drove for Graham Warner's concern early in their racing careers—and all are now with works Formula 1 teams. Two Lotus Elans will also be raced in important G.T. races in this country and abroad.

NORMAND RACING DIVISION

As we reported when Patrick McNally track tested Mike Beckwith's successful 1962 Lotus 23, Normand, Ltd., has formed a racing division and is to race two Series 2 Lotus 23s this coming season, drivers being Mike Beckwith and his 1962 rival Tony Hegbourne.

The cars are to be powered by 1.6-litre twin-cam Lotus-Ford engines and an agreement has been reached whereby the Normand Racing Division is to receive virtual factory backing for the whole of 1963. Where the occasion demands Team Lotus is to nominate its own drivers to co-drive these cars.

1963 SAFARI HOTS UP

As at 31st December, 1962, 72 entries had been received for the 1963 East African Safari, which is due to be run over 3,080 miles of roads throughout Kenya, Uganda and Tanganyika from 11th-15th April.

These entries are divided as under:

Class A (Up to 850 c.c.):	3 Saab 1 Fiat 600
Class B (850 to 1,000 c.c.):	3 Simca Mille 3 Anglia
Class C (1,000 to 1,300 c.c.):	2 Nissan Datsun 1 Fiat 1200 5 Morris 1100 2 Super Anglia 3 Peugeot 403/7 4 Ford Cortina 6 Volkswagen
Class D (1,300 to 1,600 c.c.):	1 Ford Consul 315
Class E (1,600 to 2,000 c.c.):	2 Hillman Super Minx 9 Peugeot 404 1 Citroën
Class F (2,000 to 2,500 c.c.):	2 Nissan Cedric 6 Fiat 2300 1 Mercedes 220 SEb
Glass G (over 2,500 c.c.):	1 Holden 4 Rover P-5 2 Ford Zodiac 2 Ford Zephyr Mk. II

Cars not stated—8 entries.

The Manufacturers' teams entered up to this date are Rover, Simca and Fiat. For the first time in 11 years, five cars have been entered from Japan with the possibility of another two. It is significant that once again no American entries have been received. It is particularly encouraging that 17 of the entries received so far are from private individuals.

PEDRO RODRIGUEZ may return to racing after all, it seems. He is expected to race at Daytona, Sebring, Indianapolis, Le Mans and the Nürburgring.

SPORTS NEWS

RON FLOCKHART TROPHY

THE Ron Flockhart Trophy, donated for annual award by the Ecurie Ecosse Association, is to be presented at the Association's annual dinner on 9th February to Edinburgh driver Bill Stein. The award is made to the Scots up-and-coming driver selected for his enthusiasm for and achievement in circuit racing. During 1962 Bill Stein competed in 11 races in his Lotus 7 and gained six first places.

As we close for press we hear strange rumours to the effect that parking meters are going up to a shilling.

COVENTRY CLIMAX, in co-operation with Elva, has evolved a Stage 5, 98 b.h.p., FWA engine and, as sports cars are to race in 1,150 c.c., 2,000 c.c. and over 2,000 c.c. classes, during 1963 in this country, Elva will shortly have 1,150 c.c. pistons available to put this engine's power beyond 100 b.h.p.

THE Television Trophy Trial, organized by the London Motor Club, postponed because of weather conditions making it impossible for the B.B.C. to get its vehicles to the start, is to take place on 2nd March.

PANHARD are not to enter cars at Le Mans this year because of the change of regulations for prototypes. The French firm points out that it was the first to put into production cars that ran as Prototypes at last year's Le Mans race when they won the Index of Performance.

WELL-KNOWN American sports car driver Billy Krause is likely to be seen in a Formula 1 car this year.

BRUCE MCLAREN won the third race in the New Zealand series, the Lady Wigram Trophy race at Christchurch, at an average speed of over 93 m.p.h. after leading from the start. Innes Ireland (Ferguson) and John Surtees (Lola) both retired in the early stages, but Jack Brabham (Brabham) enlivened the race considerably when, after a pit-stop which lost him much ground, he came through the field to take second place from Tony Maggs (Lola) and record fastest lap.



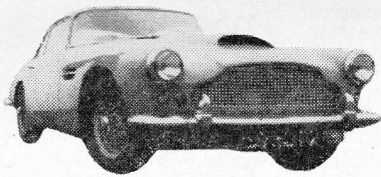
LEFT TO RIGHT in this group, taken at a B.R.M. victory dinner party given by Mr. and Mrs. Louis Stanley in the Dorchester, are Count Giovanni Volpi, Mrs. Jean Stanley, Graham Hill, Louis Stanley, and Count Godin de Beaufort.



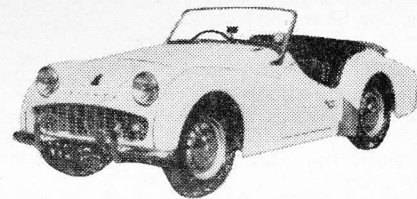
"You go round corners on rails—so absolutely safe and relaxed".....**Ken Rudd**



"I find that Cinturas in the wet are very, very impressive".....**John Sprinzel**

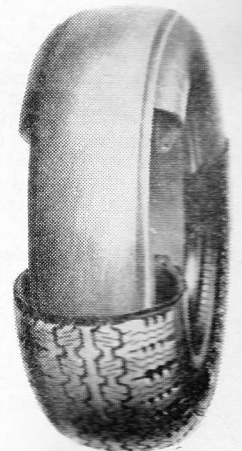


The 'safety belt' of the Cintura stiffens the tread against the cornering forces which tend to deform it transversely; consequently the thrust generated in the axial direction is considerably higher than in a conventional tyre. The slip angle is thus reduced considerably and cornering is made more precise — and therefore much safer.



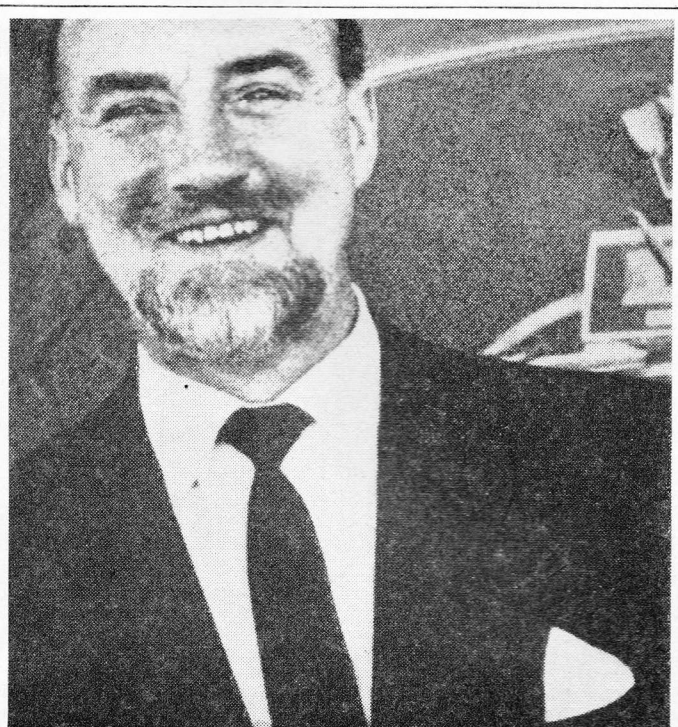
Wet weather has almost no effect at all on Cintura road-holding. For the built-in 'safety belt' not only guarantees that the tyre maintains a more square and uniform contact area with the road; it also prevents any distortion of the tread pattern, so that the tread delivers maximum adhesion under all conditions.

THE CINTURA SUCCESS STORY Amongst enthusiast drivers the trend towards the Cintura has begun in a big way. No other tyre so perfectly meets the needs of the man who has a high-performance car—and likes to drive it briskly and safely. And the proof of this is in the driving. No sales talk needed. That is why Cintura advertising is based on the objective, tape-recorded reports of top drivers. We invite you to send for your free copy of the full reports—and to read what a remarkable experience it is to drive Cintura.

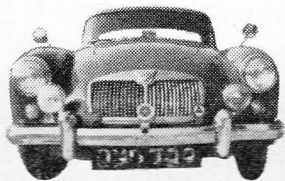




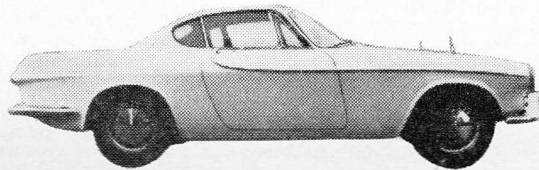
"Cinturas are as much at home in a high street as on an international rally" **Nancy Mitchell**



"It's just unbelievable the difference Cinturas make to road-holding" **Johnny Wallwork**



The Cintura tyre is composed of carcass plies of textile cords that are laid at an angle of 90 degrees to the beads—and a 'safety belt' laid circumferentially under the tread. The tread and belt are rather like the rim of a wheel—and the radial cords like the spokes. Hence the Cintura's unique road-holding qualities.



The Cintura uniquely combines superb road-holding characteristics with a comfortable ride due to the fact that the 'safety belt' is made from textile cord plies. Whilst it is virtually inextensible in its length, it still remains fairly flexible and can absorb bumps from the road. Contraction is avoided by tension—not by rigidity in the belt.

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John Sprinzel	<input type="checkbox"/>	Address _____
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Johnny Wallwork	<input type="checkbox"/>	_____ Make of car _____



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Title: *Ainsi Naquit L'Automobile*.
 Author: Jacques Ickx
 Size: In two volumes.
 Published by: Edita S.A., Lausanne.

I MAKE no excuse for reviewing a book that is written in French. The Guild of Motoring Writers has made an important award to Jacques Ickx for this extremely valuable survey and it is bound to become available in English shortly. As a work of reference, it is invaluable, but as an utterly enthralling narrative it is superb—and it caused me to sit spell-bound until the early hours of the morning on several occasions.

Volume I goes right back to the beginning. It recounts how Father Ferdinand Verbiest, a Belgian Jesuit in China, built a model steam car of 2 ft. wheelbase in 1678 to amuse the young emperor. Its boiler produced steam which was directed onto a "turbine" wheel of 1 ft. diameter, which drove the car through peg-type reduction gears; and it worked!

Many years were to elapse before even a practical stationary power unit was evolved. The piston and cylinder existed in Roman times for water pumps, but Huygens first used the device for power by exploding gunpowder inside it. Papin boiled water in the cylinder beneath the piston to raise it, and then condensed the steam to lower the piston again, a slow process. Then, in 1710, Newcomen produced the low-pressure steam pumping engine.

In 1763, Joseph Cugnot built the celebrated "*Fardier*". Ickx produces much evidence and the documents are photographed for the reader to check himself. We can now accept the fact that a quarter-size *Fardier* was built, and it was this which actually worked and was seriously damaged in an accident. The monster *Fardier* which still exists was certainly never tried, due to political reasons which are fully explained. As a brilliant piece of design, the Cugnot vehicle will never be excelled, for even the crankshaft had yet to be invented, so the genius produced an effective ratchet gear to turn the wheel. Truly, this was the first self-propelled vehicle that could carry people.

After this, James Watt and Matthew Boulton developed the steam engine, but they discouraged their assistant Murdoch and other enthusiasts for steam locomotion, because the roads were bad or non-existent. As they held all the master patents, that was that.

In 1801, when James Watt's patents ran out, Dick Trevithick, "*Le géant de Cornouaille*" (Cornwall), appeared on the roads with his "travelling engine". This small locomotive first ran on Christmas Day, but was burnt out three days later while "Captain Dick" and his mates were toasting its success at an inn. Subsequently, Trevithick built quite a practical steam carriage which he used on the roads extensively. With its 8 ft. rear wheels and low horizontal engine, it was a thrilling sight as it surged along over the mud and cobblestones at 8 or 9 m.p.h.

The work of George and Robert Stephenson on the railways made the technique of steam propulsion well known, and many British pioneers, such as Goldsworthy Gurney, ran successful steam coaches. Then, parliament passed absurd laws and Britain consequently lost her lead; though several noblemen managed to keep their "touring locomotives" on the rough roads, the railways took over all serious public transport.

On the Continent, Georg Lankensperger, of Munich, invented steerable front wheels on king-pins with a track-rod in 1816. In 1828, Onésiphore Pecqueur applied the differential to a steam wagon; it had previously been used in the movement of a clock, and was a great advance, as none of the early British steam coaches had this important device. At the Paris Exhibition of 1878, the fabulous Bollée family were actually selling practical steam coaches.

Steam was to prove something of a dead end, and so Ickx then follows the development of the explosion motor. He debunks Major De Rivaz, but lauds the preliminary work of Cecil Brown, Wright, Barnett, De Cristoforis, and Drake. The first successful explosion engine was that of Lenoir, but it had no compression stroke and was terribly wasteful, though it did propel a wagon at 3 m.p.h. in 1862. It was in 1876 that August Otto perfected the four-stroke engine, with compression, that was to make the motor car possible. He managed to get a stranglehold on the gas engine industry by his patents, but it was later found that an amiable eccentric in a deerstalker hat, Alphonse Beau de Rochas, had dreamed up the principle at an earlier date and so Otto lost his monopoly. Jacques Ickx produces a photograph of the text of Beau de Rochas's specification, in Volume II, which incredibly has survived from 1862.

He regards Siegfried Marcus and Edouard Delamare-Deboutteville as

Motoring History

JOHN BOLSTER

Reviews Two Important New Books



Title: *A Racing History of the Bentley*. Second edition.
 Author: Darell Berthon.
 Published by: Autobooks Ltd.
 Price: 45s.

The second book in this review is written in English, for nothing could be more British than the Bentley car. The author is Darell Berthon, ex-secretary of the Bentley Drivers Club, and he is well qualified to write *A Racing History of the Bentley*. This is the second edition, containing a few corrections and additions, including material which has come to light since the book was first published.

It is not a technical book, though technicalities are not shirked when they are relevant to the narrative. It covers the years 1921-1931, but there is an appendix in which later racing by private individuals, after the old company had ceased production, is well described. This includes the Brooklands exploits of the Barnato-Hassan, Pacey-Hassan and Richard Marker's track car.

However, the real "meat" of such a book must be the glorious exploits of the winged B at Le Mans. The races are covered accurately and one must congratulate the author on his completely fair treatment of friend and foe alike, no partisan bias marring the truth of the work.

The later races, in which Woolf Barnato, Tim Birkin, Sammy Davis, the Dunfee brothers, Dr. Benjafield, Bernard Rubin, Glen Kidston, and all the other famous "Bentley Boys" took part are well known, but after this lapse of time it is possible to forget, and this book will be ideal for settling arguments at "noggins and natters". Which was Old Number Seven's year, after the White House crash, and when did Barnato's Speed Six triumph over Caracciola's Mercedes-Benz? It's all there, in the book, and the tabulated data at the end makes it easy to look things up.

The earlier part of the book contains material that only the real Bentley addicts know by heart. The stirring performance of John Duff and Frank Clement at Le Mans in 1923 makes a splendid story. The 3-litre had no front brakes, but it raced against Lorraines, Chenard-Walckers, Excelsiors, and Bignan's, even taking the lead at one point and breaking the lap record. After a stone penetrated the petrol tank the Bentley dropped to fourth place, but as the only British car in the great French classic it created a wonderful impression.

Apart from the four photographs of the original experimental engine of 1919, no technical pictures of machinery are shown, but the other illustrations are very nostalgic, those splendid views of hoods flapping at the start of Le Mans seeming to belong to another age. By no means aimed at the intellectual, Darell Berthon's book is easy reading for the Bentley enthusiast and a valuable work of reference.

unimportant and proves that Benz really built the first practical petrol cars and also was the first to offer them for sale. The first Benz ran in 1886, but it was not until 1893 that Carl Benz could give up his other work and regard car manufacture as his bread and butter. The Germans had no wish to motor, and Benz had to sell most of his cars in France.

But, Jacques Ickx points out, the car of the future was really to stem from the "high-speed" engine of Gottlieb Daimler. All the fascinating correspondence is in the book; letters from Daimler, Emile Levassor, and Armand Peugeot are reproduced, and even the four-page contract between Madame Sarazin and Gottlieb Daimler has been photographed. (Madame Sarazin was the widow of Daimler's agent in France. She subsequently married Emile Levassor, who was exploiting the Daimler patents *chez Panhard*.) It is most moving to read the actual words of these pioneers in their own handwriting, for they were to produce the Panhard, Peugeot, and Mercedes cars that would make high-speed motoring possible.

Our author adores debunking bogus claimants to the title of "inventor of the motor car." He makes short work of George B. Selden, Fernand Forrest, and Albert Hammel, having thoroughly investigated their claims. My favourite part of the book, however, is the account of the Paris-Bordeaux-Paris race of 1895 in which Levassor drove continuously, day and night, for 48 hours and 48 minutes. This is the best race report that I have ever read.

Oh, by the way, a translation of the title would be, "How the motor car was born," and as a painstaking, scholarly, and accurate work this book must be given the highest recommendation.

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110 M-P-H!

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THE announcement of a new ultra-high performance saloon by Ford is exciting news indeed. The basis of the car is the 1,500 c.c. version of the Cortina, of which the engine, transmission, suspension, brakes and equipment have all been modified by Lotus and Cosworth for high speed road work and touring car racing.

The basic Ford 1,500 c.c. engine carries the Lotus twin-overhead-camshaft light alloy cylinder head that was designed by Harry Mundy and is manufactured by J.A.P. The camshafts are chain-driven and operate the valves through inverted pistons, the sparking plugs being vertical on the central axis but set back or forward over alternate bores to clear the inclined valves. The crankshaft is specially balanced for high revolutions and the pistons are designed by Cosworth.

Two Weber twin-choke carburettors supply the gas, and a built-in cold air supply carries an air filter. The exhaust system features four matched pipes which are first paired and then run in together under the car. The machine is properly silenced.

Special close ratios are fitted to the all-synchromesh gearbox. Alternative final drive ratios are available but with the standard 3.90 to 1 axle the overall ratios are 3.90, 4.797, 6.396 and 9.750 to 1. Speeds around 115, 92, 69 and 45 m.p.h. are obtained at 6,500 r.p.m. A short central remote control gear lever is mounted on a central console. Naturally, a special 8 ins. clutch is used with this transmission, and the propeller shaft has a 3 ins. diameter tube. The differential housing is in light alloy, and special light alloy parts are also used for the clutch housing, gearbox extension and remote gear change.

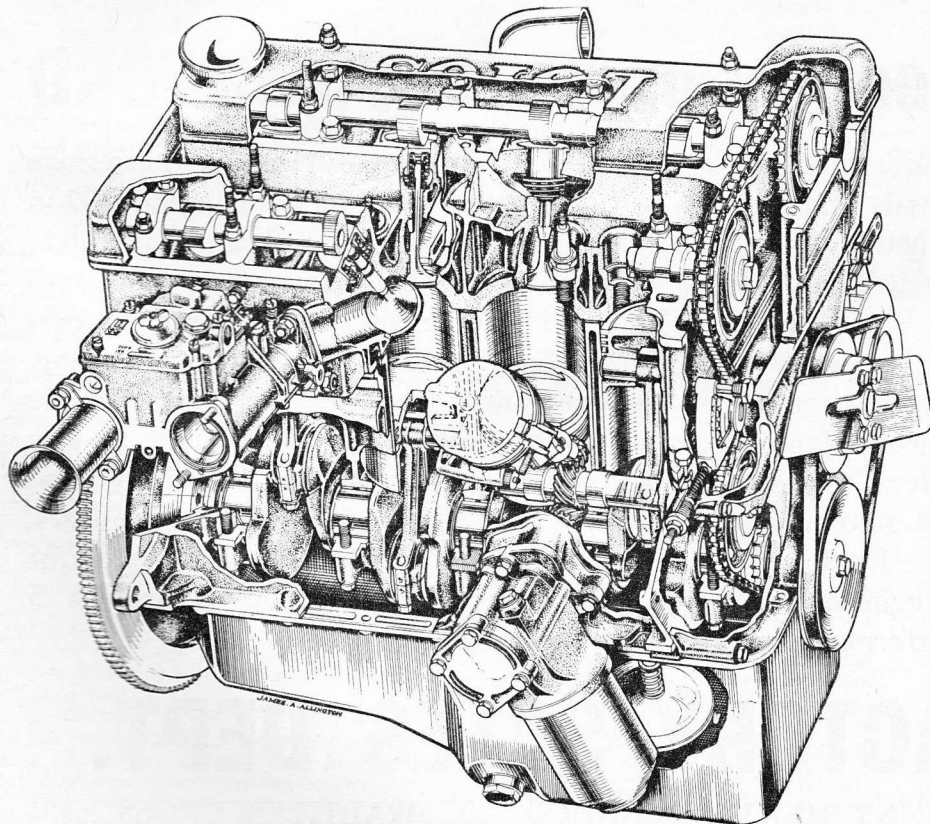
A considerable use of light alloys also occurs in the body construction, the outer panels of the body, doors and bonnet being in aluminium. The shape is identical to that of the standard Cortina but the body is white with green flashes and a green-on-



THE PERFORMANCE CORTINA MODIFIED BY LOTUS

BY
JOHN
BOLSTER

yellow Lotus crest. The interior trim is in black vyanide with racing-type heavily padded bucket seats and crash pads. Most important, the wood-rimmed steering wheel operates a special high-g geared steering box.



The binnacle houses a speedometer, rev. counter, oil pressure, water temperature and fuel gauges.

The car is considerably lowered, the front suspension units being different and the front wheels without any camber. At the rear, the semi-elliptic springs have gone, making way for helical springs. The axle is located on trailing arms each side, and underneath the centre there is an A-shaped tubular member. Thus, the beam is located in both directions and the torque reaction is absorbed.

A vacuum servo is applied to the hydraulic operation of the brakes; 9½ ins. discs are fitted in front and 9 ins. × 1¼ ins. drums at the rear, the linings being to competition specification. A stiffer anti-roll bar is fitted and the special wheels, which carry 6.00 × 13 ins. tyres, have the very wide rim size of 5½ ins. for stability.

As supplied, the engine develops 105 b.h.p. (nett) at 5,500 r.p.m. on a compression ratio of 9.5 to 1. As much as 140 b.h.p. has already been obtained in tuned form. Obviously, the potentialities of this car are very great indeed, and it is understood that over 1,000 are already in course of assembly, so homologation is assured.

Team Lotus announce that "works" cars will be driven in touring car races by Jim Clark, Trevor Taylor and Peter Arundell. In addition, they will develop cars for the Competitions Department of the Ford Motor Company, which will be entered in rallies. It is certain that the demand for these cars from enthusiasts will be very heavy, and for really fast road work or competitions these machines are very desirable indeed. In spite of the very high performance available it is impressive that standard Ford parts figure largely in the specification, which is a great advantage from the point of view of service.



LOTUS have been co-operating with FORD

Many miles have been travelled, telephone lines are glowing, ideas, proposals and suggestions have been exchanged between some of the top automotive brains in Britain. All for your benefit.

The Lotus developed Cortina has emerged. The first eagerly awaited joint production car from Ford and Lotus. Two world famous names linked in the manufacture of the most exciting high performance light saloon ever marketed. Fitted with a similar Ford based Lotus twin overhead camshaft engine as fitted to the Lotus Elan, here is a performance car

with the family man in mind. Respective gear speeds are 45 in first, 69 in second, 92 in third, and a top speed approaching 110 m.p.h. With specially developed suspension and servo brakes, including discs on the front wheels, this car is for those who really enjoy motoring. **You can also purchase your car from the Factory where it is built.** Our Staff can give you unrivalled service and are fully conversant in dealing with performance cars. Please contact our Factory Sales Dept. for further details or telephone to arrange a demonstration run.

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LAST year was once again a Lotus year in Formula Junior and as with Jim Clark in 1960 and Trevor Taylor in 1961, 1962 was dominated by a Team Lotus driver, one Peter Arundell.

Taking the mantle of team leader of the Lotus Formula Junior team, Arundell always drove extremely well, yet he gave the impression to the onlooker that it was oh, so easy. His car, a Lotus 22, powered by a Cosworth-modified Ford 105E engine bored out to 1,098 c.c., was always superbly prepared and immaculately turned-out. The red-helmeted man from Essex thoroughly deserved his successes: out of 25 starts (including heats) he was placed first 18 times, being second only three times (by margins of 1 sec., 0.03 sec. and 1.6 secs.). The other four occasions he retired (car damaged in collision at the start, car

manufacturers were known to be completing their cars: Alexis were building their improved car, the Mk. 4, Lola were constructing their Mk. 5, a car based on the Bowmaker Formula 1 cars, Jack Brabham was constructing his first Brabham Junior, a development of the M.R.D. raced by Gavin Youl in 1961, but most anxiously awaited of all was the Gemini Mk. 4. This car featured inboard suspension, inboard brakes, side-mounted radiators and a six-speed gearbox. After a few teething troubles the Chequered Flag team encountered more than their fair share of bad luck and consequently it did not win a major event, a big victory being what the small engineering firm badly wanted* to boost the sales of the car. . . .

As regards drivers, Team Lotus having promoted Trevor Taylor to the Formula 1

THE international season kicked-off in America on 11th February with the Count Lurani Race over 35 laps of the 1.93 mile infield course of the Daytona Speedway. This was the first appearance of the Lotus 22 and, sure enough, an omen for the season was set when Pete Lovely drove it to victory, easily outdistancing Floyd Aaskov's Lotus 20 and Charlie Kolb's Gemini Mk. 3 which had been having a dice with Mark Donohue's 1962 Elva-Ford until the Sussex-built car retired. Skip Hudson and Peter Ryan (Lotus 20s) were fourth and fifth.

On to Sebring where, on 23rd March, there was an unusually dull event of 130 miles. The Texan Team Rosebud had entered Lovely's Lotus 22 and Lotus 20s for Pat Pigott and Charlie Parsons, while Briggs Cunningham provided a new Brabham for Dick Thompson, a new B.M.C.-engined Cooper for Walt Hansgen and a 1961 Fiat-powered Cooper for Roger Penske. New Elvas and Merlyns also appeared. Only 11 of the 26 starters finished, Pat Pigott leading them home quite easily, especially when his chief challenger, team-mate Charlie Parsons, crashed spectacularly and injured his back. Hansgen was third behind Tim Mayer (Cooper-B.M.C. Mk. 2) and ahead of Floyd Aaskov (Lotus 20) and Penske, who were a lap in arrears. Thompson's Brabham was the sensation of the race, setting up a lap record of 92 m.p.h. towards the end of the race after a loose battery lead and body troubles had temporarily halted its progress.

Now to Europe. On 7th April the B.A.R.C. held its National Open meeting at Oulton Park and the 1962 versions of the Lotus, Lola, Cooper and Brabham met for the first time. The Lolas had already raced at club meetings, having shown considerable promise, but Peter Arundell's first race in a Lotus 22 had finished on the starting line at a Goodwood club meeting after an argument with Ian Raby's Merlyn.

This was the first of a series of extremely close-fought Formula Junior races held in Britain at the beginning of the season. On



damaged in collision during the race, engine trouble and crash).

The successes of the Team Lotus cars misled the German writer Richard von Frankenberg into believing that they were using oversize engines—but more about that in the second part of this seasonal survey!

Once again, in Formula Junior events throughout the world British cars dominated the scene, whether they were conducted by works drivers or private owners. In Europe the German and French specials completely disappeared from any serious meetings, while the only Italian cars to offer any serious challenge were modelled on the Lotus theme and powered by Ford engines.

Recapping briefly on 1961, towards the end of the season works Mk. 3A Geminis were more often than not beating the hitherto all-conquering Lotus 20s, while the B.M.C.-engined Coopers of the Ken Tyrrell stable had enjoyed a very successful season, particularly on the continent. Alexis, Lola and Ausper had shown themselves to be of top class quality and the Elva and Merlyn had distinguished themselves in the U.S.A.

The 1962 cars were awaited with interest. At the Racing Car Show Lotus announced their 22, Cooper unveiled their compact Mk. 3, Ausper announced their interesting T4 which featured rubber suspension parts, Elva showed their low car and Merlyn exhibited their rear-engined Mk. 3. Other

SEASONAL SURVEY No. 4

FORMULA JUNIOR RACING

BY MICHAEL KETTLEWELL

team and Mike McKee having retired, Alan Rees and ex-motor cyclist Bob Anderson joined Peter Arundell. Ken Tyrrell retained Tony Maggs and John Love for his team of B.M.C.-engined Coopers, while Denis Hulme often joined them or took over from Maggs when the South African was committed to Formula 1 activities. Gemini lost Mike Parkes, who had given up Junior racing, so Bill Moss was partnered by Peter Procter. Brabham signed-up Australians Frank Gardner and Gavin Youl. Lola had Dick Prior and John Hine, Ausper had the services of John Rhodes at the beginning of the season, Alexis had Steve Ouvaroff for a while and the list of major teams, was completed by the Ian Walker Lotuses and the Midland Racing Partnership Coopers.

a drying track, John Love in Ken Tyrrell's Cooper-Morris and Arundell were away together, challenged by Swiss Joseph Siffert's Lotus 22 and Frank Gardner's works Brabham. Siffert dropped back with gearchange difficulties, but the lead was strongly disputed by Arundell, Love, Tony Maggs in the second, but Austin-engined Tyrrell Cooper, and Gardner. Right on this group's heels, but unable to pass, were the Lolas of Dick Prior and Dennis Taylor and Brian Whitehouse's Lotus 20. Only 2.2 secs. separated the first six cars as they flashed across the line: Arundell-Maggs-Love-Gardner-Taylor-Prior. A second ten lap race for supposed "lesser lights" went to the Midland Racing Partnership's new Cosworth-Ford-engined Coopers of Richard Attwood and Bill Bradley—no

more were the M.R.P. to be considered "lesser lights!"

The first major Italian meeting was held at the tiny Roman Vallelunga circuit the following day. The Austrian Kurt Bardi-Barry, driving his new Superspeed-Ford-propelled Cooper, won the 50 lap, 56-mile race quite easily from Massimo Natili's de Sanctis, a rear-engined Italian car built on British lines and even having a Ford motor! The Italian Giacomo Russo, who prefers to be known as "Geki," was third in his old Lotus 18 ahead of American Jay Chamberlain's B.M.C.-engined Cooper Mk. 2—both were a lap behind. The Mk. 4 Gemini was due to make its debut at this meeting, driven by Colin Davis and entered by Scuderia SSS Repubblica di Venezia. Unfortunately it was far from race-worthy and performed only a few practice laps. The works Geminis had yet to race.

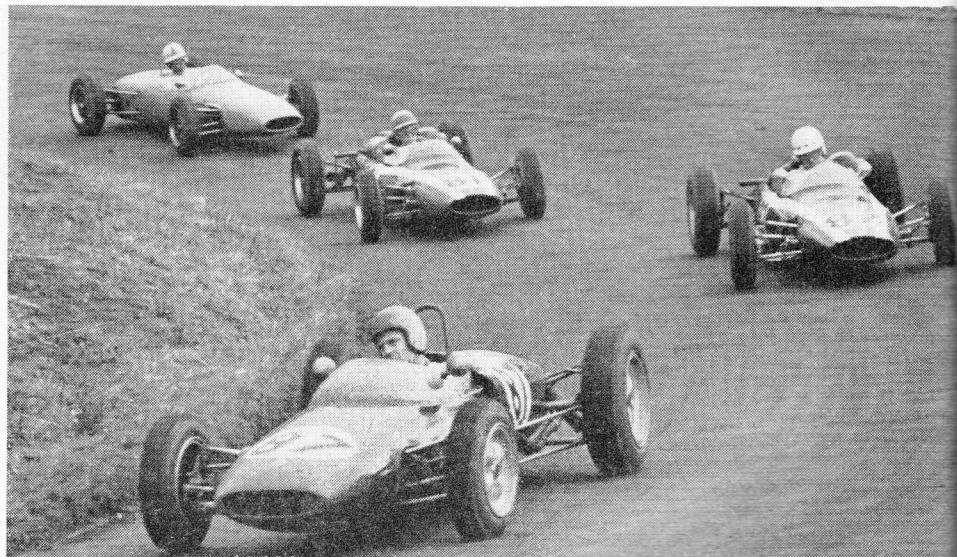
Snetterton next Saturday provided yet another scrap between the top British teams—and a surprise, too. Peter Arundell did not have such tough opposition this time, especially when the Ian Walker-entered Lotus 22 of Mike Spence revolved early on. Behind Arundell there was a fierce battle for second place involving the Tyrrell Coopers of Maggs and Love, the M.R.P. Coopers of Attwood and Bradley, the Lolos of Hine and Taylor, Chris Ashmore's Elva and perhaps a surprise for those who had not witnessed his performances in 1961 club races: John Fenning in a Lotus 20 entered by Ron Harris. Harris was a well-known figure in the motor-cycling world, but in mid-1961 he turned to cars, entering immaculately prepared Lotus 20s. John Fenning drove exceptionally well and fought his way to the front of the gaggle, stealing second place from Taylor, Love, Maggs and Hine who hounded him across the line in that order.

had a miserable 1962 season—their Fiat-engined cars were neither powerful enough nor able to hold the road well.

Easter Monday Goodwood saw another one of those intense battles that Peter Arundell always won! Tony Maggs would have emerged victorious, though, if he had not spun after missing a gearchange, but it was Arundell 0.6 sec. ahead of Dennis Taylor who was 0.4 sec. in front of Mike Spence. The Gemini Mk. 4 made its first British appearance, but retired when an engine oil seal broke. At Mallory Park Team Lotus' fortunes were upheld by Alan Rees who won by 0.8 sec. a fierce duel with Jack Pearce who was also Lotus 22-mounted. At Brands Hatch John Fenning

was second, ahead of Mike Spence. The Gemini Mk. 4 made its first British appearance, but retired when an engine oil seal broke. At Mallory Park Team Lotus' fortunes were upheld by Alan Rees who won by 0.8 sec. a fierce duel with Jack Pearce who was also Lotus 22-mounted. At Brands Hatch John Fenning

Well-known French Junior driver Henri

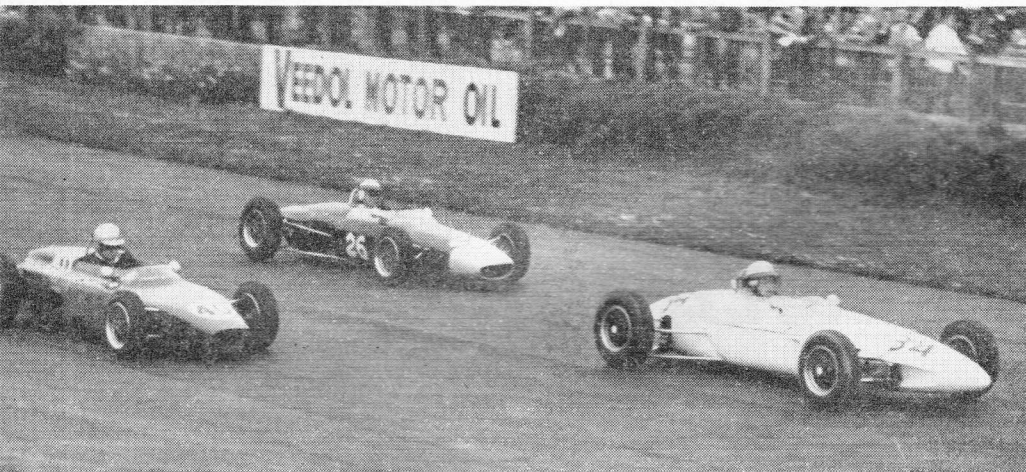


PETER ARUNDELL, the "King of Formula Junior", leads the Coopers of John Love and Tony Maggs and Frank Gardner's Brabham at Oulton Park at the beginning of the season (above). This marked the first of 18 wins for Arundell and his Lotus during 1962.

FIRST APPEARANCE of the Mark 4 Gemini was at Goodwood (left). Bill Moss leads Dick Prior's Lola and Bob Hicks's Caravelle soon after the start at the Easter Monday meeting.

Grandsire had no car for the *Coupes des Vitesse* meeting at Montlhéry and was therefore unable to offer any opposition to the Brabham-Fords of Jo Schlesser and Jean Moench that finished first and second, well ahead of Francis Francis's old Caravelle, which was powered by a potent Martin-Ford unit. The only likely challenger to the Brabhams, José Rosinski's new Cosworth-Ford-engined Cooper, retired after gearbox maladies.

The annual *Eifelrennen*, over the short Nürburgring course, caused some surprises. First of all Frenchman Gabriel Aumont was credited with fastest practice time in his old, ex-Bernard Boyer Lotus 18; his time of 3 mins. 11.4 secs. would have placed him on the second row of the grid for the 1960 German Grand Prix when it was run over the South Circuit for F2 cars! Then Team Lotus's Bob Anderson was not allowed to start as the organizers said that he had been deliberately blocking other competitors during practice. However, a German driver did not win, for Lotus employee Peter Warr, driving his 1,098 c.c. Lotus-Ford 20 fitted with all mod. cons., led from start to finish. Kurt Ahrens, Jr. (Cooper) was always close behind and he was second, ahead of the Cooper-B.M.C.



The Vienna Prix was held on Sunday on the Aspern aerodrome. Anxious to perform well in front of his countrymen, Kurt Bardi-Barry stormed into the lead chased by the German Ahrens family—Kurt, Jr. (Cooper-Ford Mk. 3) and Kurt, Sr. (Lotus 22)—and Joseph Siffert followed in fourth place. Siffert seized the lead on the 13th of the 60 laps and the race lost all of its interest soon after when Bardi-Barry's Cooper retired after a stone had punctured the radiator. So Siffert won by a lap from Ahrens, Jr., Ahrens, Sr., Jay Chamberlain and Austrian Rolf Mark's Superspeed-Ford-engined Cooper Mk. 2. Italian Gastone Zanarotti retired his purposeful-looking rear-engined Stanguellini whilst in sixth place. The marque Stanguellini, once at the forefront of Formula Junior racing,

became the first person to lap the 1.24-mile course at over 80 m.p.h. in a race; he left the lap record at 55.6 secs., 80.29 m.p.h. In the final Fenning beat Brian Berrow-Johnson's white-and-pink Lotus 20, which featured a Superspeed engine.

The Saturday following Easter, 28th April, saw the usual contenders fighting it out at Aintree. Once again Peter Arundell was lucky to win, for if Frank Gardner had not elected to join the straw bales at Tatts, a Brabham might have won. Behind Arundell, who had won his fourth F.J. race running, came Maggs, Love, Spence, Attwood and Fenning. Peter Procter drove the Gemini this time, but gearbox ailments put it out.

Sunday was a busy day abroad: Italy, France and Germany staged important

Mk. 3 of Swiss Hans Küderli. John Harwood's indecently rapid U2-Ford was fourth, a lap behind, despite a pit stop brought on by brake trouble. Kurt Bardi-Barry's Cooper suffered gearbox trouble in the early stages, but came back to record the fastest lap of 3 mins. 16.8 secs., 88.10 m.p.h., before blowing up its engine.

Denmark held a minor race that day at the Roskilde Ring, won by Yngve Rosqvist in his Cooper-B.M.C. Mk. 3 from the Mk. 2 version of Olle Nygren.

The Italians often arrange their race meetings on odd days—something to do with holidays, festivals and the like—and Tuesday, 1st May was chosen to hold the Circuit of Garda on the ten mile Lake Garda road course. Joseph Siffert won the first seven lap heat from Gianfranco Stanga's old Osca-Fiat. David Hitches won the second in his Lola from Swede Ulf Norinder in the Venezia team's new Lotus 22 and Swiss Roland Boddi (Cooper-B.M.C. Mk. 3). The eight lap final should have been a Siffert benefit, but the Swiss driver's water pump failed whilst he was leading on the second lap and thus victory went to a Briton, David Hitches. Norinder was second and Stanga drove extremely well to be third ahead of Boddi.

The Silverstone Trophy meeting on 12th May attracted all the big British names: Alexis: Steve Ouvaroff, David Prophet; Ausper: John Rhodes; Brabham: Frank Gardner, Gavin Youl; Tyrrell Cooper: John Love, Tony Maggs; M.R.P. Cooper: Richard Attwood, Bill Bradley; Gemini: Bill Moss, Peter Procter; Lola: Dennis Taylor, Tony Shelly, John Hine, Dick Prior; Superspeed Lola: Peter Ashdown; Lotus: Peter Arundell, Alan Rees; Ian Walker Lotus: Mike Spence; Ron Harris Lotus: John Fenning.

Of course, it had to rain, but this accentuated the tremendous wet weather driving of Bill Bradley whose Cooper caught, challenged and passed Arundell's Lotus—

THESE THINGS should be kept on a lead or something! An angry squirrel makes a quick exit from the scene as Formula Junior cars lap Crystal Palace (right). Alan Rees (Lotus 22) leads Mike Spence (Lotus 22), Denis Hulme (Brabham), John Love (Cooper) and Bill Moss (Gemini) at the Whitsun meeting,

MERLYN ABROAD. Ian Raby's Merlyn leads the Finnish Elaïntarhanajo-Djurgard-sloppet Formula Junior race from Olle Nygren's Cooper-B.M.C. Mk. 2. Poor Raby ran out of fuel with but four laps to go, so Nygren won.

but he ruined it all by spinning! Practically everyone spun at one time or another, including such notables as Love, Rees, Fenning, Prophet, Ouvaroff, Maggs, Prior and Hine—it was slippery! As was now customary, Peter Arundell sailed serenely onwards, his works Cosworth-Ford-engined Lotus 22 never missing a beat, and he won handsomely from Maggs, Bradley, Rhodes, Procter, Spence, Attwood, Love, Taylor, Hine and Rees. The new T4 Ausper of John Rhodes had gone very well and was unlucky not to have finished third, owing to last minute engine ailments, while Procter had really gone well in the Gemini after gearbox bothers in practice.

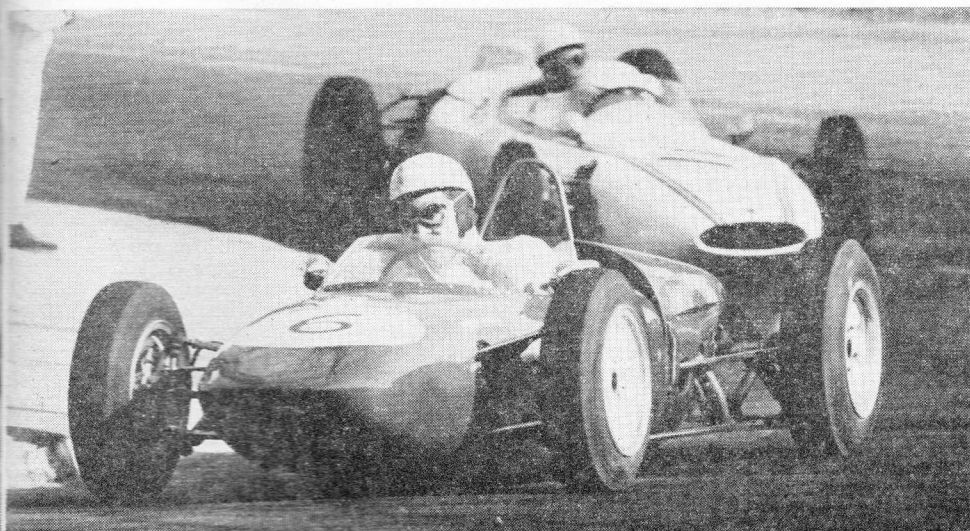
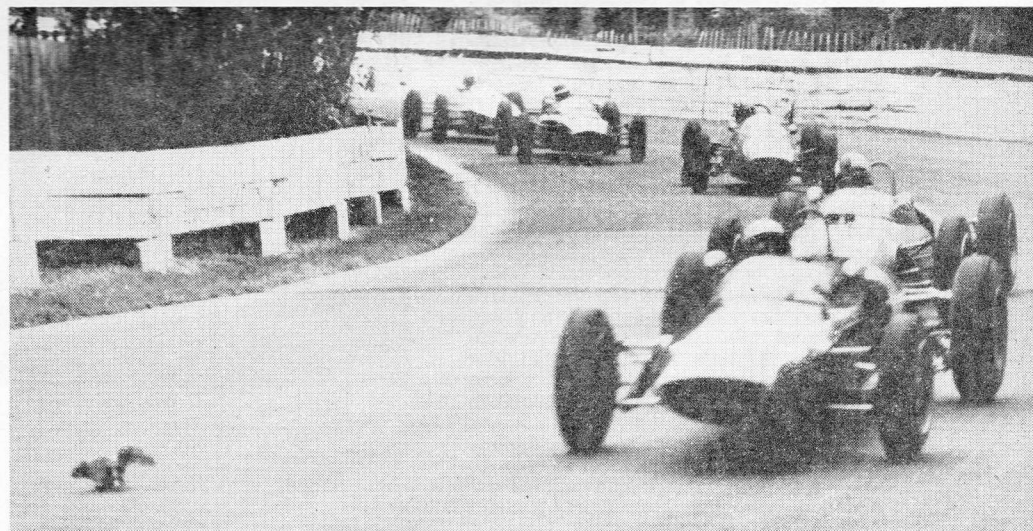
At the French Circuit of Nogaro meeting the following day, heat winners were South African Trevor Blokdyk (Cooper-Ford Mk. 2) and Jo Schlessler (Brabham-Ford). Poor Henri Grandsire still had no Lotus 22 and drove instead a Lotus 20 which Ecurie Edger had bought a few days before. Schlessler had no difficulty in winning the final, over 40 laps of the difficult, twisty circuit, and he finished a lap ahead of Blokdyk and two laps in front of Grandsire, Roland Lusuy (Lotus 20) and Jean Lucienbonnet (Lotus 20).

Rejoicing under the misleading title of the *Grand Prix des Nations*, a name associated with Formula 1 races in Geneva after the war, was the Formula Junior race held at the ultra-rapid Avus track in Germany that day. There were two races, a ten lap event at the beginning of the meeting and a

15 lapper at the end, the final results being based on their aggregate. Joseph Siffert led the first race throughout, his Lotus 22 beating Kurt Bardi-Barry's Cooper by 6.7 secs., which was in turn 23.5 secs. ahead of Kurt Ahrens the younger's Cooper. The second event provided the same result (thereby making the calculation of the final positions an easy task!), but the gaps were 35.4 secs. and 31.3 secs. this time, and Siffert set the fastest lap of 118.30 m.p.h., his average speed being 116.10 m.p.h. Fourth on aggregate was André Pilette, driving his Equipe Nationale Belge Merlyn-Ford Mk. 3, fifth was his 19-year-old son Teddy in an old Lola and sixth Hans Küderli (Cooper).

I nearly forgot the famous *Elaïntarhanajo-Djurgard-sloppet* meeting also held that day! This Finnish event drew three British competitors: Ian Raby (Merlyn), Ian Raby Jr., who drove Mike Anthony's Gemini Mk. 3A, and David Hitches (Lola). Seventeen cars started this 35 lap race and Ian Raby was leading on the 31st lap when he halted, having run out of fuel due to a leaking carburettor. Poor Ian Raby seems to attract the worst luck! So the Swede, Olle Nygren, won what was his second motor race by 25.9 secs. from Finn Leo Mattila's Lotus 20 which was 9.7 secs. ahead of Rolf Markl's Cooper. Hitches retired, as did Ian Raby's son.

At a small meeting at Monza on this busy day the de Sanctis-Ford of the



promising Italian Massimo Natili crashed and caught alight. A spectator pulled Natili out of his burning car and he was lucky to get away with burns, although this put him out of racing for some while.

It was Jo Schlessler and his Brabham again at the Prix de Paris meeting at Monthéry the following Sunday, 20th May; the French-residing Madagascan had a very successful season and deservedly won the title of French Formula Junior Champion. Henri Grandsire had his Lotus 22 at long last, but was at the rear of the grid, not having practised. Schlessler won both 12 lap heats and was declared winner on aggregate from Robert Bouharde's ex-Tyrrell Cooper-B.M.C. Mk. 2 and American Russell Cowles's Holbay-Ford-engined Cooper Mk. 3. At the beginning of the first heat some petrol was deposited on a bend where the Lotus 20 of "Gordane" was also good enough to add the oil from its gearbox. José Rosinski did not know of this until he found himself going straight on into the wall; he completely demolished his Cooper

(as well as the wall) and emerged unhurt. Behind, everyone waited: Schlesser touched the straw bales and continued, while Grandsire spun three times and Robert Küderli (Cooper), André Pilette (Merlyn) and Bill McCowen (Cooper) crashed into what remained of the wall, also escaping unharmed.

There was a poorly supported F.J. race at a national Brands Hatch meeting the next Saturday and all looked set for a Gemini 1-2 when both Bill Moss and Peter Procter retired with brake trouble (the caliper cross-over pipes kept breaking and it was thought that this was caused by some fault in manufacture). This allowed John Rhodes to give the Australian-designed, Cosworth-Ford-engined Ausper T4 its first and only win. Rhodes beat Frank Gardner (Brabham) and John Fenning (Lotus).

Team Lotus and the Tyrrell Organization were in Denmark that day for a meeting on the diminutive 0.87 mile Roskilde Ring—and Peter Arundell did not win! He did win the first of the two 20-lap heats, but in the second, team-mate Alan Rees nudged him in a turn, putting them both out of the reckoning. The Tyrrell Coopers of John Love and Denis Hulme were then unopposed, finishing ahead of Jo Schlesser's successful Holbay-engined Brabham and a local lad in his first-ever race, Soren Nohr (Lotus 22).

On Sunday there was a race at the Saint-Donat circuit at Mettet in Belgium. The American Russell Cowles won in his Cooper, his victory giving due credit to the Motor Racing Stables school of which he was a member, though one more lap and he might not have won as his car was short of fuel. Peter Warr (Lotus 20) was second, Trevor Blokdyk (Cooper) third, John Mew (Lotus 20) fourth and Jacques Calès (Stanguellini) fifth. German Heinz Starke (Lotus) and Philipp Meub (Cooper) came into contact and it is sad to report that the former received fatal injuries when his car hit a house that bordered the track.

Monte Carlo always attracts the cream of the European Formula Junior circus and the annual meeting on 2nd June was no exception. It was in the first heat that poor Dennis Taylor was killed when his Lola left the track before the chicane, hitting two trees. Taylor had been a Formula Junior enthusiast from practically the beginning, always racing Lolas, and when in form he was very difficult to conquer. Peter Arundell won the heat from Richard Attwood, Mike Spence, Frank Gardner, Bob Anderson and John Love. New Zealander Tony Shelly crashed his Lola after the Casino, without injury, and Eric Harris went off at the chicane and received slight injuries. Peter Procter, driving a Tyrrell Cooper in the absence of the works Geminis, had been second until his engine cut-out mysteriously.

Peter Ryan in an Ian Walker-entered Lotus 22 and Alan Rees in a similar car entered by Team Lotus duelled for victory in the second heat, Ryan coming out on top. Third was Corrado Manfredini's Ford-engined Wainer and fourth Kurt Bardi-Barry.

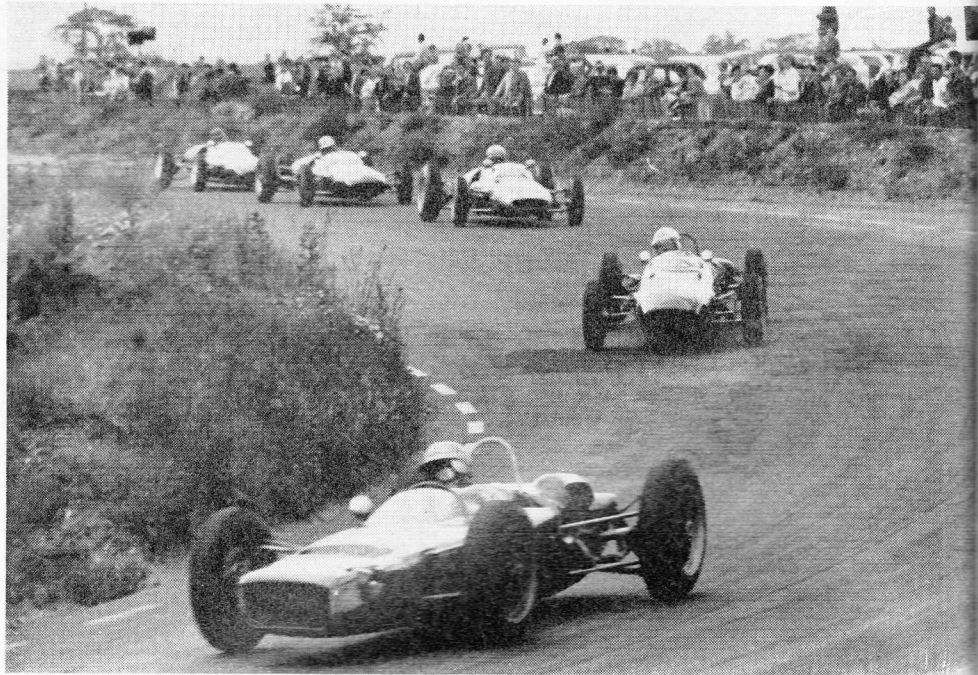
The final was a Peter Arundell benefit, a remarkable feat as his engine was down on revs. Richard Attwood looked a certain second, but his fine drive terminated on the 12th of the 24 laps when his engine protested violently, so Mike Spence took over second position in his Ian Walker Racing Lotus and thus he finished, heading Bob Anderson's Martin-Ford-engined works Lotus. Fourth was Kurt Bardi-Barry who had been involved in an accident at the

hairpin on the first lap: Swede Ulf Norider, finding himself short of space, decided to go over the top of Bardi-Barry's Cooper, but he damaged his Lotus in doing this and had to retire. Duelling for ninth place, the Coopers of Russell Cowles and Yngve Rosqvist did not ease up before the finishing line, which one is advised to do in order to negotiate the hairpin shortly afterwards—and the inevitable happened! Obviously, at Monaco one has little opportunity of getting away with mistakes, but an awful lot of the battered motor cars could have finished in one piece if their drivers had shown more restraint.

John Love and Jo Schlesser rushed off to Magny-Cours, in France, for a race the day after Monaco. Love won from Schlesser after a stern chase, while Robert Bouharde was third in his Cooper, two laps behind. At a 57 mile race at Budapest, Hungary, on

driver Horace Gould. Sixth and seventh were the yellow Merlyns of the Pilettes, son Teddy leading André over the line.

Whit. Monday was the day of the first 1962 defeat of Peter Arundell. At Mallory Park Ian Walker Racing's Peter Ryan nipped by Arundell on the 28th of the 30 laps and stayed ahead to win by 1 sec. after a first-class drive. Some way back Frank Gardner (Brabham) won the battle for third place and he was chased by Richard Attwood (Cooper), Tony Maggs (Cooper) and John Fenning (Lotus). At Crystal Palace, a circuit renowned for close races, Team Lotus had their revenge on Ian Walker, Alan Rees leading Mike Spence across the line. John Love (Cooper) was third, Denis Hulme (Brabham) fourth and Bill Moss (Gemini) fifth, but these five could have crossed the line in any order, so close was the racing. Peter Ashdown (Lola)



CHRIS ASHMORE leads at the Esses soon after the start of the 100-mile Snetterton race. His Elva-Ford is followed by Bob Olthoff's B.M.C.-engined Brabham and a trio of Lotuses.

Whit. Sunday, the 1962 Ford-engined Coopers of Kurt Ahrens, Jr. and Kurt Bardi-Barry beat the Lotus 22 of Kurt Ahrens, Sr.

Also on 10th June was the more important *Grand Prix des Frontières*, held on the fast six-mile Chimay circuit in Belgium. John Hine led the British contingent in his works Lola-Ford Mk. 5, but Bill McCowen took the lead in his Fitzwilliam-entered Cooper-Ford Mk. 3. A violent thunderstorm changed things slightly for McCowen, for he spun and could not continue as his gearbox, which had been giving trouble, finally become unglued under the strain of trying to restart. This left Brabham driver Jo Schlesser in the lead, but he spun too, letting Hine and José Rosinski (Cooper) through. Poor John Hine, who deserved a big win, lost his oil pressure on the last lap and coasted in third, behind Rosinski and Schlesser. Jay Chamberlain was fourth in his old Cooper after a determined drive following a first lap spin, and 17-year-old Martin Gould was fifth in his Lotus 20. Young Martin was a promising Jim Russell pupil, having won his first ever race at Snetterton at the beginning of the year; he is the son of former Maserati 250F

and Bill Bradley (Cooper) tailed them closely.

At Goodwood Hugh Dibley's Lola led from start to finish, but a penalty of one minute incurred for jumping the start dropped him well back in the final results. Ian Raby spun his Merlyn, also winning a famous Goodwood penalty (ridiculous at a national meeting), so Keith Francis (Lotus 20) was declared winner from Bob Hicks (Caravelle) and Geoff Breakell (Lotus 20).

Italy, France, Eastern Germany and Yugoslavia shared the "Junior Circus" on 17th June. At Caserta, in Italy, the Holbay-Ford-engined Merlyn of young Teddy Pilette captured the first of the two preliminary heats from Picko Troberg (Lola) and "Geki" (Lotus 22). The second went to an Italian car driven by a Briton—Colin Davis's de Sanctis-Ford; he beat Frenchman Jean Lucienbonnet (Lotus 22) and Odoardo Govoni (Cooper-Ford Mk. 2). Lucienbonnet scored a fine victory in the 71 mile final, heading Davis, Govoni, Pilette and "Geki." David Hitches had a poor day and retired his Lola, while another favourite, Kurt Bardi-Barry, was eliminated in a practice incident.

After John Love, Peter Procter and Peter

Results of the Major European Formula Junior Races

Date	Place, Distance and Speed		First	Second	Third	Fourth	Fifth	Sixth
7 April	Oulton Park Great Britain	27.6 miles 84.72 m.p.h.	P. Arundell Lotus-Ford 22	A. Maggs Cooper-B.M.C.†	J. Love Cooper-B.M.C.†	F. Gardner Brabham-Ford	D. Taylor Lola-Ford Mk. 5	R. Prior Lola-Ford Mk. 5
8 April	Vallelunga Italy	55.9 miles 65.38 m.p.h.	K. Bardi-Barry Cooper-F. Mk. 3	M. Natili De Sanctis-Ford	"Geki" Lotus-Ford 18	J. Chamberlain Cooper-B.M.C.*	O. Govoni Cooper-F. Mk. 2	R. Orsola De Sanctis-Fiat
14 April	Snetterton Great Britain	54.2 miles 95.68 m.p.h.	P. Arundell Lotus-Ford 22	J. Fenning Lotus-Ford 20	D. Taylor Lola-Ford Mk. 5	J. Love Cooper-B.M.C.†	A. Maggs Cooper-B.M.C.†	J. Hine Lola-Ford Mk. 5
15 April	Aspern Austria	101.8 miles 80.13 m.p.h.	J. Siffert Lotus-Ford 22	K. Ahrens, Jr. Cooper-F. Mk. 3	K. Ahrens, Sr. Lotus-Ford 22	J. Chamberlain Cooper-B.M.C.*	R. Markl Cooper-F. Mk. 2	R. Küderli Cooper-B.M.C.†
23 April	Goodwood Great Britain	24.0 miles 96.04 m.p.h.	P. Arundell Lotus-Ford 22	D. Taylor Lola-Ford Mk. 5	M. Spence Lotus-Ford 22	J. Love Cooper-B.M.C.†	F. Gardner Brabham-Ford	B. Whitehouse Lotus-Ford 20
28 April	Aintree Great Britain	51.0 miles 88.12 m.p.h.	P. Arundell Lotus-Ford 22	A. Maggs Cooper-B.M.C.†	J. Love Cooper-B.M.C.†	M. Spence Lotus-Ford 22	R. Attwood Cooper-F. Mk. 3	J. Fenning Lotus-Ford 20
29 April	Cesenatico Italy	58.0 miles 73.45 m.p.h.	J. Siffert Lotus-Ford 22	D. Hitches Lola-Ford Mk. 5	O. Govoni Cooper-F. Mk. 2	F. Dari Lola-Fiat Mk. 2	R. Cianfriglia Stanguellini-Fiat	G. Bellasi Lotus-Ford 18
29 April	Nürburgring Germany	96.0 miles 85.60 m.p.h.	P. Warr Lotus-Ford 20	K. Ahrens, Jr. Cooper-F. Mk. 3	H. Küderli Cooper-B.M.C.†	J. Harwood U2-Ford	K. Lyon Lotus-Ford 20	A. Pilette Merlyn-F. Mk. 3
1 May	Lake Garda Italy	80.0 miles 79.71 m.p.h.	D. Hitches Lola-Ford Mk. 5	U. Norinder Lotus-Ford 22	G. Stanga Osca-Fiat	R. Boddi Cooper-B.M.C.†	"Geki" Lotus-Ford 18	F. Dari Lola-Fiat Mk. 2
12 May	Silverstone Great Britain	73.0 miles 89.09 m.p.h.	P. Arundell Lotus-Ford 22	A. Maggs Cooper-B.M.C.†	W. Bradley Cooper-F. Mk. 3	J. Rhodes Ausper-Ford T4	P. Procter Gemini-F. Mk. 4	M. Spence Lotus-Ford 22
13 May	Avus Germany	130.4 miles 116.10 m.p.h.	J. Siffert Lotus-Ford 22	K. Bardi-Barry Cooper-F. Mk. 3	K. Ahrens, Jr. Cooper-F. Mk. 3	A. Pilette Merlyn-F. Mk. 3	E. Pilette Lola-Ford Mk. 3	H. Küderli Cooper-B.M.C.†
20 May	Monthéry France	49.6 miles 70.74 m.p.h.	J. Schlessler Brabham-Ford	R. Bouharde Cooper-B.M.C.*	R. Cowles Cooper-F. Mk. 3	R. Küderli Cooper-B.M.C.†	J. Hampe H.B.-Panhard	J. Lucienbonnet Lotus-Ford 20
27 May	Roskilde Ring Denmark	32.7 miles —	J. Love Cooper-B.M.C.†	D. Hulme Cooper-B.M.C.†	J. Schlessler Brabham-Ford	S. Nohr Lotus-Ford 22	S. Andersson Lola-Ford Mk. 2	M. Anthony Gemini-F. Mk. 3A
2 June	Monte Carlo Monaco	45.8 miles 67.45 m.p.h.	P. Arundell Lotus-Ford 22	M. Spence Lotus-Ford 22	R. Anderson Lotus-Ford 22	K. Bardi-Barry Cooper-F. Mk. 3	C. Manfredini Wainer-Ford	"Geki" Lotus-Ford 22
10 June	Chimay Belgium	112.0 miles 102.77 m.p.h.	J. Rosinski Cooper-F. Mk. 3	J. Schlessler Brabham-Ford	J. Hine Lola-Ford Mk. 5	J. Chamberlain Cooper-B.M.C.*	M. Gould Lotus-Ford 20	E. Pilette Merlyn-F. Mk. 3
11 June	Mallory Park Great Britain	40.5 miles 91.15 m.p.h.	P. Ryan Lotus-Ford 22	P. Arundell Lotus-Ford 22	F. Gardner Brabham-Ford	R. Attwood Cooper-F. Mk. 3	A. Maggs Cooper-B.M.C.†	J. Fenning Lotus-Ford 20
11 June	Crystal Palace Great Britain	20.8 miles 82.14 m.p.h.	A. Rees Lotus-Ford 22	M. Spence Lotus-Ford 22	J. Love Cooper-B.M.C.†	D. Hulme Brabham-Ford	W. Moss Gemini-F. Mk. 4	P. Ashdown Lola-Ford Mk. 5
17 June	La Châtre France	33.0 miles 64.00 m.p.h.	J. Rosinski Cooper-F. Mk. 3	P. Martel Lotus-Ford 20	M. Gould Lotus-Ford 20	P. Meub Cooper-F. Mk. 3	M. Anthony Gemini-F. Mk. 3A	J. Moench Brabham-Ford
17 June	Caserta Italy	70.7 miles 92.66 m.p.h.	J. Lucienbonnet Lotus-Ford 22	C. Davis De Sanctis-Ford	O. Govoni Cooper-F. Mk. 2	E. Pilette Merlyn-F. Mk. 3	"Geki" Lotus-Ford 22	T. Blokdyk Cooper-F. Mk. 2
24 June	Monza Italy	107.1 miles 113.47 m.p.h.	P. Arundell Lotus-Ford 22	A. Rees Lotus-Ford 22	P. Hawkins Lotus-Ford 22	"Geki" Lotus-Ford 22	A. Maggs Cooper-B.M.C.†	J. Love Cooper-B.M.C.†
1 July	Rheims France	52.0 miles 114.34 m.p.h.	M. Spence Lotus-Ford 22	R. Attwood Cooper-F. Mk. 3	J. Rosinski Cooper-F. Mk. 3	D. Hulme Cooper-B.M.C.†	A. Maggs Cooper-B.M.C.†	R. Anderson Lotus-Ford 22
8 July	Rouen France	162.4 miles 97.09 m.p.h.	P. Arundell Lotus-Ford 22	A. Rees Lotus-Ford 22	R. Anderson Lotus-Ford 22	J. Schlessler Brabham-Ford	D. Hitches Lola-Ford Mk. 5	H. Grandsire Lotus-Ford 22
15 July	Clermont-Ferrand France	100.0 miles 78.61 m.p.h.	A. Maggs Cooper-B.M.C.†	J. Schlessler Brabham-Ford	H. Grandsire Lotus-Ford 22	A. Rees Lotus-Ford 22	M. Spence Lotus-Ford 22	R. Anderson Lotus-Ford 22
15 July	Snetterton Great Britain	40.7 miles 84.47 m.p.h.	J. Fenning Lotus-Ford 20	J. Pearce Lotus-Ford 22	R. Olthoff Brabham-B.M.C.	D. Baker Cooper-B.M.C.*	J. Mastin Lotus-Ford 20	J. Mew Lotus-Ford 20
28 July	Dunboyne Eire	51.0 miles 96.88 m.p.h.	P. Procter Cooper-B.M.C.†	J. Love Cooper-B.M.C.†	P. Hopkirk Lotus-Ford 18	W. Bradley Cooper-F. Mk. 3	M. McKinney Cooper-B.M.C.†	M. Templeton Lotus-Ford 20
6 August	Brands Hatch Great Britain	66.3 miles 80.78 m.p.h.	A. Maggs Cooper-B.M.C.†	P. Arundell Lotus-Ford 22	M. Spence Lotus-Ford 22	J. Hine Lola-Ford Mk. 5	R. Attwood Cooper-F. Mk. 3	J. Love Cooper-B.M.C.†
11 August	Karlskoga Sweden	33.2 miles —	J. Love Cooper-B.M.C.†	A. Maggs Cooper-B.M.C.†	J. Schlessler Brabham-Ford	T. Trana Cooper-B.M.C.*	Y. Rosqvist Cooper-B.M.C.†	C. Lincoln Cooper-B.M.C.†
18 August	Goodwood Great Britain	50.4 miles 98.00 m.p.h.	P. Arundell Lotus-Ford 22	R. Attwood Cooper-F. Mk. 3	R. Anderson Lotus-Ford 22	J. Fenning Lola-Ford Mk. 5	G. Youl Brabham-Ford	J. Rhodes Alexis-F. Mk. 4
19 August	Pergusa Sicily, Italy	119.6 miles 117.32 m.p.h.	"Geki" Lotus-Ford 22	C. Manfredini Wainer-Ford	J. Moench Brabham-Ford	F. Dari Lola-Ford Mk. 5	R. Campello De Sanctis-Ford	A. Pilette Merlyn-F. Mk. 3
19 August	Sachsenring E. Germany	65.0 miles 93.70 m.p.h.	D. Riley Cooper-B.M.C.†	W. Lehmann S.E.G.-Wartburg	L. Mattila Lotus-Ford 20	H. Bykowski Melkus-Wartburg	F. Radlein Melkus-Wartburg	H. Melkus Melkus-Wartburg
25-26 August	Roskilde Ring Denmark	43.5 miles —	J. Love Cooper-B.M.C.†	A. Maggs Cooper-B.M.C.†	P. Hawkins Lotus-Ford 22	G. Youl Brabham-Ford	M. Anthony Gemini-F. Mk. 3A	H. Conradsen Lotus-Ford 18
26 August	Brno Czechoslovakia	66.0 miles 91.09 m.p.h.	K. Ahrens, Jr. Cooper-F. Mk. 3	G. Mitter Lotus-DKW 22	C. Lincoln Cooper-B.M.C.†	K. Ahrens, Sr. Lotus-Ford 22	W. Lehmann S.E.G.-Wartburg	P. Troberg Lola-Ford Mk. 5
2 September	Zandvoort Holland	65.1 miles 91.70 m.p.h.	P. Arundell Lotus-Ford 22	A. Maggs Cooper-B.M.C.†	R. Anderson Lotus-Ford 22	P. Procter Cooper-B.M.C.†	M. De-Udy Lotus-Ford 22	J. Rhodes Alexis-F. Mk. 4
9 September	Albi France	67.2 miles 93.83 m.p.h.	P. Arundell Lotus-Ford 22	M. Spence Lotus-Ford 22	D. Hulme Cooper-B.M.C.†	J. Schlessler Brabham-Ford	G. Youl Brabham-Ford	F. Gardner Brabham-Ford
29 September	Snetterton Great Britain	40.7 miles 97.48 m.p.h.	P. Arundell Lotus-Ford 22	M. Spence Lotus-Ford 22	J. Fenning Lola-Ford Mk. 5	A. Maggs Cooper-B.M.C.†	B. Johnstone Lotus-Ford 22	D. Hulme Cooper-B.M.C.†
7 October	Montlbery France	49.6 miles 81.58 m.p.h.	P. Arundell Lotus-Ford 22	R. Anderson Lotus-Ford 22	H. Grandsire Lotus-Ford 22	M. De-Udy Lotus-Ford 22	R. Bouharde Cooper-B.M.C.*	F. Francis Caravelle-Ford

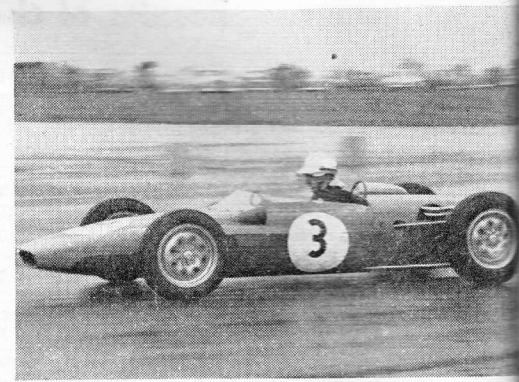
* Cooper-B.M.C. Mk. 2 † Cooper-B.M.C. Mk. 3.

Ryan had retired with misbehaving engines and Jo Schlessler was eliminated by transmission failure, Frenchman José Rosinski sailed home to victory before his cheering fellow countrymen at La Châtre. Second was Philippe Martel's Lotus 20, third Martin Gould's Lotus 20, fourth Philipp Meub's Cooper-Ford Mk. 3 and fifth Mike Anthony's old Gemini.

Going farther east, Rhodesian Dave Riley scored a victory with his Cooper-B.M.C. Mk. 3 in the Schleizer-Dreieck in Eastern Germany, easily outdistancing Jouko Nordell's Cooper and Heinz Melkus's Melkus-Wartburg. And in Yugoslavia the Adriatic Grand Prix was won by Kurt Ahrens, Sr. in his Lotus 22 from Frenchman Jacques Calès (Stanguellini) and British motorcyclist Terry Shepherd (Lotus 20). Ahrens the younger had modified his Cooper after running over a kilometre stone. Incidentally, Terry Shepherd had finished second in a Formula Junior race in Trieste a fortnight earlier, which only goes to show how popular this class of racing is *everywhere!*

cars were left well behind. Arundell and Rees staged a mock duel for the lead, finishing in that order 0.5 sec. apart. Paul Hawkins and "Geki" were third and fourth, Maggs and Love came next in their B.M.C.-powered Coopers and seventh, a lap behind, came young Martin Gould who had driven exceptionally well. Best Italian car was Leandro Terra's old Osca-Fiat in 14th place, three laps down. Arundell had averaged 113.47 m.p.h. and had made fastest lap of 115.99 m.p.h.

Many stayed at Monza till the following Friday when more races were staged on the 1.77 mile *Pista Junior*, not on the 3.57 mile Grand Prix circuit used earlier. Frenchman Jean Lucienbonnet won the first heat, easily beating Hans Küderli (Cooper-B.M.C.) and Italian Guglielmo Bellasi (Lotus 22). The second featured a tussle for the lead between Swede Picko Troberg's Mk. 5 Lola and "Geki" (Lotus) and they finished 0.8 sec. apart in that order. Kurt Bardi-Barry (Cooper) was third. Although Troberg and Bardi-Barry retired in the final, nothing could stop the fierce duel between



JOHN RHODES giving the Ausper T4 its first race at Silverstone in May. He finished fourth.

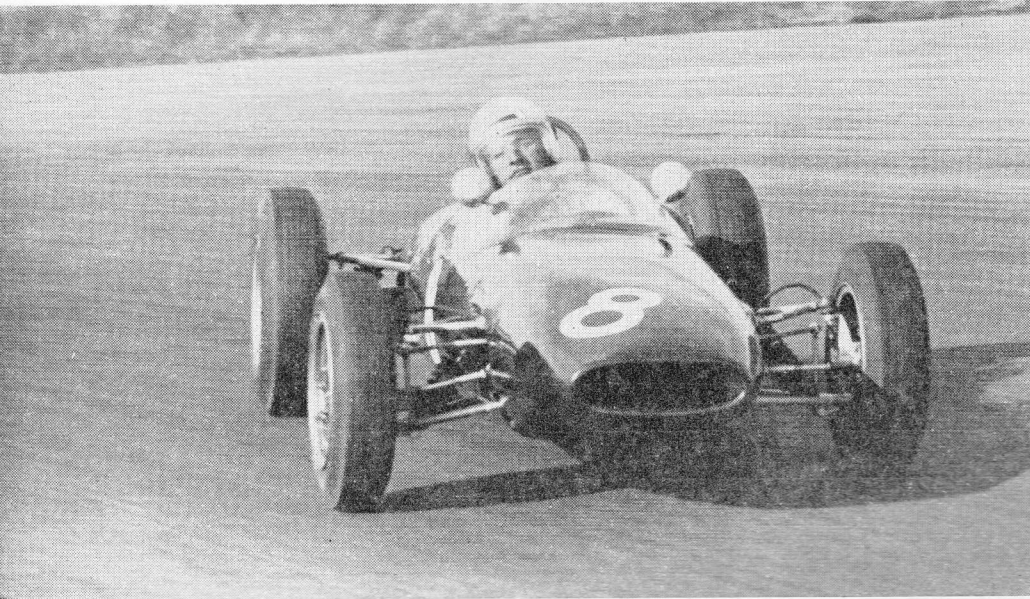
fastest lap of 2 mins. 37.6 secs., 117.84 m.p.h.

Alan Rees made sure of a Team Lotus victory in the second heat and he led from start to finish, beating team-mate Bob Anderson by 10.4 secs. Rheims is renowned for high-speed battles, and the Juniors more than lived up to this reputation as quite often over half-a-dozen cars flashed by as one solid mass.

The 10-lap final developed into a duel between Arundell and Gardner, but both the Lotus and the Brabham gave way under the strain, letting Bob Anderson take the lead. But the ex-motorcyclist spun and Mike Spence gave the Ian Walker team a deserved first place—though this was little consolation after the loss of Peter Ryan. Richard Attwood was second in his M.R.P. Cooper, José Rosinski third in another Ford-engined Cooper and then we had the B.M.C.-powered Coopers of Denis Hulme and Tony Maggs. Next came Bob Anderson, Philippe Martel (Lotus 20), Trevor Blokdyk (Cooper), Jean Moench (Brabham) and John Rhodes (Ausper T4).

The Eastern Counties Motor Club ran their annual 100-mile race at Snetterton that day and from a rather lean entry Reg Brown (Lotus 22) ran out winner, beating Mike De-Udy, who drove his Jim Russell R.D.S.-entered Lotus 22, and John Fenning (Lotus 20).

(To be continued)



Next, on 24th June, came a race that was to be very important to Lotus later in the year—the Monza Lottery Grand Prix. Held on Le Mans weekend, this race attracted entries from many countries and, needless to say, the major British teams were in attendance. The fact that B.M.C.-engined Formula Junior cars are not suited to flat-out courses was shown up quite clearly (their excellent torque, of course, makes them strong contenders on slow, twisty circuits). Unfortunately, during practice, Bill McCowen crashed his Cooper and received painful burns.

Peter Arundell's works Lotus had no difficulty in winning the first heat at an average speed of 112.81 m.p.h. He was followed at varying distances by Paul Hawkins (Walker Lotus 22), John Love (Tyrrell Cooper), Martin Gould (Lotus 20) and Russell Cowles (Cooper), the rest being at least a lap behind. Alan Rees and Mike Spence renewed their Crystal Palace dice in the second heat, the Team Lotus driver once more coming off best, averaging 113.54 m.p.h. "Geki" (Lotus 22) was third, Tony Maggs (Tyrrell Cooper) fourth, Jean Lucienbonnet (Lotus 22) fifth and Dave Riley (Cooper) sixth.

The final was a Team Lotus benefit, much to the embarrassment of the Italians whose

A BRABHAM IN FULL-FLIGHT. Bob Olthoff pressing on in his B.M.C.-engined Brabham in a Silverstone club meeting. Although not often blessed with the best of luck, Olthoff went very quickly in this car and notched up a few successes.

the Lotus 22s of "Geki" and Lucienbonnet throughout the 50 laps. It was a popular victory for "Geki", the 25-year-old driver from Milan who wisely chose a Lotus 22 for his 1962 season. Hans Küderli was third a lap behind, and Bellasi fourth.

The big teams had travelled to Rheims for the first of three important French Formula Junior races held on successive weekends. It is tragic to report that in the first 10-lap heat, while fighting for the lead, Peter Ryan (Ian Walker Lotus) and Bill Moss (Gemini) touched at the extremely fast curve after the pits straight and left the circuit. Peter Ryan, a likeable 22-year-old American-born Canadian subsequently died from severe internal injuries. Bill Moss, trapped in his car for some time, suffered cuts and bruises. This overshadowed a rare defeat of Peter Arundell, for Frank Gardner's Brabham pipped the works Lotus by 0.03 sec. The Tyrrell Coopers of John Love and Denis Hulme followed some time later. Arundell achieved a record



ENTHUSIASTIC AMERICAN driver Roy Pike was always seen to be on the ragged edge wherever he raced last year—as seen here' at Snetterton. With a little more experience he could develop into a first-rate racing driver.

CORRESPONDENCE

A Worthy Champion

Now that the furore over the World Championship has abated, I feel that a closer scrutiny of the final placings shows that not only is Graham Hill a worthy champion, but, in spite of all that has been written, Jim Clark is lucky even to be in second place. I say this for the following reasons:

(1) If one ignores the ruling of five best results to count (which many people think is far from the fairest system) we see that Bruce McLaren has 32 points to Clark's 30.

(2) On examining the actual results we find that whereas McLaren only won one race, he was never placed lower than fifth and only failed to finish twice. Clark, although he won three races otherwise was never placed higher than fourth and failed to finish four times, being lucky to be placed ninth in the Dutch G.P.

In other words, it depends how much one thinks the World Championship is based on luck and how much on skill, or again whether a driver who finishes third or fourth all the time is worth more than one who sometimes wins and sometimes leads for over half-distance and then blows up. If you think I'm saying that the championship doesn't mean much, you'd be right, but on the other hand having watched Graham Hill try so hard in so many different cars for so long, I still think he deserved the title.

LONDON, N.W.3.

JOHN STANTON.

Wonders of Modern Science

"DRIVE SAFELY ON MILK," read the new posters which many readers, especially Londoners, will have seen on their travels.

As anything to improve safety on these icy roads was considered worthy of investigation, my friends and I have tried to apply this in a hopped-up A35. The cost was not too prohibitive at 5s. 4d. per gallon (8d. per pint), but when trying the fuel the SUs played up terribly. The car would not budge, but a fine brand of butter was produced in the exhaust system, although having a tang of Castrolite. We then switched to fuel injection, the carbs. were replaced by two quart bottles mounted upside down feeding direct. I must protest, through your magazine, as although the car moved, it did so in a series of swift hiccoughs, emitting nasty noises from the exhaust, and far from making driving safer, the fuel has caused us to hit, in a half-hour's driving, five private cars, three buses, seven cyclists, an elephant (pink) and a traffic warden (no cheers please). What's more, the insurance company has gone sour on us (ugh!). Throughout our journey we were attacked by cats whenever we slowed down or stopped.

Rumour has it, that at this year's Motor Show the new B.M.Cow will appear for "do-it-yourself" experts. Taurus Tuning would be most applicable for this model.

After this test I think that I must appeal to readers to stick to the fuels produced by the old faithfuls who have helped the furtherance of "le sport," and foil the new campaign thrust upon us.

WEMBLEY, MIDDLESEX.

JOHN EVANS.

Winter Driving

CONGRATULATIONS on a very worthy comment in your editorial of 11th January on winter driving. I am sure many readers will join me in echoing your observations of drivers in "distress." Several times recently I have seen motorists trying to move their snowed-in cars. Firstly, they seem to imagine that their cars can do miracles and do not even bother to dig enough snow away to allow them to move at all. Then they just go on spinning the wheels, until with the smell of burning rubber becoming strangely apparent, they realize that that is *not* the way to do it!

Courses in snow and ice driving would certainly seem to be a necessity and would provide important and useful knowledge to the driver. The B.S.M. is an obvious source for such schemes. But I would respectfully suggest that a not too technical article, including hints to motorists on how to cope with the various road conditions, useful equipment to carry, and things he should remember about the mechanics of his car under such conditions, would be an extremely valuable aid to the motoring public as a whole.

May I also go so far as to suggest the eminent and witty J.V.B. as possible author of such an article?

LONDON, W.1.

NICHOLAS HUGHES.

THE BRITISH SCHOOL OF MOTORING fully endorses your Editorial of 11th January, 1963, concerning the advisability of specialized instruction on how to drive safely in severe winter conditions. We do, in fact, have a course designed to assist people to understand the problems of winter driving, with facilities for studying the causes and control of skidding on slippery surfaces at our own specially constructed Skid Road at Brands Hatch.

This is, however, an expensive facility to lay down privately and drivers must obviously pay for the service. How many motorists are sufficiently keen or feel they can afford to take advantage of this is a matter for conjecture.

As far as your suggestion that we should provide instructional data and demonstration through the medium of television is concerned, we are only too willing. Possibly more so, however, than some of the television companies. Only recently, a similar suggestion was discussed in conjunction with RoSPA with a TV company. It was turned down on the grounds that it had a commercial flavour!

BRITISH SCHOOL OF MOTORING, LONDON, S.W.3.

TREVOR LYNE,
Public Relations Officer.

Liquid Refreshment

WEDNESDAY here is AUTOSPORT day—and not a great deal of work gets done after the post arrives that morning.

I must congratulate the Technical Editor on another first class road test, that of the Heineken Variomaton, and at the same time pull him up for a glaring error in his calculations.

Surely if a gallon (he *must* mean of Heineken) lasted 28 miles—or worse—a pint sufficed for 3½ miles; then his clutch is surely slipping.

ZULULAND, SOUTH AFRICA.

DR. D. P. DAVIS.

Rally Seasonal Survey

MAY I congratulate you and John Gott on a very fine survey of the 1962 Rally Season.

I was very interested to read his suggestions for a World Rally Championship which he considered should include the East African Safari. This confirms the views held by the organizers of that event in many respects, even in spite of the expense of the trip for would-be contenders.

However, there is one point which I would like to see discussed in your columns by drivers, manufacturers and ordinary sporting motorists and that is: Should such a Championship be reserved for those drivers in Group One (or Groups I and II) which are cars very similar to those bought by the public—or should Group III cars be admitted?

Finally, may I say that the Safari organizers would like to see some of the major European Clubs reciprocate their awards which invite the winners of European Rallies to East Africa.

LONDON, W.1.

ARTHUR BURTON.

Letter from America

MAY I say that it is with great anticipation my husband and I wait for our airmail copy of AUTOSPORT to arrive here each Monday in the hinterlands of Kansas, U.S.A. Several times we have even been amazed to get it on a Saturday! There are several excellent American magazines dealing with racing and sports cars—but they are monthlies, and completely useless for obtaining quick results on the various international races. Reports usually appear in excess of two months after the race has been run!

Upon telephoning the local newspaper and radio station on 30th December, I was informed that the wire services had carried absolutely nothing on the South African G.P. On 31st December three lines stated who the winner was, and the fact that Clark's "motor" had broken was the sum total the wire services ever carried! So, when your readers write to complain of poor T.V. coverage of races held in Britain—I can sympathize, but not *too* much.

The articles written by Bruce McLaren have all been excellent. Not only is his chatty, informal style a pleasure, but the content provides a nice contrast to the necessarily factual and detailed reports carried elsewhere in AUTOSPORT. If he does truly pen his own stories, sans "ghost," he need never fear of starving if driving palls. I'd like to see "From the Cockpit" every week.

Carson's cartoons, too, are a real pleasure. You see yourself, friends and acquaintances accurately portrayed in a most pointed and effective way. And, he can actually draw too—which too few cartoonists can nowadays. Might we hope that possibly 8 ins. by 10 ins. size reproductions might be made available for purchase? As an artist I should say they could easily be reproduced in prints of high quality, since simple pen and ink with no greys to contend with print up very simply with a minimum of trouble and expense, except for getting a really good quality stock to print on.

SALINA, KANSAS, U.S.A.

JEAN C. ADAMS.

Independent Motor Clubs

I MUST strongly disagree with the views expressed by Michael Durnin, Ron Ambrose and D. H. Delamont in the 11th January issue of AUTOSPORT, re the formation of the Association of Independent Motor Clubs. Time does not permit me to answer all the points made by these gentlemen, but I do want to put forward the A.I.M.C. views on the matter.

As everyone knows, there are very many clubs who, because of their membership, their finances, or their beliefs, are not affiliated to the R.A.C. In recent years, these independent clubs have been the subject of abuse from many R.A.C. clubs, and although Pall Mall has not, to my knowledge, encouraged this, it is generally recognized that the R.A.C. have never been very sympathetic to the cause of independent rallying. Last July, the Ministry of Transport announced that they intended to set up a committee to decide the best means of controlling rallies, etc. This committee, the Ministry said, would consist of "interested parties." The non-affiliated clubs throughout the country felt that the Ministry's intentions represented such a big threat to their very existence that the A.I.M.C. was formed.

The independent clubs, it cannot be denied, are "interested parties" and they feel that they have a right to representation on this body. They do, however, want to choose who will represent them, and strongly object to being represented by the R.A.C., a body who have never shown any interest in the non-affiliated clubs. This we wholeheartedly believe, and nothing any person can say or do will make us believe otherwise.

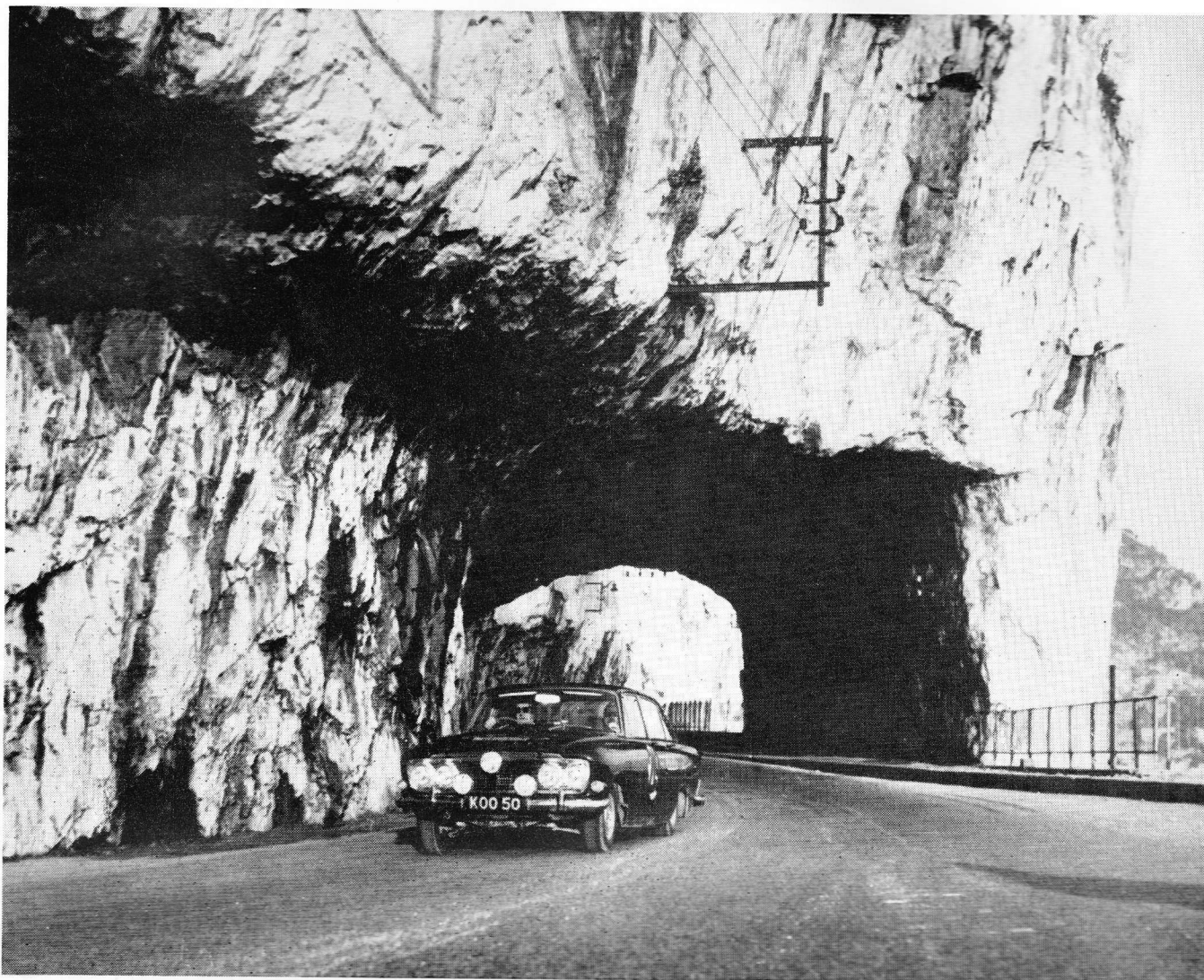
The A.I.M.C. does not intend to stand in the way of progress but we feel we are the only body qualified to give the independent clubs the representation which is their right. A satisfactory solution which is acceptable to all parties can be achieved, and the task will be made much simpler if the R.A.C. do not regard us as a body hostile to any control.

ASSOCIATION OF INDEPENDENT MOTOR CLUBS,

ROBERT SMITH,

12, BOSWELL CRESCENT, LOGAN, CUMNOCK, AYRSHIRE. *Hon. Secretary.*

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



THE MONTE CARLO RALLY

Reports of the Early Stages from our Rally Team

From Bill Henderson
Glasgow

BLYTHSWOOD SQUARE, Glasgow, last Saturday morning, showed the Scottish interest in the Monte Carlo Rally when a large crowd of enthusiasts gathered to give the crews a hearty send-off. Sixty-five crews had elected Glasgow as their 1963 start point, but there were six non-starters, including Phil Walton (Morris), John Wallwork (Volvo) and Donald Bennett (Fairthorpe), leaving 59 crews to battle through 2,460 miles of arctic conditions to Monte Carlo.

In clear, cold weather the first car on the specially erected illuminated ramp at 7 a.m. was the white 3.8 Jaguar saloon of Roy Pinder, who was blasted by the flashes of a horde of photographers until he was flagged off, on A. K. Stevenson's directions, by Alen Wallace, chairman of the Royal Scottish Automobile Club, at 7.03 a.m.

He was followed in quick succession by the Morris of Joe Foster and the first Scottish crew of Andrew McCracken with his son Sandy driving their Anglia.

All went off on time until Edwin Hodson



was flagged off in his Zephyr, but the starter motor just gave a cough and then silence. Out jumped the driver who fiddled with the engine—but not a kick out of it—so mindful of the following cars "A.K." and his start officials pushed the car off the line, so that Charles Glenie/Brian Whitmarsh (Vauxhall) barely had time to get up the ramp before they were waved on their way. However, after a run around the square the Hodson/Gregory Zephyr once more appeared, and this time the engine fired and they roared off into the early morning.

John Spare in his Rapier was well known to Glasgow rally followers, but new to most was the Reliant Sabre, the first of the team

of three starting from Glasgow, being driven by Derrick Astle and Peter Roberts. George Parkes and George Humble looked snug in their red T.V.R.; the large spiked tyre on the roof of the Brett/Heyman Jaguar E would certainly hold the hard-top down, and A. K. Stevenson had a smile at this car's two brand new externally mounted door-mats, no doubt for use as anti-spin devices.

After two recent "recces" over the route, B.M.C. "boys" Logan Morrison and Brian Culheth were keen to do well in their Morris-Cooper, which looked extremely well-prepared, even to headlamp-glass washing jets, while the other B.M.C. crew of Rupert Jones and Philip Morgan looked serious in their M.G. Ninian Sanderson and Peter Bolton, in contrast, were in jovial mood in a Volvo. Two other Scotsmen with a large following to see them off were Bob Crawford and Bill Syer, who were relying on their last year's Morris-Cooper to help them do as well as in the previous Monte.

H. O'Connor-Rorke/Norman Baguley brought to the line the only Triumph TR4 leaving from Glasgow, complete with two

LEFT: Gerry Burgess and Ian Walker (Zephyr) press on over the Nice Corniche from the Monte Carlo start. RIGHT: A blizzard at the Wishaw, Warwickshire, control accompanies Joe Foster (Morris).

rear mounted studded tyres. It looked and sounded impressive. Roger Parker/Frederick Scott, however, probably with a mind on the route conditions just outside Glasgow, set off with a fine yowl from the studded tyres of their Mercedes, as did several other cars, including the Judge/Seward M.G. 1100 and Sydney Allard's Allardette.

Last car from Glasgow was Joseph Lloyd and Anthony Gorst in a Triumph Vitesse, but he was followed by a Reliant Regal three-wheeler on a test run on the arduous conditions following the Monte Carlo Rally route.

Of the different marques, by far the greatest number (23) favoured B.M.C. variants, the rest of the entry being made up of 11 Fords (including two Allardettes), eight Sunbeam Rapiers, four Triumphs, three each of Jaguar, Vauxhall and Reliant Sabre, and single examples of Rover 3-litre, Mercedes and Volvo.

It was surprising how many of the small cars carried a crew of three, but Kenny MacLennan in his Morris-Cooper said that, with the road conditions promising to be really tough, an extra pair of shoulders came in handy. I suppose he will know from bitter experience, coming from the arctic north of Scotland.

From Francis Penn, Wishaw Control.

CONDITIONS, due to a night's rain refreezing on snow at Jedburgh and at Carter Bar, delayed the arrival of the Glasgow starters in the Monte Carlo Rally by about an hour at Wishaw.

The first arrivals at just after 3 p.m. were Dan Margulies ((Mini-Cooper) and Ernest Brett ("E"-type Jaguar). They stated that they had literally "punched" their way through the snow at Carter Bar as it was just too cold to get out and push!

Non-starters from Glasgow included: 129, Phil Walton (Morris); 134, Johnnie Wallwork (Volvo); 138, Don Bennett (Fairthorpe); 169, Maurice Davies (Lotus) and 181, Fred Scott (M.G. 1100).



Casualties in Scotland on the way down were Pat Ozanne/P. Marshall, who were in collision with a lorry at Liberton, their Austin wrecked. Driver and co-driver were removed to hospital at Edinburgh with arm and shoulder injuries. Peter Howarth (Riley) hit a truck, the car being too damaged to continue. John Campbell (Morris) crashed into a telegraph pole and was out. Charles Glennie (Vauxhall), who suffered a most unpleasant drive from Carlisle after his windscreen had shattered, dropped out at Wishaw, on time. Keith Jones (Ford Anglia), who skidded on sheet ice when entering a garage for re-fuelling and demolished a petrol pump en route, arrived at Wishaw on time and continued.

Snow was falling hard at Wishaw as the first of the cars departed, despite a rumour that the cross-Channel boats were off. This was partly true, but it was the Dunkirk boat—which could not dock through ice-floes.

Then came an R.A.C. radio report which confirmed that the Oxford-Banbury



SO EMBARRASSING! On the ramp, under the floodlights and surrounded by cameras—and Edwin Hodson's Zephyr wouldn't start!

road was out, blocked in three places. The Oxford-Aylesbury road was similarly unusable: leaving only the M1, and even that was affected by drifting snow. At the control a large notice was displayed to this effect.

All cars were clear of Wishaw at 7 p.m. and it was still snowing hard as an enormous crowd of spectators set-to to dig themselves out, the entrance road to the Belfray Hotel being covered in ice. One last word—Ninian Sanderson was in the driving seat of Peter Bolton's Volvo as they left—definitely not as per programme!

From Peter Jopp, Monte Carlo.

THIRTY-TWO competitors chose to start the 32nd Monte Carlo Rally from Monte Carlo itself. They set off in perfect conditions—blue skies and brilliant sunshine—before a large and enthusiastic crowd. This idyllic state lasted only 12 hours. By the Montauban control 15 of the competitors had been eliminated.

The Monte Carlo starters included the American Ford Falcon team, José Behra (N.S.U.) and Henry Taylor (Ford Cortina). The latter had a narrow escape whilst practising on the Chamrousse. His car overturned and completed the descent on



PARIS START: The Estager/Hoffmann Renault gets away, trailing smoke from the rear of the car as it accelerates over the pavé.

JOE FOSTER'S Mini, travelling fast on packed snow on the approach to the Col de la Schlucht. Joe was a Glasgow starter.

its roof, toboggan fashion. The car in which Henry Taylor started was therefore rebodied in 24 hours with pieces and spares from the service car.

The local enthusiasm has centred round Robert Neyret (Citroën), Anne Hall and Mary Mackenzie (Ford Falcon) and veteran driver Maurice Gatsonides (Renault).

The first accident occurred only ten kilometres outside Monte Carlo when Jacques Barbier (René Bonnet) collided with a lorry. John Trigg (Zodiac) also left the road and the Rally after Gap.

The eliminations, which included Anne Hall and Cuff Miller (Zodiac), occurred on a particularly icy stretch of road where a steep hill, coupled with competitors changing their tyres, caused a large-scale blockage.

Ian Walker and Gerry Burgess (Zephyr) also left the road on this section and lodged themselves so comfortably in the ditch that they were forced to get out of the windows. At the Lodeve control only 15 of the Monte Carlo starters were still running, and only one of them was unpenalized.



From Michael Durnin, Chambéry.

CONVERGING point for all routes, save that leading from Athens, was at Rheims, and crews came into the cathedral city from 1 a.m. on the Monday. First to arrive was the Lisbon contingent, followed by those

from Paris, Frankfurt, Glasgow, Monte Carlo, Stockholm and Warsaw. Although the night was bitterly cold and the roads were ice-covered, conditions were simple when compared with the icy nightmares which had faced the Frankfurt and Monaco



ABOVE: On the Col de la Schlucht. The Triumph TR4 of Gret-ener/Thuner crosses the summit with snow piled high by the roadside.

★

LEFT: The M.G.B. of Richards/Davies ascends the Col in real Monte conditions.

starters and, to a lesser extent, those from Glasgow, during the first 36 hours. Perhaps the most miserable crew during the night were Claude Twigden and Les Chilvers, who had had the windscreen of their Sprite shattered by a stone thrown up by a spiked tyre before Rennes.

From Rheims, the route led through Chaumont, Belfort, Colmar and over the Col de la Schlucht, to Gerardmer. Between Belfort and Gerardmer, the Ford team suffered a grievous loss when the hot Anglia of Pat Moss and Elma Lewsey had to retire with a big end bearing absent. The other two fancied Fords, those of Henry Taylor and David Seigle-Morris, were still going strong, despite Henry's lost minutes and the fact that David was finding his Group III Anglia's tendency to pour in all the power with a rush at 5,000 r.p.m. something of an embarrassment on the ice. Peter Riley's Zodiac caused him and Tony Nash some hard work when both front tyres punctured simultaneously and, later, near Belfort (and indeed from then onwards), they were having persistent electrical troubles.

Peter Procter/Dave Mabbs were another crew with a job of work on their hands. The Rapier's cylinder-head gasket blew slightly on the Schlucht, and they limped into Gerardmer, where they were last seen busily trying to put things right by tightening down the head studs as far as they would go and pouring raw eggs into the radiator! Robin Richards/Geoff Davies were also in trouble, having gashed the radiator on their MGB, when they hit the Vauxhall of Richard Tilley, who had had to make a panic stop to avoid a non-competitor. Less serious, but perhaps even more incapacitating, was the trouble of Paddy Hopkirk's co-driver, Jack Scott—the Cooper-Mini was going strong and was penalty free, but Jack's trousers had almost completely disintegrated! Repairs required a dozen safety pins, and even then he was in some danger of arrest for indecent exposure!

All the Athens starters ran out of time due to appalling weather in Eastern Europe, and the bulk of the Citroën team were *hors de combat* with them. The fate of the Athens starters—15 of them—is practically unique; not since the rally started in 1911 has an entire contingent been "lost!"

ON SHOW AT OLYMPIA

**New Competition Cars
from Lotus, Cooper,
Lola and Elva, Scheduled
to Appear at the
Fourth Annual
Racing Car Show**

BY MICHAEL KETTLEWELL

SINCE its inception four years ago the annual Racing Car Show has grown in size and importance. This year's show is once more organized by the British Racing and Sports Car Club, has now gained the sponsorship of the *Daily Express*, and is at a new venue. Last year it became abundantly clear that the show was too large for even both Horticultural Halls and it was gratifying to learn that organizer Ian Smith had obtained the use of Olympia's West Hall for this year's occasion.

There are over 60 exhibitors, the central car displays are bigger and better than ever before and there are numerous other attractions for enthusiasts to see.

The B.R.S.C.C. is to erect its miniature Brands Hatch circuit once more—and this year it is fully transistorized: electronic lap scoring and indicating equipment has been added which took over 500 man hours to build. Dare I suggest that this equipment could be put to good use at Brands Hatch itself? Several racing drivers have been invited to compete for the Guards Trophy, which is due to start at 3 p.m. on Wednesday, 30th January. Last year's champion was Graham Hill—perhaps this was an indication of things to come? The winner receives a silver trophy and £100. Several other competitions are to be held on the miniature circuit during the course of the show.

There are three central car displays: Historic Racing Cars, Grand Prix Contenders and Sports Car Parade. Oldest of the Historic section is a 1922 5-litre Delage, this being the car that Nigel Arnold-Forster recently restored and used successfully in races and hill-climbs last year. A 4-litre V12 Sunbeam has been lent by Sir Ralph Millais. This is the car that broke the Land Speed Record in 1925 driven by Henry Segrave. A 1946 4CL Maserati has been lent by J. A. R. Grice, this type of car having been successful in races immediately after the war. T. W. S. Wild has loaned a Type 37 Bugatti and to complete this section it is hoped to include Peter Waller's white E.R.A., R9B, and the Thinwall Special Ferrari. The Thinwall Special is a 1950 4½-litre Grand Prix Ferrari that was bought by Tony Vandervell and raced for several

seasons, incorporating many modifications as time wore on. It contested British *Formule Libre* racing with the V16 B.R.M.s for a while.

The V16 B.R.M. itself is included in the Grand Prix Contenders section. With the current Grand Prix contenders are two more of yesterday: a 1958 2½-litre fuel-injection four-cylinder Vanwall and a 1954 2½-litre fuel-injection eight-cylinder Mercedes-Benz W196. All last year's Grand

Prix cars are scheduled to be at Olympia and they are headed by the Champion Formula 1 car, the all-British V8 Project 56 B.R.M.—a car that will be admired by everyone. Others are a Lotus-Climax 25, a Cooper-Climax, a Brabham-Climax, a Bowmaker-Lola-Climax, a Porsche flat-eight and a Ferrari V6. Now, *this* is the display that both the young and the old will flock to see, and surely none of AUTOSPORT's readers will have any cause for complaint this year! You want to see the engines? Well, both B.R.M. and Coventry Climax V8 power units are on display also.

The Sports Car Parade includes that famous British sports car, the D-type Jaguar. Peter Sutcliffe's still-successful 3.8-litre model is to be on display, this being an ex-Ecurie Ecosse car like all good D-types. J. Richardson has lent an Aston Martin DB3S, Harry Rose one of his fabulous P.V.T. Bentleys—a 4½-litre model—and Phil Scragg has his hill-climbing Lister-Jaguar on show in addition. This car started life as the single-seater Lister

used by Ecurie Ecosse for the 1958 Monza 500 miles race. The chassis of the late Mike Hawthorn's 1936 1½-litre Riley T.T. is also included in this section as is Swiss Charles Vögele's Lotus-Climax 19, representing the modern sports cars, and a Testa Rossa Ferrari lent by Ronnie Hoare. This is probably the ex-Equipe Nationale Belge 1958 model that was tested by AUTOSPORT in September 1960.

Another interesting car on show is the Ford Anglia that broke six International Class G records at Montlhéry last year. It is exhibited at the B.R.S.C.C. Reception Centre.

Stand No. 1 is taken up by the Seventy-Five Motor Club which has the latest rear-engined 1172 Formula cars on show, as is a sectioned 100E Ford engine. The B.A.R.C. stand has, in its corner for Junior Members, a collection of Lesney "Matchbox" models of the 1961 G.P. Ferrari set out by Tony Brooks on a scale model of part of Aintree's Bechers Bend, showing how he would set up the car for the corner.

Of course, Britain's many firms specializing in performance equipment are fully represented. V. W. Derrington's display includes Weber twin-choke carburetters for the Triumph Herald and Spitfire range and the Mini and Morris 1100 models. Interesting is a new four-speed gearbox ideal for rear-engined cars using large American engines.

Alexander has conversions for the B.M.C. A-type, B.M.C. B-type, Triumph Herald, Ford 1500 and Hillman Minx on view in glass cabinets. Also on show is a Turner 1500 sports car and a new Ogle SX1000 Lightweight G.T. As the name suggests, this is a lighter version of the well-known Ogle fitted with a more potent motor (it is bored out to 1,122 c.c.). A beautiful Ogle hard top designed for the M.G.B is shown.

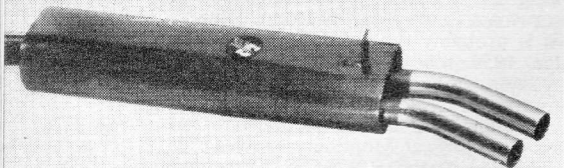
(Continued on page 127)



CARS OF THE CHAMPIONS exhibit at last year's show.

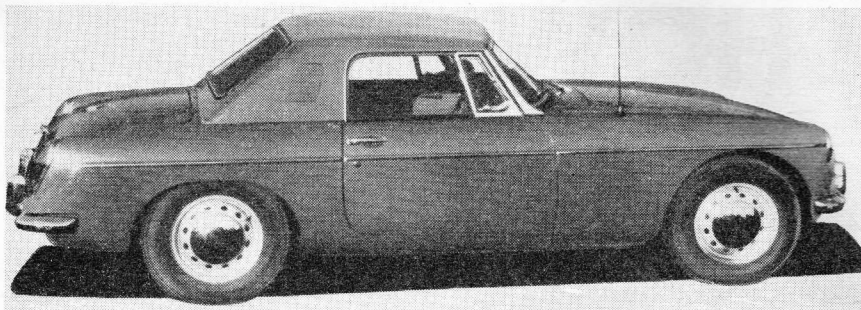
TO BE SEEN AT THE SHOW...

From Accessories to Complete Cars



ACCESSORIES, conversions and bolt-on "goodies" are well represented. This is a Speedwell silencer for the Triumph Vitesse (above).

BEAUTIFUL OGLE hard top for the M.G.B sells at £58 and is on show at the Alexander stand (right).

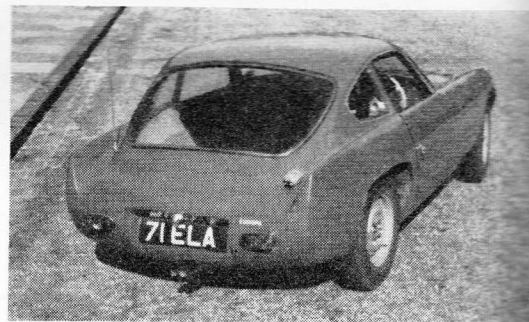


ROCHDALE OLYMPIC. The Phase 2 Rochdale Olympic de Luxe is a well-finished and attractive-looking sports coupé. It makes use of the 72 b.h.p. 1½-litre Ford engine.



MARCOS G.T. A new open version of the Marcos will be at the show, but the very successful "wooden wonder" gull-wing coupé continues, which uses Ford engines.

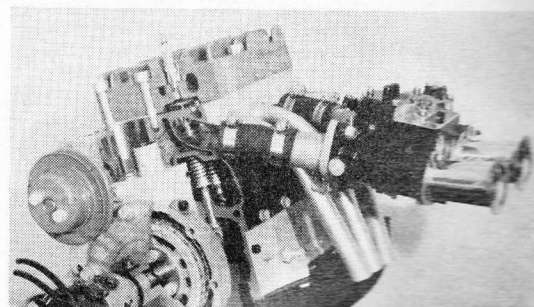
FALCON 515. The new two-seater Falcon 515, which is available in kit form, makes its début at the Racing Car Show. The glassfibre body is bonded to the chassis, providing a one-piece construction of remarkable rigidity. A five-bearing crankshaft 1½-litre Ford engine is used in Stage 1 tune. Disc brakes and wire wheels are standard. The six stages of building the 515 will be shown on the Falcon stand, and they show how the car can be built by practically everyone with elementary mechanical knowledge possessing a simple tool kit.



HERON EUROPA kit car has a glassfibre body and is fitted with a Ford 105E/109E engine. Disc brakes are standard equipment on this car built by Heron Plastics, Ltd. (above).



★
SEVEN-FIFTY MOTOR CLUB stand will include a sectioned Ford 100E engine on their stand (below) as well as the latest in rear-engined 1172 Formula cars.



On Show at Olympia—continued

It is no secret that car manufacturers have approached the G.M. Carburettor Co., Ltd., with regard to redevelopment of production engines for use in competition and the firm's Mangoletti conversions are available for practically every popular car.

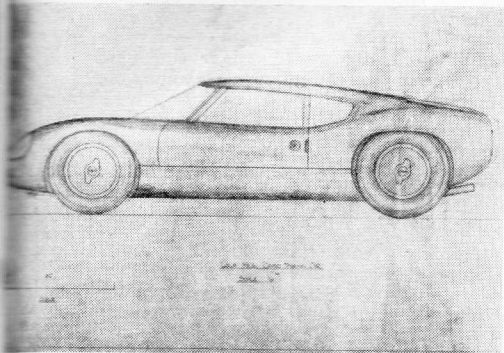
Les Leston's stand is always a main attraction and it is not surprising that his company occupies the largest stand. All Leston's famous racing and rally equipment is on show and products of Laystall, Veedol,



Britover, Minnesota Mining and Manufacturing Co., Snap Exhausts, Douglas Kane (Sealants) and Ferodo are also to be found here.

Motor Books and Accessories is sole distributor for many items on display, including Bendix electric fuel pumps, Iskenderian camshafts and Reggiani Ideale overalls. Karts and Mamba conversions are to be found in addition.

Pippbrook Garages has several conversion kits displayed, amongst them being equipment of Ford and Allard. Three modified cars are to be found on the Speedwell Performance Conversions stand—a Mini-Cooper fitted with an 1,150 c.c.

**LOLA MK. 6 G.T. CAR**

NOW AN established fact, the much-rumoured Lola G.T. car is, to judge from its appearance, strictly a competition car. The steel monocoque chassis carries a glassfibre coupe body of extremely sleek appearance with a hinged tail section to permit access to the luggage space and rear-mounted engine. The roof is reinforced with tubular steel to provide "roll-over" protection. The power unit, mounted within the wheelbase, in conformity with current rear-engined layouts, is a Ford V8 of 4,262 c.c. fitted with downdraught Weber carburetters. A power output of 320-350 b.h.p., depending on the state of tune, is quoted. Transmission is normally through a four-speed gearbox/final drive unit, although a five-speed gearbox is available. Front and rear suspension is by double wishbones, coil springs and telescopic dampers, and front and rear anti-roll bars are fitted. Girling disc brakes are mounted outboard.

engine, a Morris 1100 and a Sprite. Speedwell manufacture a large range of conversions, exhaust systems, suspension equipment, accessories and body parts also.

John Sprinzel offers a range of tuning equipment for B.M.C. A-series cars and sundry items of equipment are to be on display in addition, including the range of "Rallye" seats. Brands Hatch's Motor Racing Shop is operating as a motor racing souvenir, hobby, toy and film shop and B.A.R.C.-Webbair flight enquiries may be made at this stand. Airfix Products' major attraction is a working model layout of a circuit based on Mallory Park and customers at this stand are allowed to have a go for the lap record.

The Grand Prix Box Office is represented and is ready to give full details of its many trips to continental race meetings, and motor racing paintings by Derek Ashley are on sale at this stand. The Ecurie Ecosse Association is present and invites you to become a member.

S.A.H. Accessories is exhibiting its range of equipment for the Triumph TR range and a detachable hardtop is available for the TR4. Westover Engineering and Trading Co. has a display of Westover driving shoes, Romac accessories and Sportavia racing overalls and Downton Engineering, Jack Brabham (Motors), Gerard Racing, Richard Shepherd-Barron and John Mitchell (Honley) are included amongst the many firms exhibiting their wares.

Roland Kerr, Ltd., offers all types of equipment, including Kerr-Roadburner conversions and many, many other items. Time Instrument Manufacturers, Ltd., has its MotoMeter range of instruments on display at the Leston, Derrington and Kerr stands. Britax safety belts are to be shown on the Motoring P.R. Services stand. W. J. Last, Ltd., is showing examples of Elva Courier and T.V.R. Grantura and Fields Engineering is exhibiting accessories for the E-type Jaguar.

If you want to purchase something for yourself, something that will help you to remember the display of Grand Prix contenders, the Motor Prints drawings offered by Brian Roll Productions are on sale at the Chater and Scott stand and are ideal for enhancing the walls of your humble abode. A set of six (depicting 1962 Porsche, Lotus, Lola, B.R.M., Ferrari and Cooper cars) costs £1 15s.

Next season's racing cars are always eagerly anticipated and many are to be shown, some highly secret until the minute the show opens and others not so secret. The Chequered Flag stand has a 1963 Formula Junior Gemini Mk. 4A, an improved version of the 1962 Mk. 4, and Lola is exhibiting its new rear-engined 350 b.h.p., 4,262 c.c. V8 Ford-powered G.T. car, a two-door, two-seat coupé intended for competition use, and a new Formula Junior car for 1963.

An improved version of the Tornado Talisman is to be shown and LawrenceTune Engines, Ltd., in addition to its performance equipment, has its new Deep Sanderson 301 coupé which is already in limited production. Falcon Shells, Ltd., is to show its recently announced Falcon 515 G.T. car, which is powered by a five-bearing-crankshaft 1½-litre Ford engine, and Rochdale Motor Panels exhibits its Phase 2 Rochdale Olympic de Luxe. Marcos Cars, Ltd., are to announce an open version of the Marcos 1000 for the show, while its successful Marcos G.T. is also to be shown. Heron Plastics, Ltd., is to show its Ford-engined Heron, a neat little glassfibre-bodied G.T. car.

**DEEP SANDERSON 301 COUPE**

DEVELOPED from the open sports car which first appeared at last year's show is Chris Lawrence's new toy, the Deep Sanderson 301 Coupé. The prototype shown has aluminium bodywork, but the production car will be in glassfibre. A modified Mini-Cooper engine is mounted ahead of the rear wheels, across the chassis. Suspension is of the "Lawrence-link" independent system all round. The price will be £750 in kit form.



Lotus has some exciting new models: the new monocoque Lotus 27 Formula Junior car, a Series 2 Lotus 23 sports car with a 140 b.h.p. 1.6-litre twin-cam Lotus engine, a Lotus Super Seven 1500 fitted with a five-bearing-crankshaft Cosworth-Ford engine and the Lotus Cortina Super, a Group 2 version of the Lotus-developed Cortina.

Cooper Car Co., Ltd., is to show its new Formula Junior car that features hydro-lastic suspension and Elva is to exhibit its new Mark 7 sports-racing car which is developed from the successful rear-engined Mark 6. It is smaller, lower and lighter and is equipped with either a Coventry Climax or a Cosworth-Ford engine. The latest Formula Junior and sports cars from Merlyn are also promised, while Jack Brabham's 1963 Junior should be seen. Next season's customers will therefore be able to choose their new mount at the show—they are all scheduled to be there!

Don't forget to visit AUTOSPORT's stand. A large selection of books are on sale and, provided they have not been enticed to the bar, members of the Editorial staff should be in attendance most of the time.

The 4th Racing Car Show opens at 10 a.m. today (Friday, 25th January) and runs until Saturday, 2nd February (excluding Sunday), closing at 9 p.m. each day. Admission charges are 4s. for adults and 2s. 6d. for children, except on opening day when they are 10s. and 4s. respectively. See you there.

John Bolster's report of the show will appear in next week's issue.

DRIVING with all the skill and dash that earned for him the World Championship in 1959 and 1960, Jack Brabham had himself a harvest festival with the 2.7-litre Brabham-Climax at the Levin Motor Racing Club's Vic Hudson Memorial International meeting on 12th January.

In the course of the day Jack had three clear-cut wins—in the preliminary heat for the featured international event, the Vic Hudson race itself, and the 8-lap *Formule Libre* sprint. On top of that, in a closely fought contest for lap record honours, he came out eventually on top with a new figure of 51.8 secs. for the rough, tough 1.1-mile circuit.

When finally he brought the Brabham-Climax to a halt after the Vic Hudson race the genial Australian was mobbed by one of the most enthusiastic crowds ever seen at an international race meeting in this country. There is no doubt that Jack has an enormous following in New Zealand.

In every respect it was Brabham's day and the crowd loved every minute of it.

Second and third home in the Vic Hudson race were Tony Maggs, with the 2.7-litre Bowmaker Lola-Climax, and Innes Ireland (2.5-litre Ferguson-Climax). Among those who fell by the wayside in this 30.8-mile dash were John Surtees (2.7-litre Bowmaker Lola-Climax), Bruce McLaren (2.5-litre Cooper-Climax), Jim Palmer (2.7-litre Cooper-Climax), Chris Amon and Angus Hyslop (2.5-litre Cooper-Climaxes) and Tony Shelly (2.5-litre Lotus-Climax).

Brabham cut out the journey in 24 mins. 50.4 secs. to average about 72 m.p.h.

Conditions were cold, wet and miserable for the training session on the Friday preceding the meeting. Nevertheless everyone got down to some solid work and the times turned in were quite respectable although well outside the lap record of 53 secs. which had been set by Shelly with the 2.5 Lotus-Climax at the December meeting.

There was some argument about the qualifying times, but for the favoured drivers the official times posted were: Surtees 56 secs., Ireland 57.8 secs., Maggs 57.4 secs., Brabham 55 secs., McLaren 56 secs., Palmer 59.8 secs., Hyslop 57.4 secs., Amon 59 secs. and Shelly 57.4 secs.

Ireland, who put in more tours in training than anyone else, really tried with the Ferguson, and finally managed to spin it just to prove to himself that it could be done.

Shelly, who had run a bearing in the Grand Prix at Pukekohe the previous Saturday, made a last-minute appearance after an engine rebuild during the week, and Amon, whose Cooper had been suffering from gearbox trouble, was another late-comer.

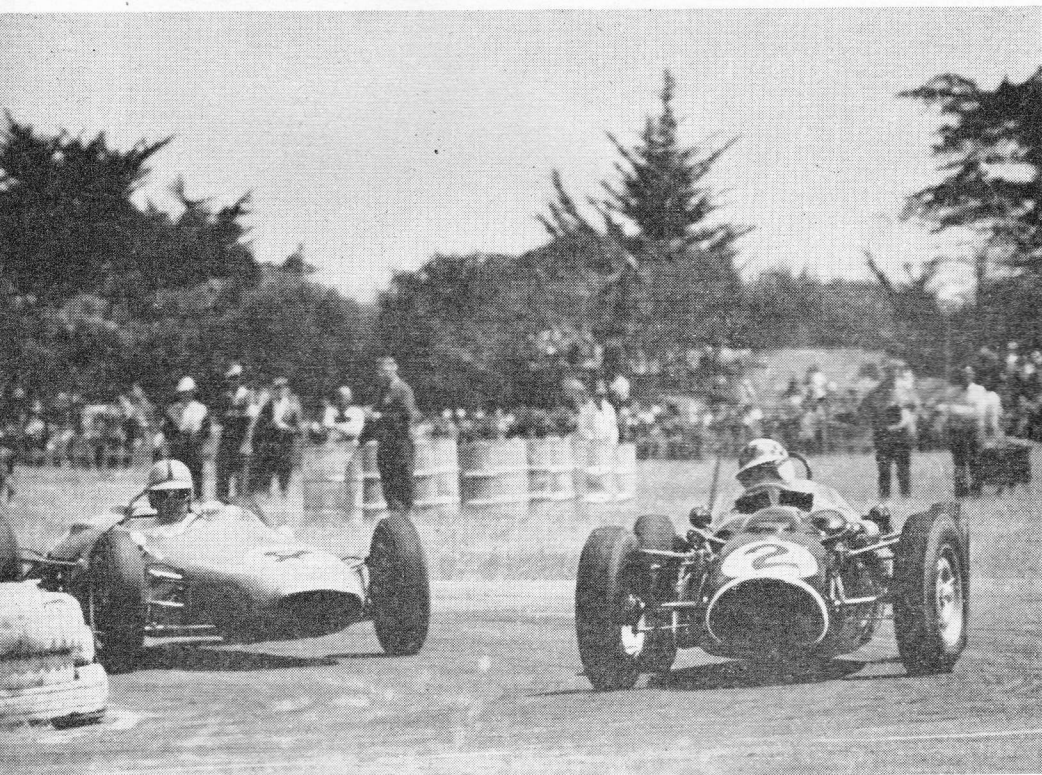
Levin is a fairly small town with limited hotel accommodation and for some people the worst feature of all was that at the end of the day they had to drive as far as Wellington, about 60 miles away, to obtain a hotel bed. The town itself had been booked out months previously.

Race day dawned fine although there was a fairly cool wind and people poured into the circuit from all points of the compass. As is always the case at Levin there was an extremely full and varied programme. In the course of the day there were 18 races, including three for motor-cycles, but everything went off without a hitch and right on schedule.

The preliminary heats, which really have no significance, were run over eight laps. In the first heat the field comprised the New Zealanders mainly with 1,500 c.c. cars. The exception was Palmer with the Parnell Cooper and he looked like being an easy winner. However, that was not to be. After a couple of laps he was out with ignition trouble and that left David Young (1,500 c.c. Cooper-Ford) well out in front. He came home an easy winner in 7 mins. 30.8 secs. Next in line were Ken Sager, the New Zealand hill-climb champion, with a 1,500 c.c. Lotus-Ford and Rex Flowers with a Formula Junior Gemini.

The second heat with all the big boys in it showed promise of being much more interesting and the cash customers were not disappointed. However, when the field lined up neither McLaren nor Shelly were among those present. Just before driving out to the start the clutch in the Cooper packed up and shortly before the heat Shelly

(Continued on page 130)

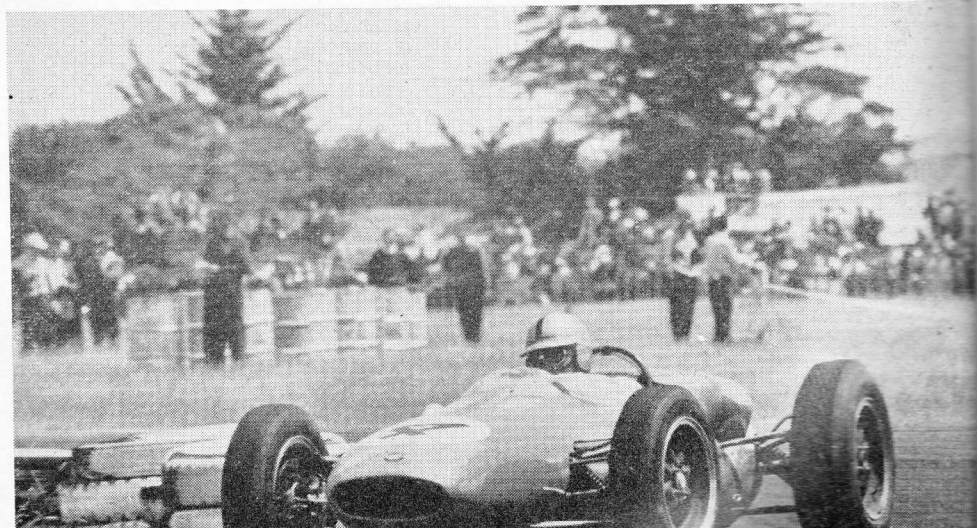


IN the first heat for the feature event the four-wheel-drive of the Ferguson helped Innes Ireland to a short-lived lead that lasted until just after this picture was taken.

A WIN FOR BRABHAM

BY PETER GREENSLADE

Photography by
EUAN SARGINSON



WAY out there in front Jack Brabham brought his 2.7-litre Brabham-Climax home to three conclusive victories at the Levin Motor Racing Club's Vic Hudson Memorial International meeting.

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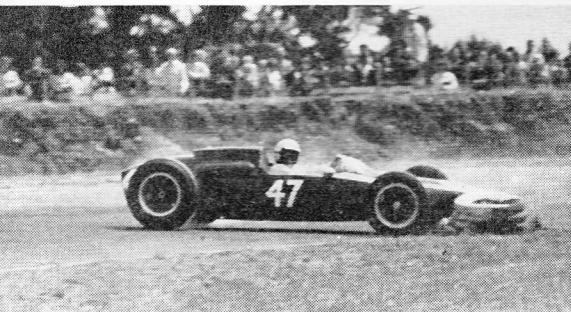


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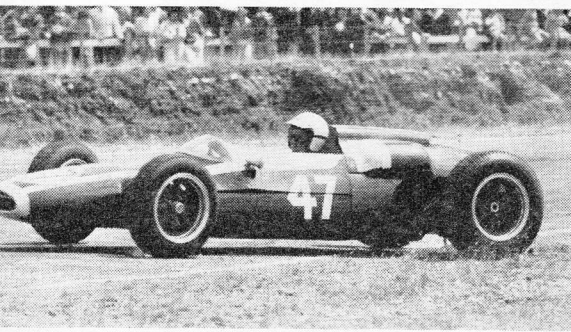
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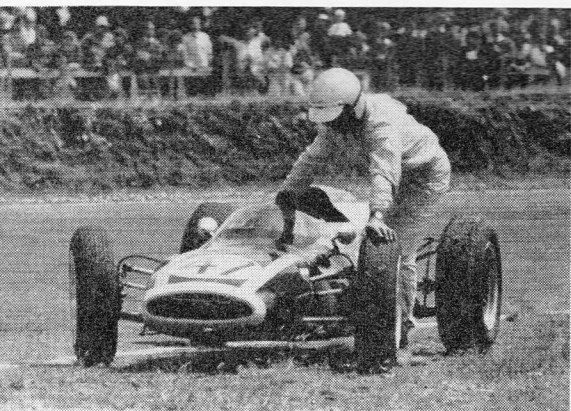
PHOTOGRAPHER Sarginson was too far away to hear what Bruce McLaren was saying at this crucial moment in the Vic Hudson race . . .



BUT judging by the expression on the McLaren face as the Cooper revolved once more it was fairly fruity. . . .



OH, well, I guess I've fixed that good and proper, just look at that right-hand front wheel!



New Zealand—continued

discovered a broken engine mounting in his car.

The traction provided by four driving wheels took Ireland out to the front from the drop of the flag and he remained well and truly in front for the first two laps. Brabham, Surtees and Maggs kept within striking distance with Brabham doing the best of these three. The Australian went to the front and Ireland, who was evidently having gear selection troubles, drifted back. Surtees then had a go at bridging the gap to Brabham and in the process he lowered the lap record to 52.5 secs, and then promptly retired with transmission troubles. Maggs shortly afterwards joined his teammate with a broken half-shaft.

These disappearances left Brabham very much in command of the situation with Ireland holding a tenuous second place from Hyslop and Amon who were fighting tooth and nail. The two New Zealanders took the Ferguson after five laps and set off

after Brabham, but Jack was not having any of that and he proceeded to lower the lap record to 52.1 secs.

Brabham won by the length of the straight with Hyslop and Amon about a car's length apart next in line. Then came Ireland a long way back. Brabham's time for the 8.8 miles was 7 mins. 6.2 secs.

There was some fairly frenzied activity in the pit paddock what with one thing and another. The Ferguson was towed off to a garage in the town for running repairs. McLaren's mechanics Harry Pearce and Wally Willmott had the back end of the Cooper scattered about the place and Reg Parnell was busily directing operations on the Bowmaker cars.

At all events, everyone was patched up in time for the Vic Hudson race and the field formed up with Brabham in the pole position with Hyslop, Amon and Young outside him. In the second row were Ireland, Roly Levis (1,475 c.c. Cooper-Ford) and Bill Thomasen (1,960 c.c. Cooper-Climax). The next row was shared by Sager, Flowers, McLaren and Shelly, and bringing up the rear were Maggs, Surtees and Palmer.

This time Brabham made no bones about it and went to the front from the drop of the flag. However, Ireland was not far behind. The Australian completed the standing lap in 57 secs, and was then followed by Ireland, Hyslop, McLaren, Surtees, Maggs and Amon. It was not Palmer's day. Having barely completed a lap with the big Cooper he drove to the infield and remained there some time before resuming when well and truly out of the contest.

Surtees went out in the second lap and Brabham completed the third in 52.2 secs. with Ireland, McLaren, Amon, Shelly, Hyslop and Maggs next in line.

With five tours completed, McLaren put in a bid for the lead and soon he and Brabham were well clear of the rest of the field which was still headed by Ireland who, once again, appeared to be having trouble swopping the Ferguson cogs.

By the time Brabham had completed 10 tours McLaren was just 5 secs. behind him. Shelly had taken Ireland and the Ferguson driver was followed by Maggs, Amon and Hyslop, who had drifted back a bit. Amon went out with ignition troubles after 14 tours and at that stage Brabham and McLaren had begun lapping the tail-enders.

At this juncture Bruce finally decided that he had had enough of playing second fiddle to his former team-mate and he proceeded to whittle the lap record down to 52 secs., but Brabham was not going to be denied and he replied with 51.8 secs. and whether Bruce became a little perturbed about this only he probably knows. In any event he overdid things at the notorious Cabbage Tree Corner and spun off the course to the detriment of the front suspension of the Cooper. That put him out of the contest.

So once again Jack found himself well out in front. But in the meantime Shelly and Maggs had been mixing it and, with 20 laps completed, the order was Brabham, Maggs, Shelly, with a long gap back to Ireland who was being challenged by

WHY so serious, Mr. Maggs? Maybe Reg Parnell was telling you how you could finish second in the Vic Hudson race as, indeed, you did.



Hyslop. Brabham was now lapping the tail-enders for the second time.

Hyslop retired on his 22nd tour and now most interest centred around the Maggs-Shelly tussle. They were 19 secs. clear of Ireland. On the 25th lap Shelly made a determined effort to take Maggs on the inside of the hairpin and he got the nose of his Lotus in front but his line for the tricky left-hand Pit Corner was all wrong and Shelly lost the Lotus thereby letting Maggs through once more. But to add insult to injury the Lola clipped the nose of the Lotus and more or less removed it as it went by.

Brabham came home easing up well clear of Maggs. Ireland was quite a distance back in third place. Levis and Thomasen were flagged off fourth and fifth respectively, having completed 26 of the 28 laps. Next in line was Sager who had completed 25 laps.

Then, just to round off his day, Brabham went out and won the final *Formule Libre* race from Maggs and Amon in 7 mins. 16.3 secs. for the eight laps.

But if Brabham had a good day so did McLaren. With his fantastic Morris Mini-Cooper he cleaned up three saloon car races and rounded off the day by finishing second in the saloon handicap having worked his way right through the field. But Bruce did not have things all his own way.

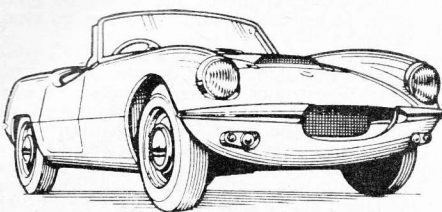
The young Palmerston North saloon conductor Kerry Grant gave him a terrific run for his money with a very hot A40. Each time they met it was a real dice with nothing much more than a hair's breadth between them, and bearded Athol McBeath with the 3.8 Jaguar sitting in close behind waiting to pounce. Grant was narrowly pipped by Bruce, but in the last race McBeath had the solace of a win, although it might have been a little hollow as McLaren started behind him.

Levin Notes

IMEDIATELY after the N.Z.G.P. meeting the 2.7 Coventry Climax engine was whipped out of the McLaren Cooper and replaced with a 2.5 for Levin where too much power can be something of an embarrassment, but the 2.7 will be in again for Wigram on 19th January. . . . Young Jim Palmer has been contracted by Reg Parnell to drive the 2.7 Cooper-Climax for the balance of the New Zealand season and in Australia, but southern promoters are claiming that if Jim does not drive his own 1,500 c.c. Cosworth-Ford-Lotus he will not pick up his starting money. Just what will happen nobody knows so far. . . . There was a lot of talk about introduction of Formula 1 racing in N.Z. and Australia next season, but the possibilities are getting more remote than ever because of the cost of engines and the need for a team of specialists to ensure that they are spot-on for each event. . . . Latest idea is to try to stage a *Formule Libre* World Championship in this part of the world with a bait of £5,000 or so for the champion. . . . So far this is pit, paddock and cocktail party talk, but there might be something in it. . . . Geoff Sykes, formerly assistant secretary B.A.R.C. and now Warwick Farm manager, was at the Grand Prix meeting and admitted he was worried about the future of big-time racing in Australia. Whether he heard this suggestion, I don't know, but it could well be the solution to the problems in this part of the world. . . . Now everyone is wondering if someone will put in the 100 m.p.h. lap in the Lady Wigram International Trophy as, last year, McLaren managed about 99 m.p.h. in training. . . . There is £200 for the man who does it this time, so let's hope for a party.

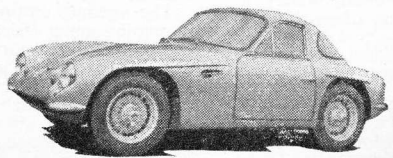
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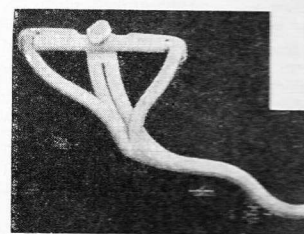
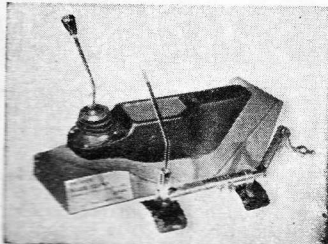


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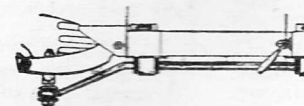
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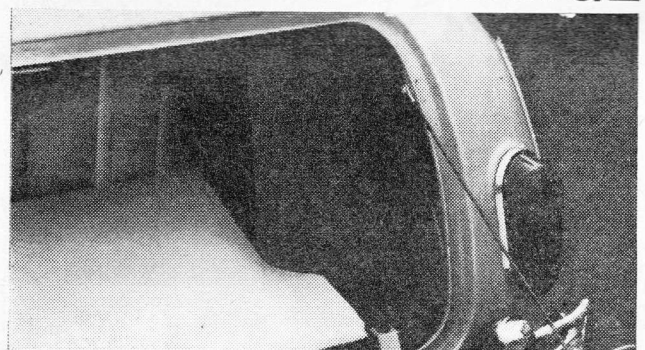
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Club News

By MICHAEL DURRIN

OPENING sprint of the season will be the Surrey S.C.C.'s event at Brands Hatch on 10th February. The meeting starts at 12.30 p.m. . . . On 9th-10th March the Valentine Rally is to be held, run by the Sussex C.C. It is open to members of clubs of the Association of Central Southern Clubs, and entries must be received by Mrs. B. E. Cruttenden, 269, Dyke Road, Hove, Sussex, by 5th February. Clerk of the course, Leo Cruttenden, advises that you hasten your entry as this event is nearly always fully subscribed. The Valentine Rally is a qualifying event for the Drivers and Navigators Championship of the Association of Central Southern Motor Clubs, and there seems to be a good few trophies, too! . . . On 3rd March the Renault O.C. are holding a film show and social evening at the Stanhope Arms, Gloucester Road, London, S.W.7, commencing at 7 p.m. All Renault owners are welcome. . . . The B.A.R.C. are currently giving Midnight Matinee Film Shows at the Curzon Cinema, Curzon Street, Mayfair, London, W.1. Three are being held on 25th January (today), 30th January and 1st February. After that the show makes its rounds of the provinces: Leicester (Cameo Cinema, 4th February), Worcester (Northwick Cinema, 5th February), Blackwood, in South Wales (Maxime Cinema, 6th February), Winchester (Theatre Royal, 7th February), Guildford (Astor Cinema, 9th February), Bath (Little Theatre, 11th February), Eastbourne (Picture-drome, 15th February) and Leeds (Tower Cinema, Briggate, 16th February). Films include sections of the Shell History of Motor Racing "The Titans", the Triumph Film of the 1962 Alpine Rally and the Rootes film "Rally Grand Prix" which shows scenes from the races that concluded last year's Monte Carlo Rally. Tickets for these shows, which start at 11.15 p.m. in London and 10.45 p.m. or 11 p.m. in the provinces are available from the B.A.R.C., 55 Park Lane, London, W.1. Prices are 7s. 6d. each for the London shows and 5s. each for the provinces. . . . The V.T. Fellows Production Car Trial, a national event once more sponsored by Carlsberg, is to be run by the Shenstone and D.C.C. on 3rd March and is a qualifying event for the B.T.R.D.A. Star Championship. The entries are divided into classes depending on front or rear engines, open or closed bodies and wheel diameters. Each of the classes will set its own "index of performance" during the event, and the results arise from a comparison of the efforts of each driver against the index for his class. Up to 100 entries will be accepted by the secretary of the meeting, Mr. F. Finne-more, 3 High Street, Sutton Coldfield, Warwickshire, up until 18th February. . . . The Four Ways C.C. announce their second Filldyke Rally to be held on 16th-17th February, a restricted event qualifying for the A.E.M.C. Rally Championship. The rally is open to members of the following clubs: Chelmsford M.C., Harlow and D.M.C., Gaynes C.C., London M.C., North London E.C.C., Romford E.C.C., Sevenoaks C.C., Thames Estuary A.C. and West Essex C.C. Special stages are included, one or even more of them being over private roads at an average speed of 50 m.p.h. . . . Entries must be received by 27th January for the Seven-Fifty M.C.'s Walsingham Trial on 3rd February. This unique event is being held as usual at Brands Hatch, and the start from the Paddock will be at 10.30 a.m. This event has great spectator appeal and is very lighthearted, with all types of Austin 7s thrashing their way through the mud. There are classes for all Austin 7s, as well as 1172 trials cars, and other cars of not more than 1,500 c.c. Secretary of the event is Bill Butler, 1 Hawkhurst Way, West Wickham, Kent. . . . 10th February sees the second of the Seven-Fifty M.C.'s South Downs Trials, which takes place at Brookhead Common, Bordon, Hants, on W.D. land. Classes as for the Walsingham. The Secretary of this event is S. C. March,

39 South East Road, Scholing, Southampton. Entries close 4th February. . . . There will be a National Rally of Austin 7s (pre-1939) at Beaulieu on Sunday, 7th July. Secretary of this event is Michael Ware, Studio 750, 46 Surbiton Road, Kingston-upon-Thames, Surrey.

R.A.C. CLUBS CONFERENCE

THE problem of rallies and the public will no doubt be the main topic at the next Conference of the R.A.C. Recognized Clubs, the date for which has been set at Friday, 15th March. The conference will give the recognized clubs a chance to express their views on the proper relationship between organized motor sport and the independents—or "pirates". If, because of the Minister of Transport's law which would allow him to make regulations to control rallies on the highway, everyone has to come under official control it will no longer be feasible for anyone to proceed without a proper attitude of responsibility. In the past the onus of the regulations imposed by the R.A.C. compared with the freedom of action for non-recognized clubs has made a sharp contrast, which is one thing that will have to be eliminated by any form of official control.

AUSTIN SPORTS REGISTER

THE Seven-Fifty Motor Club has launched a register to be known as the Austin Sports Register which is to be operated along the lines of a Group. Its aim is to further the preservation and promote the public appearance of the Austin 750 c.c. sports car range of pre-1939 cars, unsupercharged or supercharged, including in particular the Ulster, Speedy, Nippy, Grasshopper, Boyd Carpenter and Gordon England, and single-seater racing cars of the same era are also to be included.

A detailed Register of Information is to be maintained and there is to be a control on the standard of originality. Specials will only be considered if they were built before 1940. A spares service is also to be established.

Initially, social runs or rallies, pride of ownership displays, parades and driving tests will be organized, while speed events, including races, are to be undertaken when it is felt that the cars will be certain of putting on a good show.

Secretary of the Austin Sports Register is John Miles, Mermaid Theatre, Puddle Dock, Blackfriars, London, E.C.4.

ULSTER A.C.

NIGHT OWLS' RALLY

IN a temperature of 10 degrees of frost 25 cars assembled at the start at Meghaberry Airfield, 12 miles from Belfast, at 8 p.m. on Friday night for the Night Owls' Rally, and before the finish those still in the running had covered 250 miles in conditions which varied continually from black ice and hard packed snow to snow drifts.

Many were the excursions from the road, the only serious incident being when Colin Andrews (Austin Mini) crashed through a hedge and landed on the roof.

The route covered South West Down into Armagh to a control just outside Armagh city. There followed a 30-mile Tulip section, which took competitors into County Tyrone and the next control near Dungannon, which was followed by a timed hill climb in almost impossible conditions. After a supper stop at Omagh those still running started the second section at 1 a.m. on Saturday morning, which took them into and over the Sperrin mountains in atrocious conditions, and there was no ease up until they reached the finish at the Drumshill House Hotel outside Armagh, where the remnants of the rally totalling 12 cars clocked in just after 6 a.m. W.J.K.

Results

1, J. R. McSpadden (VW), 63.0 marks lost; 2, C. Molyneux (Austin-Cooper), 68.6; 3, R. J. McCartney (Morris-Cooper), 71.0. Saloon Cars up to 1,000 c.c.: 1, C. Molyneux (Austin-Cooper), 68.6; 2, R. J. McCartney (Morris-Cooper), 71.0; 3, V. Stanfield (Austin-Mini), 74.2. 1,000-1,300 c.c.: 1, J. R. McSpadden (VW), 63.0; 2, R. D. J. McBurney (VW), 80.0. Over 1,300 c.c.: 1, E. A. Lucas (Vauxhall), 98.4.

KILMARNOCK C.C.

HANGOVER RALLY

WITH the thaw earlier in the week and the fact that Ayrshire was not a badly hit county, most of the competitors in the Kilmarnock Car Club's Hangover Rally on Sunday, 6th January, were not prepared for the kind of roads they encountered. Thirty-five competitors lined up for the start at Loudoun Kirk but by the finish, 60 miles later, 12 had retired and there were no clean sheets.

The first section alone saw the end of a good few clean route sheets mainly because the route instructions were ambiguous. To start with, the first eight ball and arrow instructions included white roads while the last seven ignored some white roads but counted others. This caused a great deal of wrong-slotting and confusion and among those penalized were Lindsay Kerr and Jim Bryden (Sprite), dropping one code and 15 mins. Jim Martin and G. Lees (Mini) dropping 5 mins. and Bill Porter and W. Jones (M.G.1100) dropping 5 mins.

The second section saw the end of the remaining clean sheets. The route took the competitors in a loop round Loudoun Hill but the roads were really treacherous. The sight of cars being bounced up the road, trial-style, was too much for some of the competitors. Others tried the route in the wrong direction looking for a code-word but were greeted with a manned check and a wrong-direction penalty. Later on in the same section the early competitors were baulked by a snow plough. With all this it is hardly surprising that no one managed the section on time. The best performance was put up by Tom Paton (Morris Cooper) who dropped only 4 mins.

Section three was a reverse route card but an improvement in the road conditions made the going easier, although competitors still found the 30 m.p.h. average difficult to maintain—among them Arthur Stubbs and Alistair Cameron (Vauxhall) who dropped 4 mins. and John Martin (Mini) who dropped 6 mins.

The final sections saw little marks being lost, except by the competitors who were bordering on 30 mins. lateness and cutting the route to save time. ROD. MACADAM.

Results

1, T. Paton/B. C. Coyle (Morris Cooper), 40; 2, K. Livingston/A. R. Munn (Sprite), 50; 3, D. C. Black R. Finlay (Dauphine), 70. Class Winners: D. C. Black R. Finlay (Dauphine), 70; A. Stubbs/A. D. Cameron (Vauxhall), 110; K. Livingston/A. R. Munn (Sprite), 50.

Coming Attractions

- 25th January-2nd February. Racing Car Show, Olympia.
- 26th January. Teretonga International Trophy, Invercargill, New Zealand (F.L.).
- 26th-27th January. Sutton and Cheam M.C. Tempest Rally. Starts Parkside Service Station, Addington, South London.
- 27th January. Leicestershire C.C. John Bull Trophy Sporting Trial. Seven-Fifty M.C. (Tunbridge Wells Centre) "Ten Bob Trial." Starts Isenhurst Manor, Cross-in-Hand, near Heathfield, Sussex, at 10.30 a.m.
- Nalgo M.C. Rally. Starts Tottenham Lido car park, Lordship Lane, London, N.17, at 9.30 a.m.
- 27th-28th January. Catalina Park, Australia (T.). 2nd-3rd February. Airedale and Penning M.C.C. Snowdrop Rally. Starts Appleyard of Bradford Ltd., Canal Road, Bradford, Yorks, at 10.30 p.m.
- Forces M.C. (Kent and Sussex Group) Jack Frost Rally. Starts The Gate Inn, Dunkirk, Canterbury, Kent, at 11 p.m.
- Thames Estuary A.C. National Cats' Eyes Rally. Starts Botwood's Garage, Risbeygate Street, Bury St. Edmunds, Suffolk, at 10 p.m.
- Highland C. and M.C.C. Rally. Starts Mackay's Garage, Inverness, Scotland, at 10 p.m.
- 3rd February. Hagley and D.L.C.C. Clee Hill Trial. Starts Norton Manor Country Club, Norton, near Presteigne, Radnor, at 10.30 a.m.
- Seven-Fifty M.C. Walsingham Trial. Starts Paddock of Brands Hatch, near Farningham, Kent, at 10.30 a.m.
- 8th-10th February. Canadian Winter Rally. 10th February. Australian Grand Prix, Warwick Farm, Australia (F.L.).
- 17th February. Lakeside, Australia (F.L.).

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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ABARTH 1000 BIALBERO engine, £480.
 Both perfect condition.
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(Continued overleaf)



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Classified Advertisements—continued

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(Continued overleaf)



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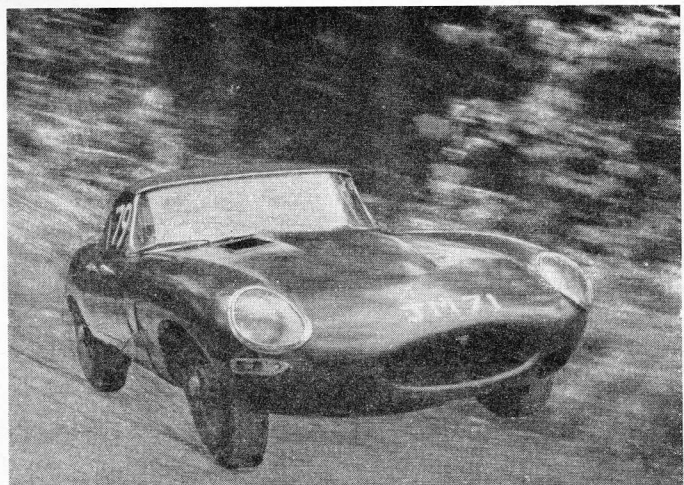
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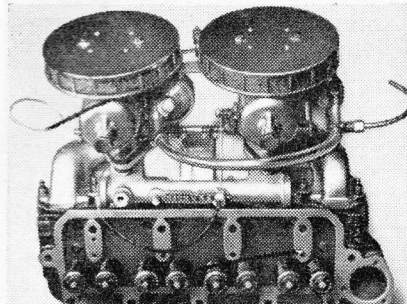
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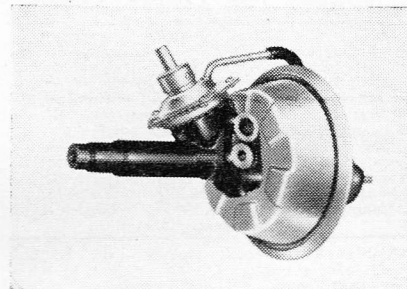
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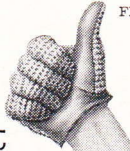
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