

PROFILE: TREVOR TAYLOR

AUTOSPORT

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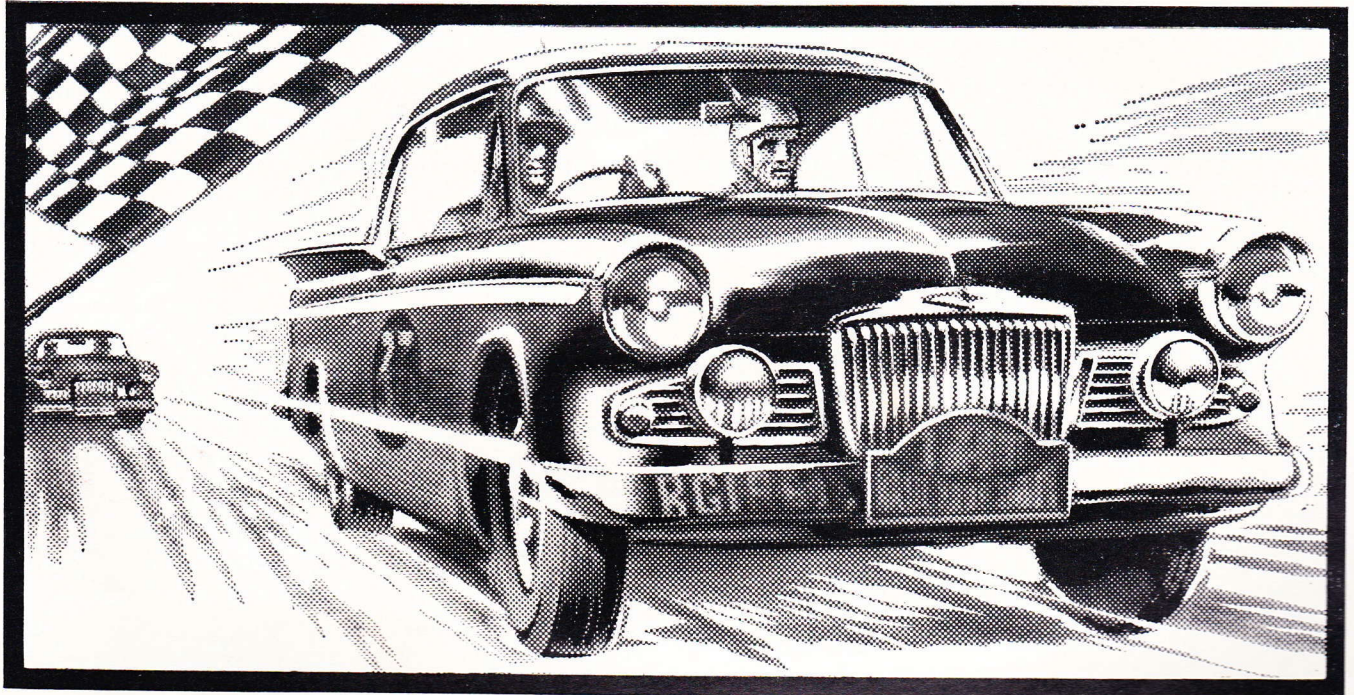
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

CHRISTMAS ROAD TEST—THE HEINEKEN VARIOMATON : TRACK TEST OF THE LOTUS 23
RACING IN AUSTRALIA : BRANDS HATCH PREVIEW : CAMERA COMPETITION RESULTS



SUNBEAM the cars with winning ways

Luxurious comfort, smoothness and quietness unequalled in their class: sports performance and reliability proved by consistent successes in major races and rallies. That's what you buy with a Sunbeam Rapier and Sunbeam Alpine. Important successes during 1962 include: **MONTE CARLO RALLY** Manufacturers' Team Prize (Charles Faroux Trophy) (Rapier). L'Equipe Team Award, 1st and 2nd, 1,300-1,600 c.c. Series Production Touring Cars ■ **CIRCUIT OF IRELAND INTERNATIONAL RALLY** Outright winner (Rapier) ■ **CENTRAL AMERICAN-MEXICO RALLY** 1st, 1,150-1,600 c.c. Grand Touring Class (Alpine) ■ **INTERNATIONAL TROPHY RACE SILVERSTONE (U.K.)** 1st, 2nd, 3rd, 4th, 1,000-2,000 c.c. International Production Touring Cars (Rapier) ■ **TUCSON (ARIZONA) SPORTS CAR RACE, U.S.A.** 1st, 2nd, 3rd (Alpine) ■ **SPA GRAND PRIX MEETING, BELGIUM** 1st, 2nd, 3rd, 1,000-2,000 c.c. Improved Touring Cars (Rapier). Also fastest lap at 97.24 m.p.h. ■ **INTERNATIONAL GREEK ACROPOLIS RALLY, ATHENS** 1st, 2nd, 1,300-1,600 c.c. Standard Production Cars (Rapier) ■ **BRITISH AUTOMOBILE RACING CLUB'S MEETING, CRYSTAL PALACE (LONDON)** 1st, 1,001-3,000 c.c. Saloon Car Race (Rapier). Class lap record, 60.69 m.p.h. ■ **SCOTTISH INTERNATIONAL RALLY** Outright winner (Rapier) ■ **OULTON PARK GOLD CUP MEETING** 1st, 2nd, 3rd, 1,001-2,000 c.c. (Rapier), 5th overall. Class lap record, 75.39 m.p.h. ■ **BRITISH RACING AND SPORTS CAR CLUBS' 1962 SALOON CAR CHAMPIONSHIP** 2nd overall, 1st and 2nd in 1,001-2,000 c.c. ■ **SIX-HOUR RACE, BRANDS HATCH** 4th overall (Rapier). 4th, Index of Price Handicap. 1st, 2nd in 1,301-1,600 c.c. ■ **AUTOMOBILE TOUR DE FRANCE** 1st, 2nd, 3rd, 1,301-1,600 c.c. (Rapier). Coupe des Dames, Ladies Handicap Prize. Also 2nd, Manufacturers' Team Prize ■ **RAC INTERNATIONAL RALLY** 1st and 2nd, 1,001-1,600 c.c. Also 4th overall (Rapier)



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Vol. 25 No. 25

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EDITORIAL

COVENTRY CLIMAX—A GRATIFYING DECISION

NEWS that Coventry Climax has agreed to continue to support Grand Prix racing will bring sighs of relief in many quarters. When the decision to abandon the manufacture of racing engines was delivered during the Earls Court motor show, it seemed incredible that the Motor Industry could accept this, and do nothing about assisting Mr. Leonard Lee and his company. Now it appears that certain powerful interests are fully alive to the necessity of maintaining a supply of competitive engines to constructors who have done such a tremendous amount to raise the prestige of British automobile engineering to the highest peak it has ever attained. B.R.M., indirectly supported by the giant Rubery Owen group, is sufficiently self-contained to carry on a programme of Grand Prix racing, and has apparently reached and passed the crisis which threatened its existence when Sir Alfred Owen uttered what was tantamount to an ultimatum. Undoubtedly Mr. Leonard Lee's original decision was prompted by the belief that, by and large, the British motor industry was taking full advantage of the sweeping successes obtained by Formula cars from this country without making any effort to acknowledge one of the main sources of these successes. It is also more than coincidental that leading manufacturers should suddenly discover that overseas markets are very much affected by motor racing prestige, at a time when the Ford Motor and General Motors corporations of U.S.A. are on the brink of entering competitions. It is also realized that FIAT of Turin is aware of the impact of motor racing in relation to the sales of passenger cars, and that Enzo Ferrari is being encouraged in an attempt to bring back the prestige of the red cars in the *grandes epreuves*. Nevertheless, the fact that Coventry Climax has agreed to supply engines to Lotus, Cooper, Brabham and one or two selected non-factory entrants has come at a time when the outlook for Formula One racing for 1963 looked very bleak indeed. With the prospect of B.R.M. and Ferrari forming the main factory support for next year, promoters were exceedingly worried as to the quality of the rest of the fields, for it was quite obvious that the long-stroke V8 Coventry Climax, in its 1962 form, would be outclassed by the latest products from Bourne and Maranello. A re-designed V8 from Coventry Climax, with a shorter stroke, and possibly fuel injection equipment, is a different story altogether—particularly as this new conception has already passed the prototype stage, and will be available far sooner than was generally anticipated. It was unthinkable that the engineering ability of Wally Hassan, Peter Windsor-Smith and the remainder of the brilliant Coventry Climax team should be permitted to come to a standstill insofar as Formula One racing is concerned.

OUR COVER PICTURE

SEASONABLE WEATHER? It may or may not be a white Christmas, but we felt that, as this is our Christmas number, we ought to have some kind of Yuletide scene on the cover. In the car are Frank and Betty Lewis, in the course of that famous Kitching Trophy Trial.

Champions choose **CASTROL**

EUROPEAN LADIES' RALLY CHAMPIONSHIP

won 6 years out of 7 on Castrol

1962 CHAMPION—PAT MOSS (B.M.C.)

with Co-drivers Pauline Mayman & Ann Riley



Follow the experts—always ask for **CASTROL** by name



PIT & PADDOCK

SIROCCO-POWELL

A NEW American-backed Grand Prix car will soon be making its first appearance. The car is of a tubular chassis construction and will be powered by a B.R.M. V8 engine. For testing purposes a four-cylinder engine will be used until the V8 is delivered. The gearbox is a Colotti five-speed, but the new six-speed B.R.M. box may be used next season.

The man backing the project is a young American, Hugh Powell, who last year purchased the Emeryson concern. Tony Settember, who drove an Emeryson for Powell this last season, will be the No. 1 driver in the Sirocco-Powell team. A second driver has yet to be signed. The team's head mechanic will be Aidan Jones.

COVENTRY CLIMAX TO RESUME GRAND PRIX RACING

COVENTRY CLIMAX ENGINES, LTD., is to resume the manufacture and development of Formula One engines for Grand Prix motor racing. In a statement issued on 14th December Mr. Leonard P. Lee, Chairman and Managing Director of Coventry Climax Engines, said:

"Following my statement on 17th October that my company intended to stop the manufacture and development of Formula One racing engines, I was invited to discuss this decision with some of the leading members of the British motor industry. At this meeting it was emphasised what great importance they attach to Grand Prix motor racing as a testing ground for new motor engineering developments.

"It was proposed that the motor industry would increase its financial support to a limited number of Formula One racing car constructors so that they, in turn, could contribute, at least in part, to our development expenses.

"Recognising the importance of the facts presented to me for the reconsideration of our decision we have agreed to produce a limited number of Grand Prix engines next year. These will incorporate the lessons we have learnt during the present season in which so far we have won four out of the eight Formula One events which count for the World Championship."

In the five years in which the company's engines have been used in Grand Prix racing, 22 races have been won, and Jack Brabham in his Cooper-Climax won the World Championship of Drivers, and the Cooper Car Co., Ltd., the World Manufacturers' Championship.

In 1958 a British car won the Monaco Grand Prix for the first time. This car, and every car that has won since that date at Monaco, was fitted with a Coventry Climax engine.

NEW SPIKED TYRES FOR MONTE

It is now probable that spiked Dunlop Duraband tyres, so widely and successfully used in the Monte Carlo Rally for the last three years, will be largely abandoned this year in favour of spiked SP tyres. The SP is a Dunlop radial-ply braced-tread tyre in which the steel bracing of the Duraband is replaced by textile material. It was announced only recently that this tyre was to be made available for general sale.

The change comes about chiefly through the demand from experienced rally drivers.



WELL, NOW! A beautiful girl, sitting on a handsome car—the Tornado Talisman—reading a copy of "Autosport". Which would you like for Christmas?

SOUTH AFRICAN GRAND PRIX

THE full entry list for the 9th South African Grand Prix, to be held at the East London circuit on 29th December, was recently given by the organizers of the 82-lap, 200-mile race.

A total of 21 drivers have been accepted, but out of these only 18 will be permitted to start. Of the 21, 15 have been nominated as definite starters—no qualification of any kind has been attached to their entries. The remaining six drivers will have to qualify for the three positions on the starting grid—in addition, they will also have to return lap times of 1 min. 37 secs. or better before they will be considered. However, the organizers have reserved the right to waive this latter qualification at their discretion.

It is surprising that, after rumours to the contrary, Ernie Pieterse, the South African Champion, has not bought a V8 Lotus and he will be conducting his familiar ex-Jim Clark Lotus 21 "4". Syd van der Vyver, the 1961 Champion, also despite rumours about him non-starting because of starting-money quibbles, has equipped himself with a V8 Lotus-Climax. Doug Serrurier, a well-known driver/constructor, has also entered his L.D.S.-Alfa Romeo. Another late entry, also an Alfa Romeo-powered car, is the new Rhodesian Champion, Mike Harris (Cooper).

The complete entry list is as follows:

- Lotus-Climax 25 V8: Jim Clark, Trevor Taylor.
- B.R.M. V8: Graham Hill, Richie Ginther, Bruce Johnstone.
- Bowmaker-Lola-Climax V8: John Surtees, Roy Salvadori.
- Cooper-Climax V8: Bruce McLaren, Tony Maggs.
- U.D.T.-Laystall Lotus-Climax 24 V8: Innes Ireland.
- R. R. C. Walker Lotus-Climax 24 V8: Gary Hocking.
- Lotus-Climax 21 "4": Ernie Pieterse, Neville Lederle.*
- Porsche "4": Carel Godin de Beaufort.
- Emeryson V8: Tony Settember.
- Lotus-Climax 24 V8: Syd van der Vyver.*
- Lotus-Climax 18 "4": Sam Tingle.*
- Cooper-Climax "4": John Love.*
- L.D.S.-Alfa Romeo: Doug Serrurier.*
- Cooper-Alfa Romeo: Mike Harris.*

* Denotes must qualify for grid position.

"FUBAR" BANNED

ROGER PENSKE's controversial central-seat, Formula-1-based Cooper-Climax Special sports car, described in our 30th November issue, has been banned from appearing in International American meetings by the Automobile Competition Committee for the United States (ACCUS), the American representative of the F.I.A. The Cooper, called the Zerex-Duralite Special, was dubbed the "FUBAR" by several European drivers (Fouled Up Beyond All Recognition) and it won at Riverside, Laguna Seca and Puerto Rico.

Another American car received the same treatment. This was the Genie, a light-weight car on the lines of the Lotus 23 and Elva Mk. 6, which reportedly did not have its seats "on either side of the centre-line."

ST. STEPHEN'S GARAGE, 46 Droitwich Road, Worcester, have been appointed agents of Turner cars and Shorrock superchargers for Worcestershire and Herefordshire.

H. REUBEN HARVEYSON, one of the founders and at present secretary of the T.T. Riders, Association, is to succeed the late Graham Walker as Motor Cycle Curator of the Montagu Motor Museum at Beaulieu. He is also to be Chairman of the Motor Cycle Advisory Board.



THE 500,000 B.M.C. Mini—a Mini-Cooper—came off the production line at the British Motor Corporation's Longbridge Works recently.

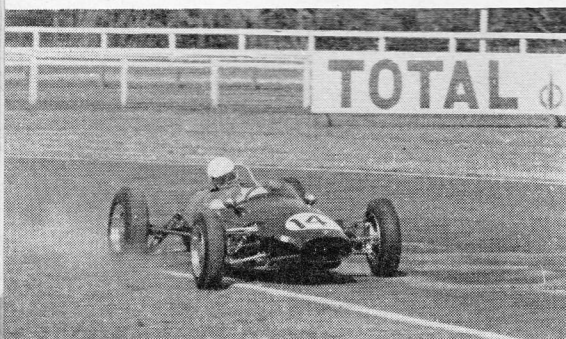
The Editor and
Staff of
AUTOSPORT
take this seasonal
opportunity of
wishing all readers
and contributors
a Merry Christmas
and a Happy and
Prosperous New Year



MINIS. Yes, there are plenty of Minis in Australia, too. Two Mini-Coopers lead a flock of 850 Minis at the recent Warwick Farm meeting.

News and Notes from Australia

THE most remarkable feature of recent Australian race meetings has been the success of locally constructed single-seaters against the best the British factories can produce. A number of promising cars have been developed over the past 12 months, but these have generally been under-powered when pitted against the Cosworth-powered Lotus Juniors. A step in the right direction was taken earlier this year when the Adelaide based Elfin factory imported several Cosworth 105E and 109E engines for their cars. Meanwhile Sydney's Lynx works was fielding a B.M.C.-engined car, which has had its engine gradually developed until, at last, it has become really competitive.



FRANK MATCH in the Australian Elfin-Ford on his way to winning an event at Warwick Farm with a 1½-litre engine.

At the recent Hordern Trophy meeting at Warwick Farm the local cars came to the fore as they never had previously. In the second event of the day Kevin Bartlett brought his Lynx-B.M.C. home first, beating three Lotus 20s (and, incidentally, Arnold Glass's magnificent 250F Maserati, having its first outing for a couple of years). In the next race Frank Match, Sydney Elfin agent, easily defeated a field of cars ranging from an E-type Jaguar to several Lotus Super Sevens. Match drove an Elfin Clubman, a car which very closely resembles the Super Seven. Match crossed the line third in the Hordern Trophy race, driving a 1,500 c.c. Elfin-Ford. He was penalised a minute for spinning, however, and dropped back to fourth behind promis-

ing young New Zealander, Chris Amon, who drove a 2.5 Cooper-Climax. Indeed, 2.5 Coopers were the only cars to finish ahead of Match and the flying Elfin. An interesting car to finish fifth was Arnold Glass's B.R.M. (1960 vintage), which is now fitted with the Buick engine from Lance Reventlow's rear-engined Scarab. It sounds fantastic, and appears to be more reliable than it was with the original B.R.M. unit.

A few weeks after the Warwick Farm meeting was the Australian Formula Junior Championship at Catalina Park, Katoomba, about 50 miles from Sydney. The entry list consisted mainly of Lotus 20s, Lotus agent Leo Geoghegan's new 22, the original M.R.D., Gavin Youl in the latest Brabham, and Frank Match in the Formula Junior Elfin. The race began as a battle between Match and Youl, with Geoghegan content to sit back and watch. Match really turned it on, though, and built up a commanding lead, breaking the lap record in the process. Youl meanwhile had a comfortable lead over the Lotus 22. In the last few laps Match realised that he was low on fuel, and eased up slightly. As he turned into the final straight on the last lap his engine cut out, and as he cruised down hill to the start line he glanced over his shoulder to see how near Youl was. He crossed the line just 4 secs. to the good. It was certainly Match's meeting. He entered nine events, won 6, took 2 seconds and a third, driving the sports Elfin, the 1,500 c.c. and 1,100 c.c. single-seaters, and his Lotus 19. Since this meeting Match has twice led all the Lotuses home, and his success is having a tremendous effect on local motor-racing, and reinforces the argument of those who advocate a limit of 1,500 c.c. for championship races in Australia.

The New Zealand and Australian international season is only weeks away now. International drivers taking part are Jack Brabham, 2.7 Brabham-Climax, Bruce McLaren, fresh from his victory in the 1962 Australian G.P. in his new Intercontinental Cooper, John Surtees and Tony Maggs in 2.7 Lolas and Graham Hill in the Ferguson, which we are all very eager to see. Negotiations failed in an attempt to bring out Jim Clark in the Indianapolis Lotus-Ford V8 as the car will not be completed in time.

PETER D. BAKALOR.

SPORTS NEWS

CALCULATING BRAKING PERFORMANCE

AFTER months of investigation, three scientists at the Ferodo Research Laboratories, Chapel-en-le-Frith, have discovered that they can estimate the speed at which any car will cover a particular kind of route, the braking speeds and the amount of energy the brakes will dissipate during the journey.

The scientists in question, D. K. Mackenzie and B. Watton, physicists, and T. P. Newcomb, a mathematician, published their findings in a paper read to the Institution of Mechanical Engineers, Automobile Division, on 11th December.

According to their findings three basic factors determine how a driver uses a car's brakes on a flat road; (a) the speed at which, in theory, a car can cover the route without applying the brakes, (b) the manner in which the car is driven, and (c) the potential maximum speed of the car. On hill descents on the other hand, in the Alps or on the shorter hills encountered in this country, the use of the brakes is dependent on the weight of the car and the gradient of the hill. These conclusions were derived from information, obtained in the first place by driving various small, medium, large and sports saloon cars over a 54-mile circuit of roads on the Cheshire plain to the South of Manchester. In the course of the journey, data was recorded on the journey speed, the speed at which the brakes were applied and released, the number of brake applications and the average deceleration during braking.

A medium-sized saloon made additional journeys of approximately 100 miles each, heading north, south, east and west from Chapel to Kendal, Banbury, Skegness and Llandudno respectively. It was found that the theoretical "non-braking" speed ranged from 8 m.p.h. to 23 m.p.h. according to whether the road was fairly narrow and winding demanding plenty of braking, fast and open with dual carriageways, or a combination of both including towns.

Observations were made during hill descents on Peak District roads with average gradients ranging from 1 in 33 to 1 in 7.

It was found that the manner in which any car was driven (that is "normal", "fast," or "very fast") could be described and evaluated in terms of the average speed of the journey, the theoretical non-braking speed and the maximum speed of which the car is capable. To make certain that the results obtained by the company drivers were typical of the general motoring public, private cars were timed by roadside observers over typical stretches of the Cheshire circuit, and classified in groups according to their known maximum speed.

THE A.S.A. Mille Coupe Bertone and the Iso Rivolta G.T. Coupe are both fitted with Dunlop disc brakes.

RAND G.P. FOR CLARK: LOTUS-CLIMAX 1-2-4 AT JOHANNESBURG

DRIVING a Lotus-Climax "25", Jim Clark won last Saturday's Rand Grand Prix from his team-mate Trevor Taylor in a similar car. Behind, John Surtees (Lola-Climax) and Gary Hocking (Lotus-Climax) disputed third place in a battle between two former motorcycling World Champions. The honour went to the more experienced Bowmaker-Lola driver.



BRANDS HATCH ON BOXING DAY

LET'S hope that the weather behaves itself and does not interfere with the British Racing and Sports Car Club's Brands Hatch meeting on Boxing Day. Why? Well, amongst the entry list are many interesting machines that have never raced before, while many of last season's Brands Hatch "regulars" are entered.

The Silver City Trophy Race heads the programme, a 20-lap race for sports-racing cars. Chris Summers has entered a Chevrolet-propelled Cooper Monaco and if this travels anything like his 1962 *Formule Libre* car, the spectators are in for a treat! John Coundley has a Lister-Jaguar, a car that is a handful on this 1.24 mile circuit, John Turner is to drive Dizzy Addicott's Lotus-Buick, Dizzy himself being in the works Alfa Romeo-engined Elva, and Roy Pierpoint has his familiar Lotus-Climax 15. Lotus 23s are due to be driven by Chris Kerrison, Tony Kilburn, Robin McArthur or Mike Beckwith and Nick Garbett, and Chris Ashmore, Tony Lanfranchi and the aforementioned Dizzy Addicott comprise the Elva trio. This race is completed by Geoff Oliver (D.R.W.-Terrier-Ford), Ian Raby (Merlyn) and Syd Fox or Peter Postlethwaite (Lola).

Top Jim Russell pupils John Mastin and Mike De-Udy (Lotuses) are entered in the 10-lap John Davy Trophy Race for Formula Junior cars, but they will have to work hard if they intend to stay with John Fenning, who is to conduct a Ron Harris Lola, especially as John has his sights set on the John Davy Championship. Other well-known names in the list for this event are Brian Berrow-Johnson, Rodney Banting, John Mew, Charles Crichton-Stuart, Alan Rollinson, Ian Raby, Jonathan Williams, Ken Simmons, Denis Hulme and Roy Pike.

There are two 10-lap Peco Trophy Races for G.T. cars. The first, for cars over 1,600 c.c., includes amongst the entries Ken Baker and his fabulous E-type, the car tested by AUTOSPORT a week ago. David

Piper's GTO Ferrari must be considered the favourite, though, while other contenders for victory include Mike Salmon (Aston Martin), Richard Wrottesley (Ferrari), Pip Arnold (Morgan), Bob Burnard (A.C.) and Ray Dille (Frazer-Nash). The event for cars up to 1,600 c.c. sees Dickie Stoop's Porsche Carrera oppose the Lotus Elites of Mike Johnson, Roger Nathan, Bill Shaw, Chris Barber and an un-named driver in Les Leston's Elite (interesting!). A separate class for 1-litre cars has the Sprites of Clive Baker and Mark Fielden, the Marcoses of Jack Oliver and Tommy Weber, Keith Holland's G.S.M., and two interesting vehicles—Gordon Jones in a Lotus 7 G.T. and Christabel Carlisle in a Musketeer 1000 G.T.

The Moly Slip Trophy Race is the last round of the Moly Slip Saloon Car Championship. Last season the qualifying rounds produced some most entertaining driving—and here they are again—at Brands Hatch On Ice! The two Jaguar 3.8s of Peter Dodd and Bill Aston or Dizzy Addicott are mere reserves! Also in the over 1,000 c.c. class is a Morris Mini-Minor Twin. I can hear you now . . . "a what?!!" Well, put down your glass of "cheer" and listen. John Campbell-Jones is to drive a Mini into which Paul Emery has coaxed another engine at the rear . . . yes, a four-wheel-drive Mini! Chris Lawrence has a Renault-Deep Sanderson-Ford. Again I hear your cries! This machine is a Renault Dauphine, fitted with Deep Sanderson suspension, brakes and wheels, and powered by a Formula Junior Ford engine. More normal machinery includes a Superspeed-modified Ford Cortina for John Young or Peter Ashdown, the Anglias of Alan Peer, Chris Craft and Doc Merfield, Colin Hextall's Tornado Talisman, Alistair Crawford's LawrenceTune M.G. 1100 and a works Cooper-Mini (in the over 1-litre class?) for John Whitmore. There is a 1-litre class in which Bill Blydenstein and

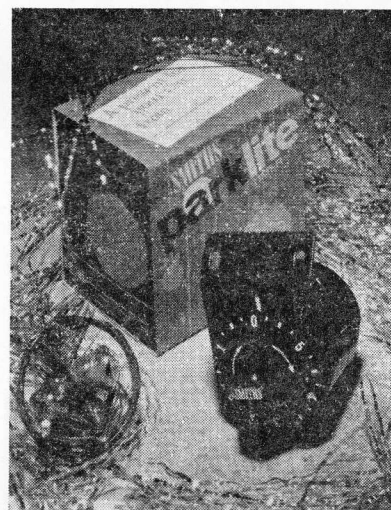
Mick Clare have Cooper-Minis, Mike Young an Anglia and Roger Bunting and Jonathan Williams Austin A40s. David Oakenfold, who bought Williams's car, has allowed Jonathan to drive it again as he stands a very good chance of winning the Championship.

The Long John Trophy Race for pre-1940 sports and racing cars, also over 10 laps, sees many well-known names—e.g. Tony Charnock (Alvis), Richard Bergel (Bugatti), John Freeman (Aston Martin), Gordon Chapman and Sid Day (E.R.A.s).

Finally, the Grovewood Trophy, an event designed to ensure that this meeting gets good Press coverage—it is for journalists driving Ford Cortinas. Of course, AUTOSPORT is represented; John Bolster and Paddy McNally are to uphold the honour of Britain's Motor Sporting Weekly and have been instructed to do everything they can to keep members of the "opposition" at bay. Rumour has it that this race is being staged on behalf of the Grand Prix drivers, some of whom were criticized by some members of the motoring press after their Morris 1100 race at Snetterton last September!

The meeting starts at 12 noon and practising is on Sunday, 23rd December, and on the morning of the meeting.

MICHAEL KITTLEWELL.



STILL WONDERING what to give your motoring friends for Christmas? Why not a Smiths Parklite Timer shown here in its "Christmas Gift" wrapper. Available through most garages or direct from Smiths Motor Accessory Division, 50, Oxgate Lane, London, N.W.2, this device for switching on the car sidelights at any pre-determined time whilst the vehicle is unattended costs £2 15s. 0d.

THE LONDON MODEL CENTRE

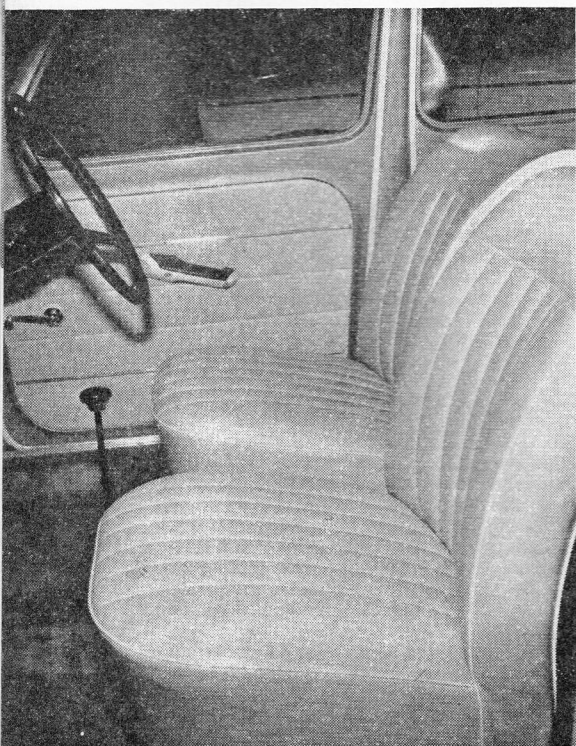
RECENTLY opened at 70, Finsbury Pavement, E.C.2, the London Model Centre caters for all tastes in model motor cars. Auto-Models have on display their own scale Formula Junior cars which are beautifully executed and finished down to the finest detail. A comprehensive range of Electric miniature racing circuits are shown from Scalextric, Airfix, Wren and Meccano circuit 24.

A visit to Auto-Models London Model Centre is quite stimulating for anyone at all interested in model motoring with such a wide range presented together in one show-room from which to make your choice.

JOHN BOLSTER TESTS

The Simca 1000

The interior of the De-Luxe Model.



WE are becoming a nation of small car drivers. Some of us have a leaning towards heavy metal, but are compelled to stay in the mini-bracket by running costs. Others, more fortunate, have big car incomes, but are now gravitating towards vehicles of small physical dimensions, impelled by traffic density and parking problems.

Thus, the demand for small cars is constantly growing. The popular British models are truly excellent, yet there are some prospective owners who would like a little more mechanical refinement, perhaps, an appearance which is arrestingly different, or a *marque* which none of their friends have got. For such people, the Simca 1000 must be of interest.

The Simca 1000 is a rear-engined car. It is styled with the fashionable square lines that Italy pioneered and France has now adopted with enthusiasm. Unlike most rear-engined cars, it has a really big luggage boot, and the leg room, particularly in the rear seats, is greater than is usual among even considerably larger vehicles. In spite of its moderate overall dimensions, the Simca 1000 is a full-sized, four-door, four-seater.

In order to make all this space available to the passengers and their luggage, every mechanical organ has been banished to the rear bonnet. Extra room has been gained by placing the radiator alongside the engine,

and the battery and fuel tank are in the same compartment. Cold air is drawn in through louvres and then ducted over the petrol tank before being fed to the cooling fan. This avoids wasteful evaporation and unpleasant fumes in hot weather.

The 944 c.c. engine is over-square and has a cross-flow aluminium head with separate porting. It is inclined in the chassis to give an advantageous angle to the inlet ports in marrying up with the vertical down-draught carburetter. The crankshaft runs on five main bearings and the engine now has the excellent output of 50 b.h.p. at 5,200 r.p.m.

The single dry plate, hydraulically-operated clutch drives a four-speed all-synchromesh gearbox constructed under Porsche patents. All four speeds are indirect and the hypoid final drive is incorporated with the gearbox. Obviously, the five-bearing engine and the Porsche synchromesh gearbox are very advanced features for a popular car.

The steel body forms the chassis and the suspension is independent all round. In front, there are wishbones and a transverse spring. Behind, the swing axles have an appreciable angle of trail and the suspension is by helical springs. The steering is by a Gemmer worm and roller box and the large drum-type brakes have a useful surface of 544 sq. cm. Maintenance is reduced to a minimum, with no chassis

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Simca 1000 four-door saloon, price £614 12s. 1d., including P.T.

Engine: Four-cylinders 68 mm. x 65 mm. (944 c.c.) push-rod-operated overhead valves in light alloy head. Compression ratio 8.2 to 1. 50 b.h.p. at 5,200 r.p.m. Solex downdraught carburetter. Coil and distributor ignition.

Transmission: Single dry-plate clutch. Four-speed all-synchromesh gearbox with central remote control lever, ratios 4.19, 6.16, 9.26, and 15.51 to 1. Hypoid bevel final drive. Articulated half shafts to rear wheels.

Chassis: Independent four-wheel suspension of combined steel body and chassis. Front suspension by wishbones, transverse spring, and telescopic dampers. Gemmer worm and roller steering gear. Independent rear suspension by swing axles pivoted to give trailing angle, with helical springs and telescopic dampers. Hydraulic drum-type brakes. Bolt-on disc wheels, fitted 5.60-12 ins. tyres.

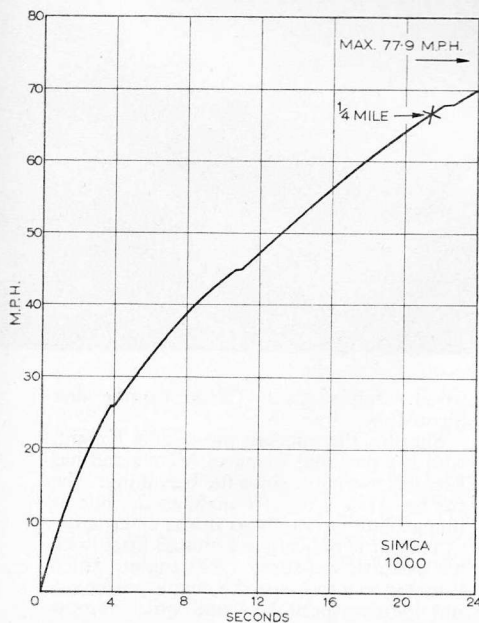
Equipment: 12-volt lighting and starting. Speedometer. Fuel and temperature gauges. Windscreen wipers and washers. Heating and demisting. Flashing direction indicators.

Dimensions: Wheelbase 8 ft. 3½ ins. Track (front) 4 ft. 1½ ins.; (rear) 4 ft. ½ in. Overall length 12 ft. 5½ ins. Width 4 ft. 10½ ins. Weight 14 cwt. 1 qtr.

Performance: Maximum speed 77.9 m.p.h. Speeds in gears: 3rd, 68 m.p.h.; 2nd, 45 m.p.h.; 1st, 26 m.p.h. Standing quarter-mile 21.4 s. Acceleration: 0-30 m.p.h., 4.8 s.; 0-50 m.p.h., 13.6 s.; 0-60 m.p.h., 17.6 s.

Fuel Consumption: 33-38 m.p.g.

ACCELERATION GRAPH



greasing, and the engine is very accessible.

On entering the car, one is impressed by the sense of space and the good all-round vision. The upholstery and interior furnishing are of a high standard though the speedometer dial has a rather cheap appearance. The luggage boot of the test car was fitted with a splendid selection of special suitcases and smaller bags that made the maximum use of the generous space. This fitted luggage is moderately priced and can be ordered from Simca.

On the road, the first impression is of exceptional smoothness and silence. The engine is very flexible, but it needs to turn over rapidly if a lively performance is expected. Third and top gears are equally silent, the latter being virtually an overdrive for 70 m.p.h. cruising, and it pays to use third continuously in traffic or on winding roads.

I would call this an 80 m.p.h. car. In fact, I only achieved a mean speed of



77.9 m.p.h., but the weather conditions were poor and the car had only 1,000 miles on the clock. My best "one-way" timed speed was 83.3 m.p.h., so I would suggest that a well run-in example could register 80 m.p.h. both ways in still air on a dry road.

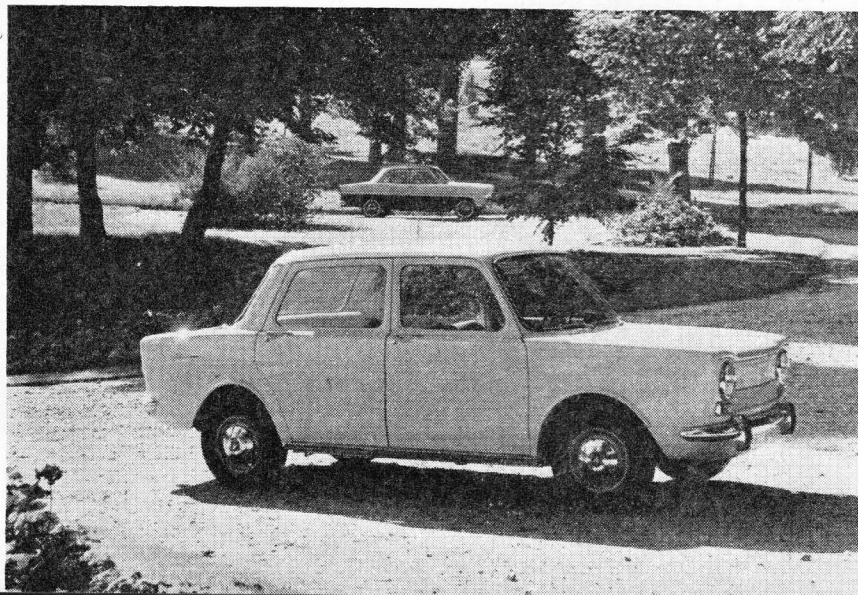
The roadholding has been greatly improved since I first handled this model. Certainly, the concentration of weight at the rear can be felt, but I found it possible to drive very hard on wet roads without any anxiety. It is true that an initial understeer eventually develops into oversteer, but that is a type of handling response to which most of us are now accustomed. In praising the roadholding I must, however, remark that the car is sensitive to gusty side winds. The brakes are smooth and powerful, inspiring the driver's confidence.

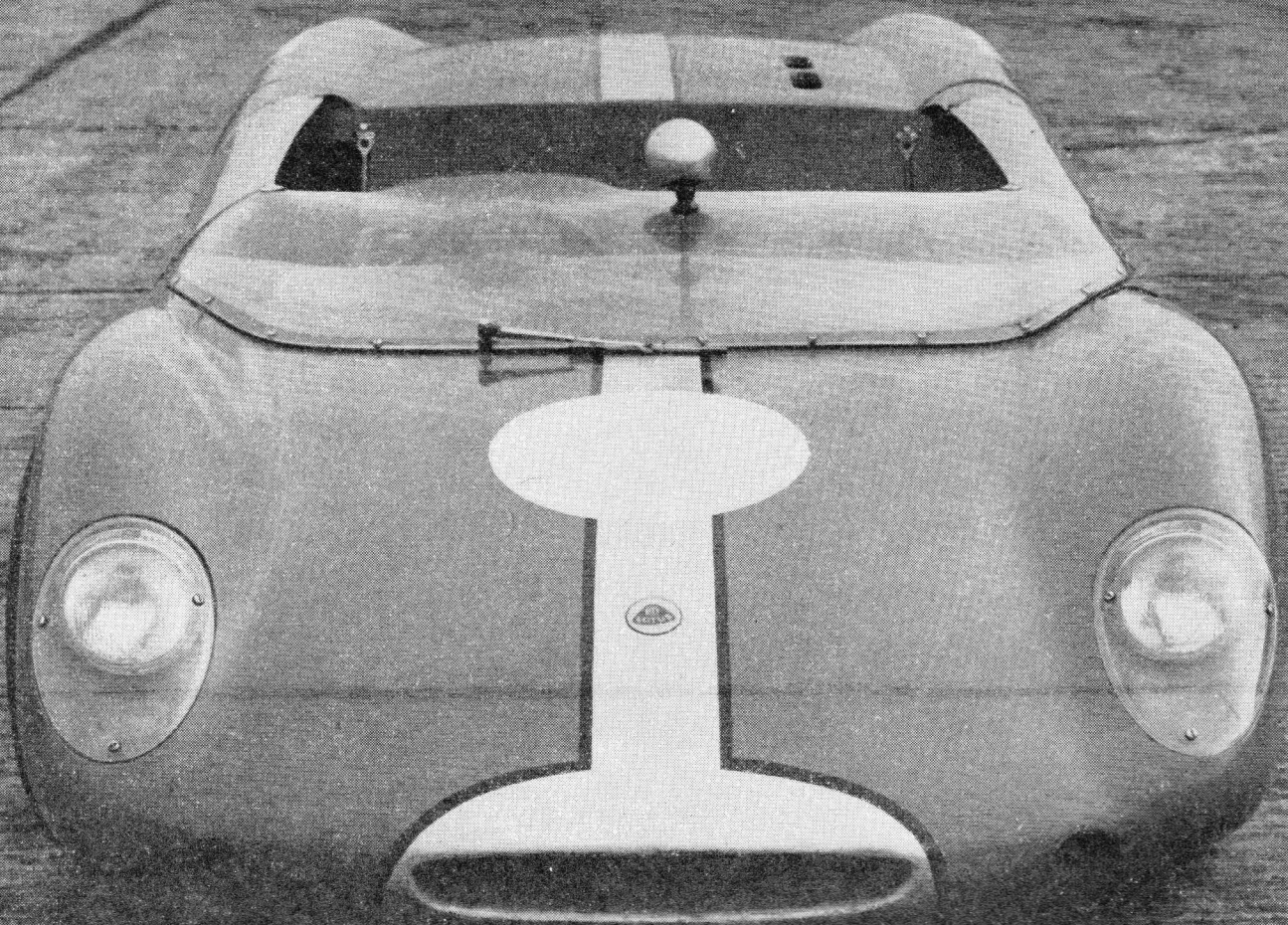
The riding comfort is good, particularly for the rear seat passengers. The light steering would please the fair sex, who generally detest a car which needs considerable muscular energy in parking. Similarly, the all-synchromesh gearbox is ideal for town driving, when a smart change

into bottom gear is often required. Enough has already been written about the Porsche gearbox so I will content myself by saying that it is, as usual, a delight to handle, and that the ratios allow the engine to rev freely and give of its best. The heating system is quite effective but the demisting is rather weak.

In the past, small cars have tended to buzz enthusiastically, which is fun on a short drive but tiring on a journey. The Simca 1000 is as refined as many large cars, and it must appeal for this reason alone. It has remarkable luggage space for a rear-engined machine and handles better than some other cars with this location of the power unit. The five-bearing engine should have an exceptionally long life.

The Simca 1000 is an easy-running small family car with many practical virtues. It sells at a competitive price but it has a smartness and style that most of its owners will value greatly. Sufficiently fast to be fun and small enough for easy parking, this latest offering from Poissy is quite an attractive dish.





THIS is as much a story about the driver who conducts the car as it is about the car itself, for together, they proved a winning combination. Mike started with Normand, Ltd., in March 1960 as a car salesman. In 1961 he bought his own Lotus 11 and started racing early in the year, scoring nine first, nine second and four third places. This success gave him encouragement to proceed but, unfortunately, he just did not have the money and had to look around for a sponsor. This was where Normand, Ltd., stepped in, and after a certain amount of discussion it was decided to sponsor a Lotus 23 for the 1962 season.

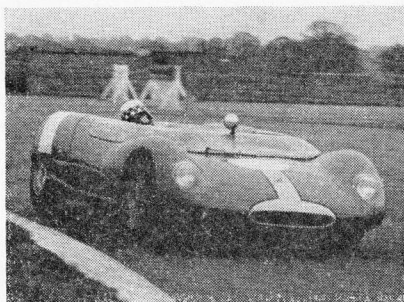
The car was delivered in March and work started immediately to get it ready for the first meeting of the season—Goodwood on the 24th of the month. This meeting was not a success, as the car was bent due to the chassis and rack being out of alignment which caused violent toe-in on full braking. Undaunted by this unfortunate incident, the car was rebuilt and a week later Mike set off for Aintree where he was unsuccessful once more due to failure of the gear lever, which fell to pieces. This was duly replaced by the top of an old M.G. TC gearbox, which has proved 100 per cent reliable ever since! Following this depressing start to the 1962 season the car was finally "sorted-out" and went on to score 20 class and outright wins, five second, one third and two fourth places (including even *Formule Libre* events). Mike also holds five class lap records: Snetterton, Good-

TRACK TEST

of

MIKE BECKWITH'S

LOTUS 23



by **PATRICK McNALLY**

Photography by Geoffrey Goddard

wood, Oulton Park, Castle Combe and Silverstone.

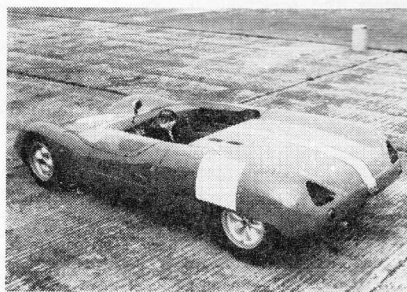
Sharing the success was Colin Knight, who is a personal friend of Mike's and has been his mechanic since the beginning. The car has always been brought to the line as immaculate internally as it was externally.

The car is basically a Lotus 23 fitted with a Cosworth wet-sump 1,100 engine which is mated to a four-speed Renault gearbox—not the five-speed Hewland which is now fitted as standard. Suspension is standard but set up to Mike's taste. The brakes have undergone a lot of development and are one of the best features of the car.

We took the opportunity to try the car just as raced and spent an enjoyable afternoon lapping Silverstone. The first thing which makes itself obvious is the perfect trim of the car, which feels absolutely right. The gear lever is on the left and comes easily to hand, the steering wheel is so placed as to enable the driver to adopt a straight-arm driving position, whilst the pedals are so arranged as to make gear-changing easy work. The rev. counter can also be viewed without difficulty. We set off for a few warming-up laps and were immediately impressed by the gear-change, which was slick, without any excessive movement, and the brakes, which imparted the utmost confidence. After five laps one really had the feel of the car and was able to experiment with different lines through the corners. There was definitely a tendency towards understeer; this may be caused by the lack

of weight on the front wheels, but it could easily be changed by a "fistful of wheel" to get the car going nicely. These handling characteristics suit most drivers.

On the club circuit the car was not as interesting as it would have been over a longer course, but the gearing was still ideal. Except on take-off, where first and second gear coped admirably, we used third and top for the rest of the time except on one occasion where we tried second at Becketts, with apparently little advantage. Third gear was also used at Woodcote where the technique was to brake at the 200 ft. board, to accelerate hard by the time one passed the Shell stand and to give the car a good twitch as one passed the last of the barrels. If one didn't grab another handful of wheel at this spot there was no doubt at all that one would have been on the grass, as the understeer was fairly severe. Third gear, too, was used at Copse, the twitch being necessary just before one shaved the wall; the piece of concrete on the outside of the circuit was needed on most occasions! Maggots Corner, naturally enough, was taken flat, the change-up having taken place just before entering the slight twist. The 200 ft. board again was our braking point before we swung through Becketts; it was on this corner that the understeer was most pronounced. The rev.



limit was 8,000, which we had on the clock as we crested the slight rise before starting to brake for Woodcote. On several occasions we saw 8,300 and 8,500, but rather than ease off, which would probably have caused more damage, we let the revs. climb.

Oil and water temperatures always remained constant and oil pressure remained steady even after a good many laps. The engine never missed a beat and I gather from Mike it has proved extraordinarily

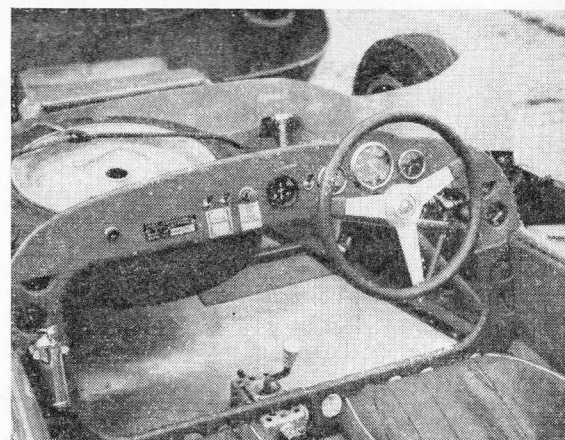


reliable and trouble free through the season. The rain came to confirm my opinions on the handling, and shod as it was with D12s, surprisingly it never gave me a nasty moment—obviously I wasn't going quickly enough. The brakes definitely deserve a special mention, for even on a very slippery track they proved extremely satisfactory. How they have been made so reliable, progressive and potent is no doubt the secret of Colin Knight, who told me these were his most difficult problem.

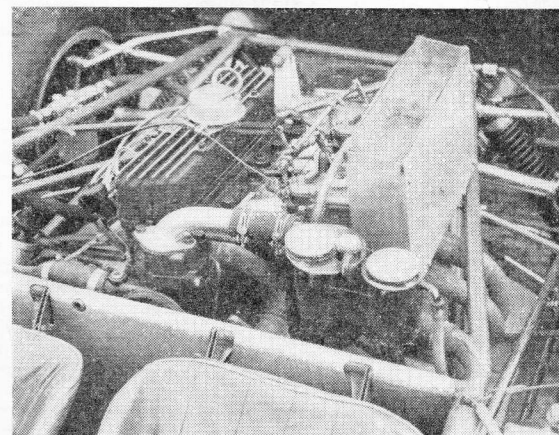
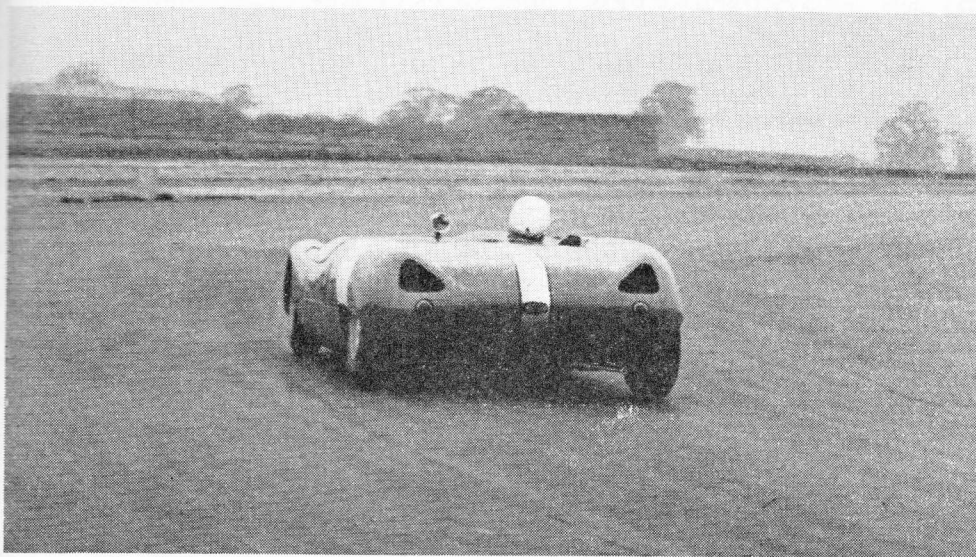
The car has now been sold to Robin McArthur, who drove a Lotus 7 last year. Robin was up with us at Silverstone and showed promise at the wheel in extremely difficult conditions.

Mike Beckwith himself, whose performances throughout last season were favourably noted by many people, is to take a further gradual step forward. Mike is to drive one of two 1½-litre twin-cam Lotus 23s which are to be entered by Normand, Ltd. The other driver is to be Tony Hegbourne. Tony, of course, was one of Mike's greatest rivals during the 1962 racing season—he drove a Lola-Climax with considerable skill and won the Brooklands Memorial Trophy.

PATRICK McNALLY track-tested Mike Beckwith's Lotus 23 at Silverstone recently (above and below left) and was most impressed by its speed, reliability and preparation. The brakes were superb, having received special attention during the past season by Colin Knight, Mike Beckwith's mechanic and personal friend.



JUST LOOK how clean the car is! The cockpit (above) is absolutely shining white—with not a stain in sight! Note the spare wheel in the front portion of the body. The engine (below) has proved very reliable during the past season.



The Concluding
Part of an
Article by
JACK WILLIAMS
the gas flow and
port design expert:

WHERE DOES THE ADVANTAGE LIE?

IN the previous part of this article, a 350 c.c. single-cylinder racing motor cycle engine and some of the methods employed in its development were described for the purpose of introducing it to the reader; so enabling it to fulfil its function, in this instance, as a comparator or "datum" from which to compare the performance levels of other racing engines.

Obviously, it would be expected that, in comparing our "datum" 350 c.c. single with another 350 c.c. single (of equal design merit), the result of such comparison would be favourable or unfavourable, within narrow limits. This would depend on the relative success or otherwise of the development of breathing and combustion and mechanical efficiencies at the crank speed at which a 350 c.c. single may be run without exceeding some maximum permissible stress level. On the other hand, it would not be justifiable, on a basis of equality, to compare this 350 c.c. single with, say, a 350 c.c. twin having two 175 c.c. cylinders, since fundamental differences are involved and not merely the relative success of features developed in engines of otherwise equal calibre.

Based on the assumption that all the engines possess, broadly, design and constructional features of equal merit, the points marked x at Fig. 2 indicate actual engine performances in terms of b.h.p. per litre; the two parallel lines slope at an angle which shows the general trend of specific power output in relation to cylinder capacity. These lines are spaced at a width which provides a fair tolerance to account for different stages of engine development.

It will be observed that some of the points

marked x fall below the lower limit of "expected performance", while two others, the 2½-litre four and the 250 c.c. four, find positions only just within the upper limit line. Since details of design and development features responsible for this rather

wide scatter are not available, no comment is possible to account for them; nevertheless, even in the case of those points which fall below the lower limit of "expected performance", the effect on specific power is demonstrated by a significant increase in the height of the ordinates as the individual cylinder capacity becomes smaller.

A further aid to reference and comparison is provided at Table 1 in which the engines shown were selected because they covered the widest range of individual cylinder capacities. The choice having been made for this reason, it has been necessary, in order to demonstrate this method of comparison, to attach to each engine some value of specific power output and those credited at Column A are believed to be substantially true in practice at some fairly recent date.

In comparing the corresponding indications of "stress" at Column B with respect to those known to apply in the case of our "datum" engine, it has been taken that a reasonably wide "tolerance band" of plus and minus three per cent. is permissible to cover, in the various engines, small variations in efficiency due to differences in detail design.

It will be seen at Column B that examples (3), (5) and (7) fall below this arbitrary limit; but it will be observed on referring to Fig. 2 that these particular examples fall, also, below the lower limit line of "expected performance".

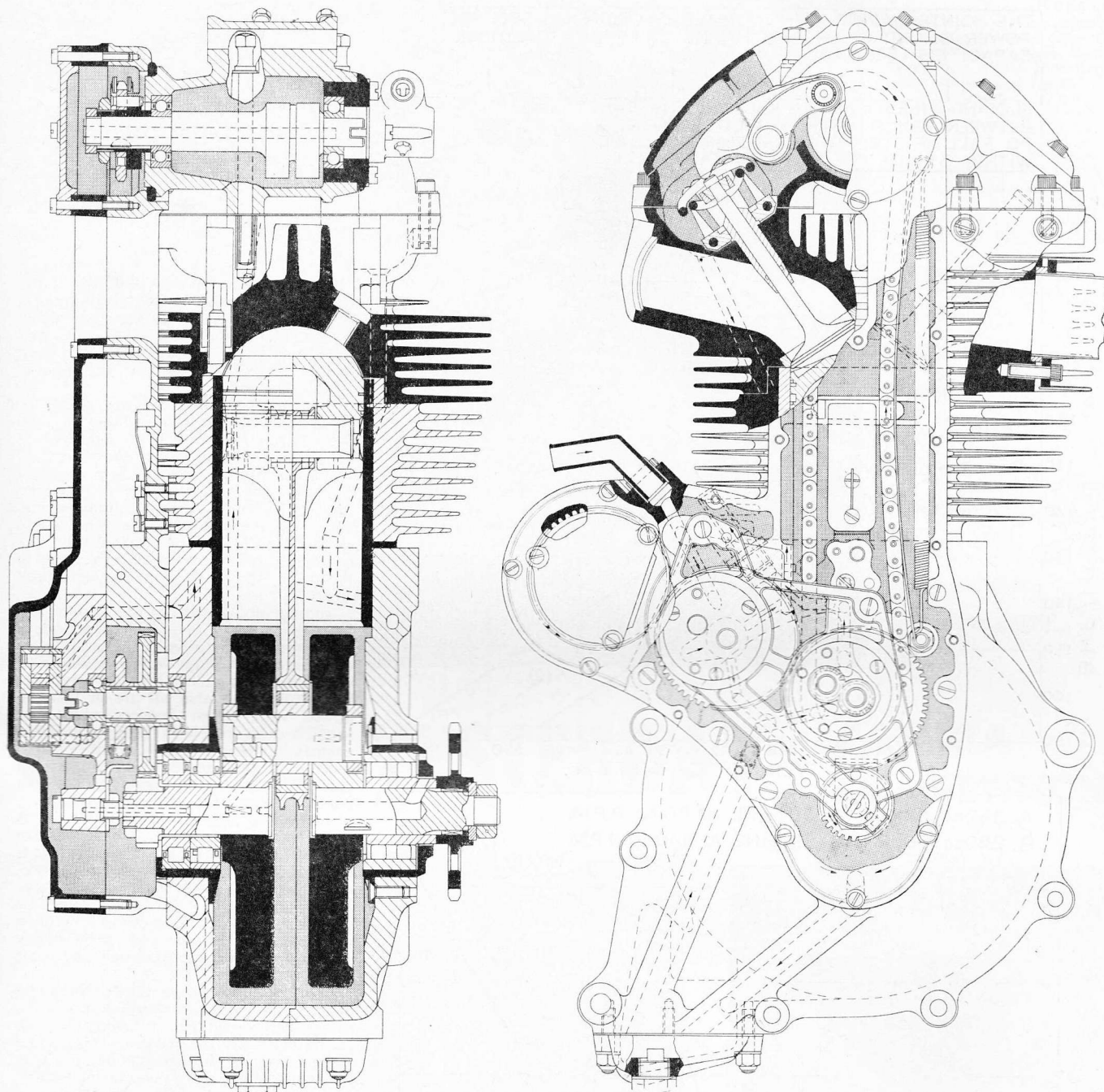
This suggests that some reason may have existed for deciding on these rather lower stress levels and that further development might have succeeded in removing the possibly restricting features and so enabled their specific power outputs to be raised to within the "expected performance" band.

Although perhaps appearing to state the obvious, it seems desirable, for completeness of the subject, to refer to some underlying principles which influence specific power output as the cylinder capacity varies. The ultimate power output is, of course, limited by the permissible stress in the operating parts, and this occurs at a lower crank speed in an engine having large (and therefore heavy) reciprocating parts than in one with smaller (and lighter) parts. Because of this, for the same stress,

TABLE 1

	Make	Type	Capacity per Cylinder Bore and Stroke m.m.	BHP	BHP/LT. A	BMEP lb. in. ²	R.P.M.	Stroke/ Bore Ratio (S:B)	$\sqrt{S:B}$	Mean Piston Speed ft. per min. (M.P.S.)	$\frac{M.P.S.}{\sqrt{S:B}}$	Comparative Stress Factor
1	COVENTRY CLIMAX	2½-litre, 4 cyl.	624 c.c. 95 × 90	240	96	183	6800	.948	.972	4000	4000/.972	4110
2	MATCHLESS	500 c.c., 1 cyl.	496 c.c. 90 × 78	52	104.5	188	7200	.868	.930	3690	3690/.930	3970
"Datum"	A.J.S.	350 c.c., 1 cyl.	349.5 75.5 × 78	42.5	121	202	7800	1.030	1.012	4000	4000/1.012	3940
3	MERCEDES (1955) ..	2½-litre, 8 cyl.	313 c.c. 76 × 68.8	290	116	189	8000	.905	.950	3610	3610/.950	3800 *
4	*FERRARI	1½-litre, 6 cyl.	250 c.c. 72 × 58.8	190	127	183	9000	.805	.898	3470	3470/.898	3860
5	COVENTRY CLIMAX	1½-litre, 8 cyl.	185 c.c. 63 × 60	185	123	189	8500	.953	.976	3350	3350/.976	3440 *
6	JAVA	350 c.c., 2 cyl.	174 c.c. 59 × 63.5	49	140	190	9600	1.075	1.035	4000	4000/1.035	3860
7	M.V.	500 c.c., 4 cyl.	124 c.c. 53 × 56.4	70	140	173	10500	1.060	1.030	3880	3880/1.030	3760 *
8	DUCATI (Desmodromic)	250 c.c., 2 cyl.	124.2 c.c. 55.5 × 52	38	155	173	11500	.937	.966	3920	3920/.966	4060
9	HONDA	250 c.c., 4 cyl.	62.25 c.c. 44 × 41	42	168	156	14000	.932	.965	3760	3760/.965	3900

Examples indicated thus * are those mentioned in the text as falling below an arbitrary lower limit of stress when compared with the "Datum" Engine.



DESCRIBED in the first part of "Where Does the Advantage Lie?" was the 7R A.J.S. racing motor cycle engine. This has been developed over a lengthy period to a high level of efficiency and has been taken to represent our "datum" engine. The engine is an air-cooled single cylinder of 349.5 c.c. with a bore and stroke of 75.5 by 78 mm.

the rate of revolutions of the smaller cylinder engine may be increased.

For example, Fig. 2 and Table 1 show that the Matchless (and Norton) 500 c.c. singles (point 2 on graph) develop about 52 b.h.p. at between 7,000 and 7,200 r.p.m. This output represents a limit of stress for safety over extended periods of time. However, the 250 c.c. engine (point 9 on graph) having four 62.25 c.c. cylinders, at approximately the same stress level, develops about 42 b.h.p. at 14,000 r.p.m. Thus the $\frac{1}{2}$ -litre engine actually develops within 20 per cent. of the power of the $\frac{1}{2}$ -litre engine.

If the 250 four at 14,000 r.p.m. possessed the same volumetric and mechanical efficiencies as the 500 single at 7,000 r.p.m.,

both engines would produce the same power at their respective limiting speeds. But, volumetric efficiency falls off with increasing crank speed, for even when the ports and carburettor cross-sectional areas are dimensioned to provide the most favourable conditions, breathing efficiency is adversely affected by the shorter time intervals between succeeding impulses, and this results in lower values of mean effective pressure.

Yet another disadvantage resulting from the higher rotational speed of the smaller cylinder capacity engine is a reduction in mechanical efficiency or, in other words, an increase in friction and pumping horse-power. This effect has been shown by a number of investigators (in particular Dr.

W. Froed*) to vary approximately as the r.p.m. squared, as shown at Fig. 3, which compares friction horse-power for the 350 c.c. single at 8,000 r.p.m. with that of the 250 c.c. four at 14,000 r.p.m. It should be mentioned that the 350 c.c. single has been selected instead of the 500 c.c. single for these comparisons since friction and pumping losses have been more accurately determined with this engine.

Referring to the graph, it will be seen that the level of friction horse-power (f.h.p.) for the 350 c.c. single at 8,000 r.p.m. is the same as that for the 250 c.c. four at

* Dr. W. Froed, N.S.U. Motorenwerke AG., "Mechanical Losses in Racing Motor Cycle Engines," ATZ, October 1953, Vol. 55, No. 10, pp. 263-266.

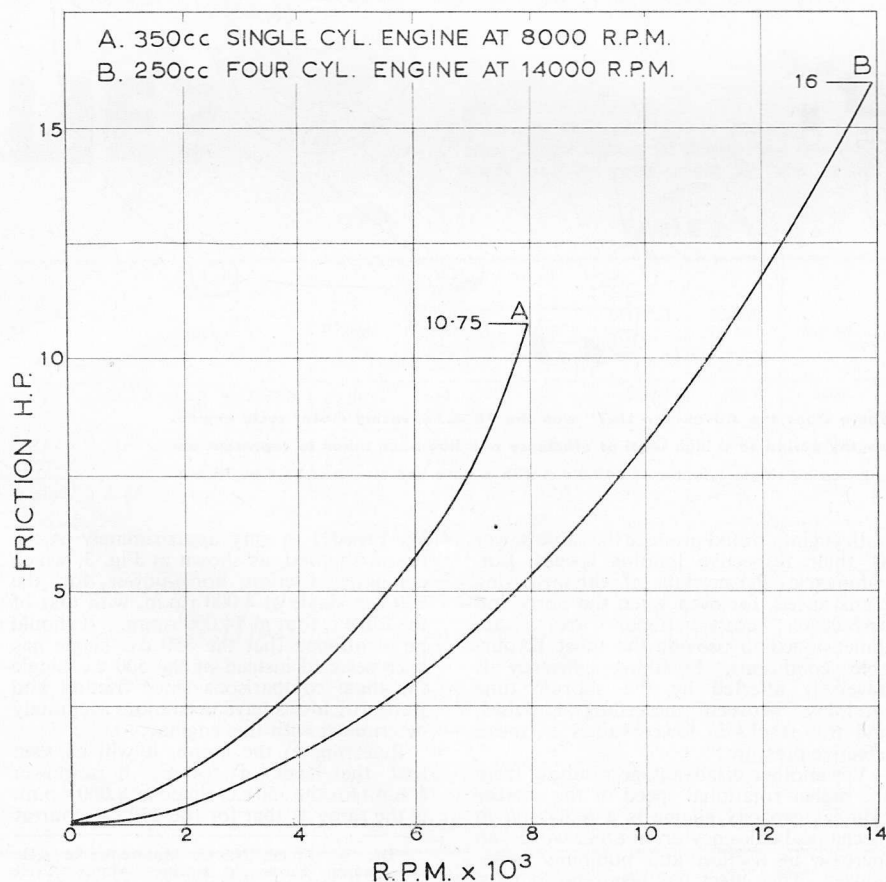
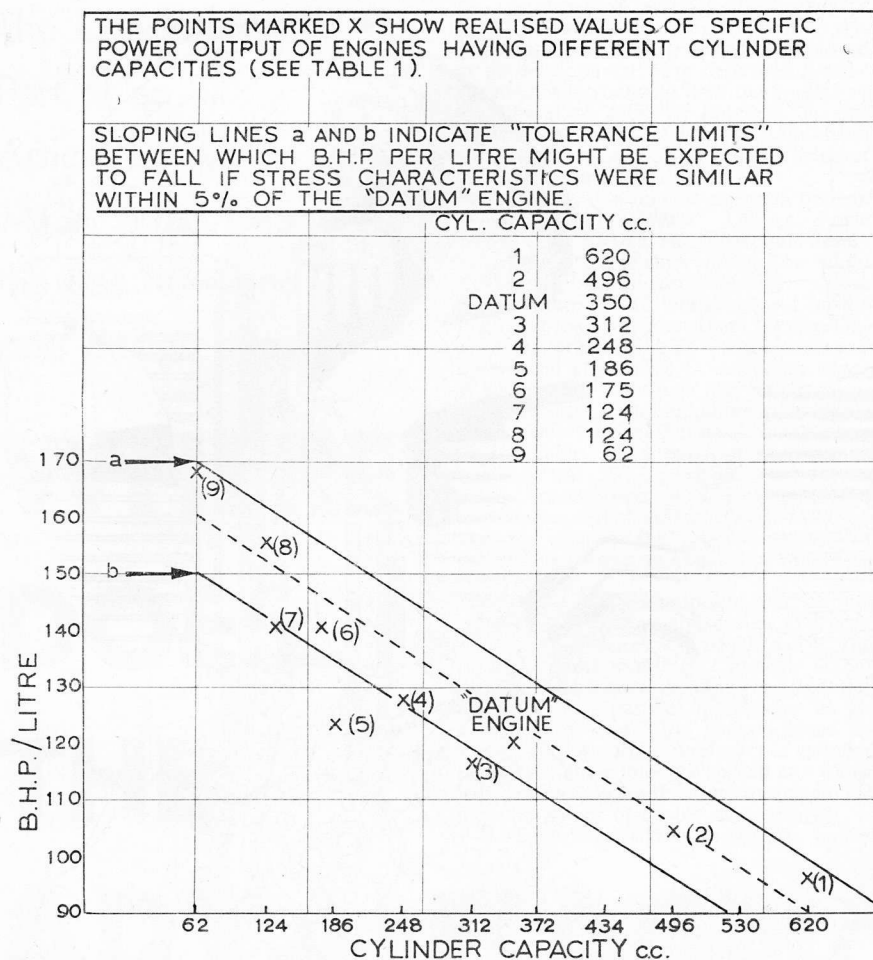


Fig. 2



10,800 r.p.m. However, if the latter develops its maximum power output at 14,000 r.p.m., f.h.p. increasing as the square of the rotational speed would reach a new level amounting to about 60 per cent. greater than that of the 350 c.c. single at 8,000 r.p.m.

This study brings the reason for the greater fuel consumption of the ultra-high-speed engine into sharp relief and serves to confirm the time-honoured adage that for every advantage there is nearly always a corresponding disadvantage! However, the advantages outweigh the disadvantages and, in the final analysis, there is left a substantial and acceptable quantity on the credit side of the power balance sheet in favour of the small cylinder, high-speed engine.

To sum up, it will be seen that on the basis used, Fig. 2 and Table 1 provide a ready means for assessing the qualities of engines of differing configurations and dimensions, provided, in the examples being compared, that all are in fact endowed with design features which are usual and acceptable in high-performance engines; for example, it would not be consistent with these principles to compare an engine with push-rod operated valves with another having twin overhead camshafts.

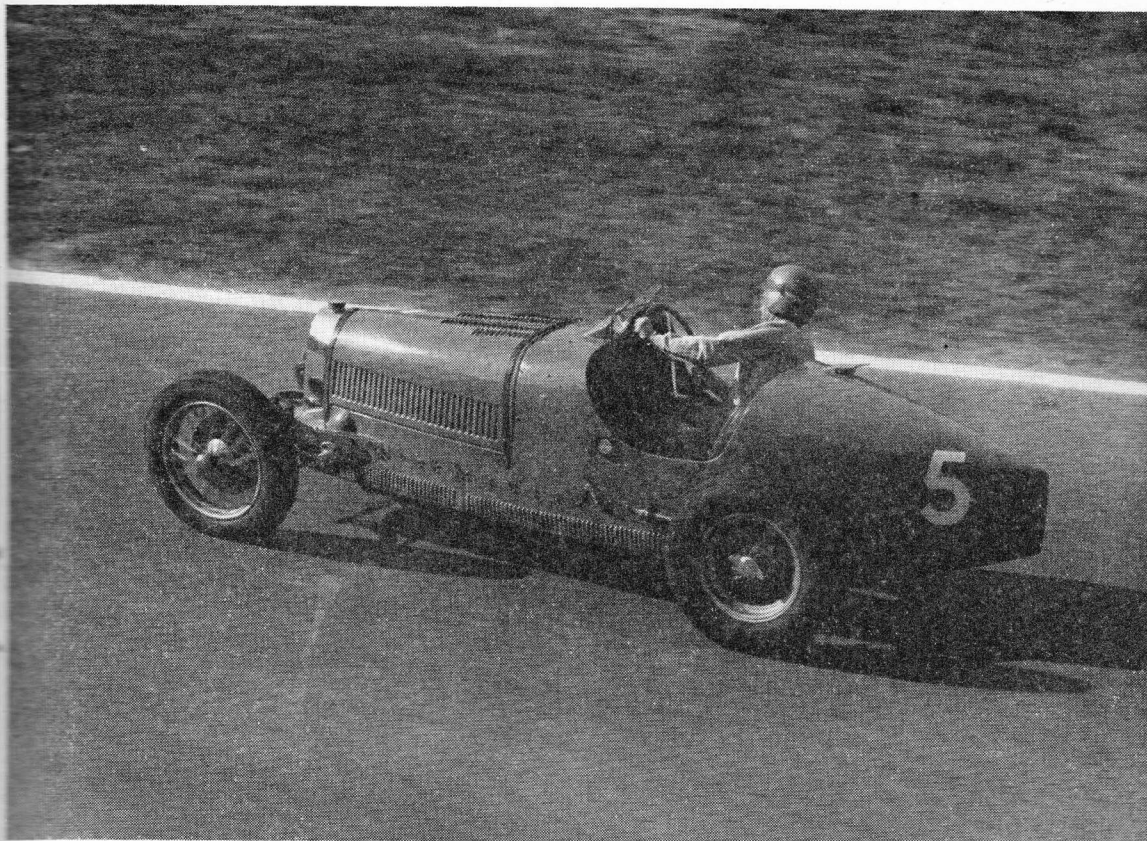
Subject to these considerations, it is clear that the advantage, so far as the development of maximum b.h.p. per litre is concerned, lies with the engine having one, or numerous, small rather than large capacity cylinders; it would, of course, be necessary, in order to preserve this basic differential, to assume that each engine would be run at approximately the same level of stress.

Finally, consideration of the foregoing prompts the thought that, in fairness to the rather stereotyped but still potent British racing machines, the successes achieved in recent times by foreign competitors may be attributed largely to their having been in a position to "start with a clean sheet", permitting the incorporation of design features essential to high performance but without the restrictions imposed by the existence of costly jigs, tools and fixtures.



Fig. 3

Mechanical and Pumping Losses

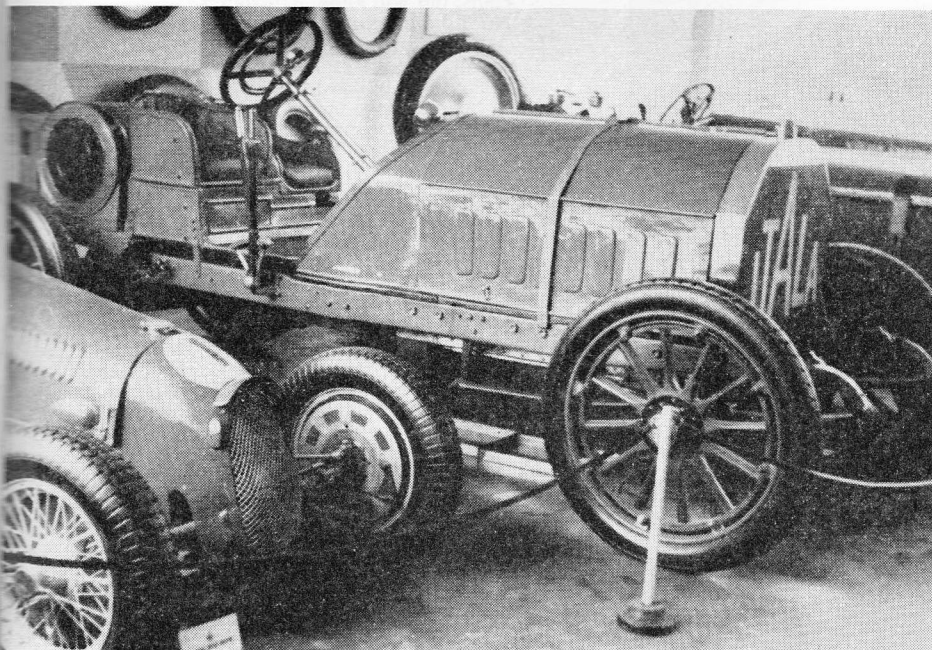


◀ **Class A:** £10 10s. Richard Bergel's Bugatti T35 at Crystal Palace last September. The photograph was taken at the approach to Ramp Bend by Mr. M. J. Willis, 38 Potters Lane, New Barnet, Herts.

Three of the
Class-Winners
in the
"Autosport"
Cars of
Yesterday
Camera
Competition.
Others will
be Published
in Forthcoming
Issues

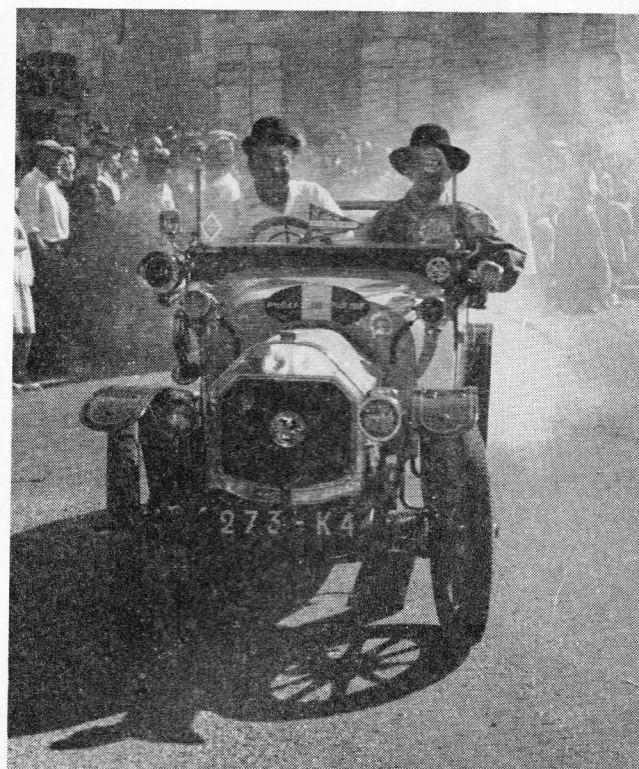
CARS OF YESTERDAY

CAMERA COMPETITION



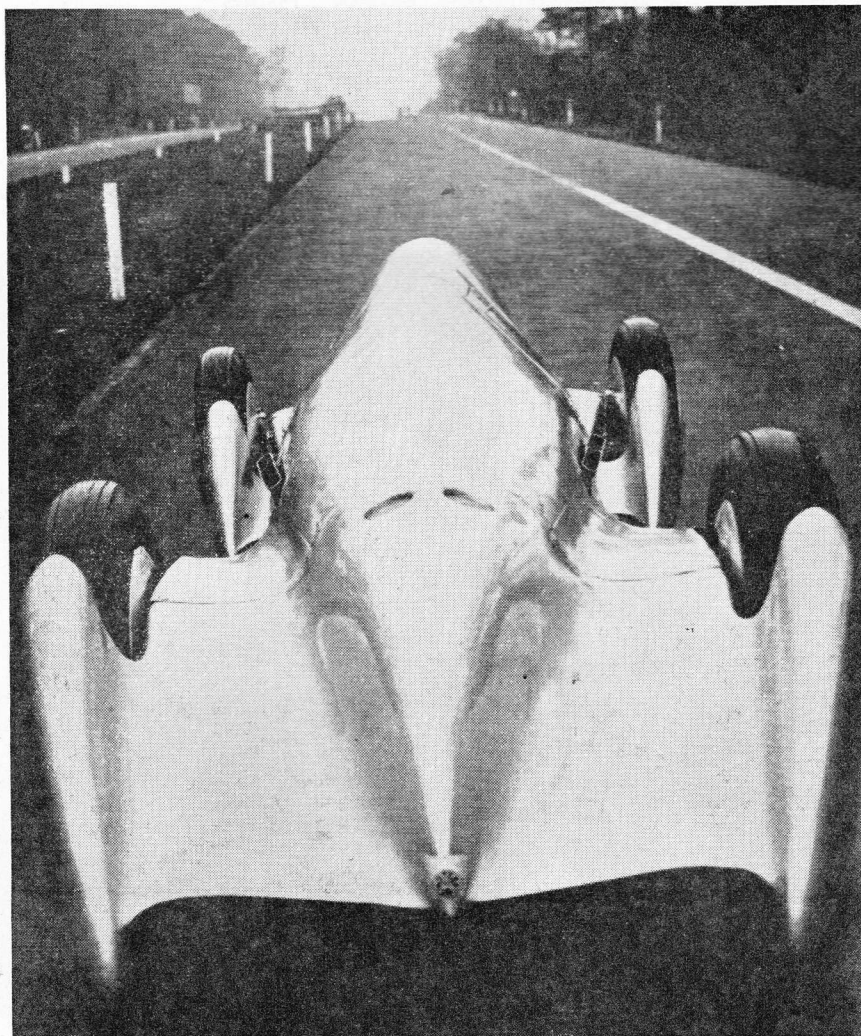
▲ **Class B:** £10 10s. Winner of the class for the best photograph of a car, or cars, being exhibited at the Montagu Museums at Beaulieu or Brighton was Mr. R. C. Arnold, 50 Cambridge Gardens, North Kensington, London, W.10.

▶ **Class D:** £5 5s. The best photograph submitted by a person under 18 years of age was taken at Ardennes, France, in September during a parade of "anciennes voitures" at a fair. It was taken by John MacDiarmid, Denton House, 7 Burton Walks, Loughborough, Leics.



BERND ROSEMEYER AND THE FATAL WIND

BY PETER NEWARK



QUITE recently, whilst on holiday in Germany, I was driving along the straight, undeviating grey ribbon that is the Autobahn between the cities of Mannheim and Frankfurt, when my German companion directed my attention to a small stone memorial erected on the wayside.

"Why, what is it, Hans?" I asked. "Is it something important?"

My middle-aged companion answered:

"No, not *really* important, my friend; you see, that small slab of simple stone marks the spot where Bernd Rosemeyer crashed to his death 24 years ago!"

"Bernd Rosemeyer" . . . the mere mention of the name immediately conjured up the fabulous pre-war years of Germany's golden era; an era of complete motor-racing domination. From 1934-1939, the giant firms of Mercedes-Benz and Auto Union reigned supreme on the circuits of the world. The powerful machines and the skilful drivers achieved complete supremacy in Grand Prix racing prior to the Hitler War. I doubt very much if Germany will ever again be in the same unique and enviable position.

"You know, my friend," my German companion continued, "Rosemeyer could have become much, much greater than he was at the time of his death. In three years he accomplished more than some drivers do in a lifetime. Who knows to what heights he would have risen if only he had lived longer? In many ways, you know, he can be compared with your own Mike Hawthorn. Both were blond and happy-go-lucky, both were superb drivers . . . and, strangely enough, both had their gay young lives extinguished at 29 years of age."

By this time, I was thoroughly fascinated by the image of this young genius from the past. The name was not entirely new to me. I had heard it many times before, usually in the same exalted tone that one associates with Nuvolari, Caracciola and Fangio. I wanted desperately to hear more concerning the tragic, hectic life of this intriguing young titan of speed.

"Hans, did you know Rosemeyer?"

"No, I did not know him personally, but I . . ." (my friend gave me a shy smile) ". . . I, how do you say, I was a fan of his; an ardent fan. In fact I would go so far as to say he was my hero. I followed his career right until the time. . ."

The middle-aged German finished his last sentence by flicking his thumb in the direction of the stone plaque we had passed a few miles back.

"Hans, you've got me interested; tell me all about Bernd Rosemeyer?"

The German sat back contentedly; he was already back in the days of his youth, days when the big supercharged machines drew spectators to the Grand Prix circuits. He sighed and said:

"To tell the story of Rosemeyer, my friend, is to relate the story of a shooting star, so meteoric was his appearance. From nowhere he suddenly exploded into a sparkling brilliance. However, let me start at the beginning. . ."

Bernd Rosemeyer was born on 14th October, 1909, at the little town of Lingen in Germany. He became tremendously keen on speed early in life and commenced his career, like so many others, on a motorcycle.

In 1935, the new concern of Auto Union was on the look-out for young men capable

BEFORE the last war, the Auto Union and Mercedes-Benz teams indulged in record-breaking as well as dominating Grand Prix racing. Here is a 1935 Auto Union "Renntmouline"

of being moulded into top-class Grand Prix drivers. A talent-spotter for the racing division became more than interested in the ability of Rosemeyer. On being approached, the young motor-cyclist snapped up the offer.

Bernd threw himself wholeheartedly into the tough training course; he swotted hard on the mechanical side of cars, and listened attentively to any knowledge and tit-bits of advice that would help him to master the new techniques of racing on four wheels. Hisardour and diligence paid off. Speedily Rosemeyer was earmarked as one of the most promising of the student drivers. On reflection, how could it have been otherwise? He possessed an acute intelligence, he was passionately interested in racing machines, and was particularly fearless; also, he was that rare phenomenon—a natural racing genius!

Within six months of being signed up by Auto Union, Bernd Rosemeyer had risen from the lowly depths of reserve driver to become a recognized team driver. In that first year of competing in Grands Prix, he took the winning place at Masaryk, came second in the Eifelrennen and finished third in the Italian and Swiss events. In 1936, young Bernd further consolidated his invasion into the top strata of motor racing. He won the coveted German Grand Prix, and was first past the chequered flag at the Italian and Swiss Grands Prix—and again at Eifelrennen.

Rosemeyer took to the stubby, unconventional, rear-engined Auto Unions as if born to them. He was soon made team leader and inspired his comrades, who included such competent drivers as Hans Stuck, Müller and Nuvolari, with his skill and dedication. At Auto Union victory celebrations, Bernd was always in the centre of the party, laughing, clowning and poking gentle fun at the more austere racing personalities. 1935, the first year of Bernd's meteoric rise to stardom, saw a terrific tussle between Rosemeyer and Rudolf Caracciola in the Eifelrennen at the Nürburgring.

It was a cold, windy day in June; a huge crowd had gathered to see the duel that was expected between the two idols. The accomplished veteran Caracciola—who was known as the "Perfectionist"—driving a long, low, Mercedes-Benz, versus the smiling, handsome Bernd piloting a strange-looking, barrel-shaped Auto Union.

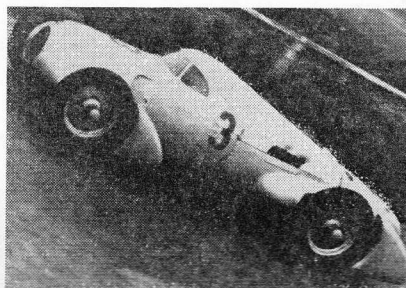
As the flag swept down, the line of cars jolted forward off the starting grid. Bernd soon battled his way into the lead and endeavoured to stay there. Lap after lap he led the field, with the implacable Caracciola sticking closely to his tail. Rosemeyer drove brilliantly, but lacked finesse; he was still a comparative novice and the rough edges were obvious to the master, Caracciola.

At one particular point of the circuit, Rudolf noticed that the young newcomer always repeated the same obvious mistake, so Rudi bided his time and waited. As the cars thundered into the final lap, Rosemeyer made the fatal move that the more experienced driver had anticipated. The error occurred on the last bend, the most crucial stage of the race. Rosemeyer changed up into fifth gear a couple of seconds before it was really necessary; Caracciola, the perfectionist, shifted gear at exactly the right moment; also, at the correct instant, the veteran ace jammed his foot down hard and accelerated past Rosemeyer like a bullet. Experience won the race for Rudolf Caracciola, but good sportsman that he was, he acknowledged the brilliance and dash of the newcomer.

At his victory celebration after the event Caracciola congratulated Rosemeyer on his driving ability and presented him with a champagne swizzle-stick as a token of esteem. Bernd carried this with him as a good-luck charm in every race.

At the 1936 Monaco Grand Prix, a glistening patch of black oil suddenly appeared on the circuit. A Mercedes-Benz was the first to skid on the oil and crash; soon there was a pile-up of three machines. Rosemeyer was next to approach the tangle of cars cluttering the track, but with supreme dexterity he weaved his way through the twisted maze of metal completely unharmed, and continued on his way.

He was that rare phenomenon—a natural racing genius!



In the 13th lap he also came to grief; he crashed into a bridge parapet and knocked down an ornamental stone vase from its pedestal. Once again, Bernd's old rival Caracciola was the winner of the race. Walking away from his machine, the irrepressible Rosemeyer strolled up to the finishing line carrying the huge stone vase under his arm, and said with a laugh:

"Well, if I can't win the real cup, at least I can take this home with me!"

This attitude—after missing death a few minutes before—emphasizes the wonderful sense of humour that Bernd Rosemeyer possessed. Is it any wonder that he was so dreadfully missed after his death?

1936 was a vintage year for Rosemeyer, he was proclaimed European Champion, a title that he had thoroughly earned.

In 1937, the Americans were thrilled to watch a supercharged Auto Union driven by Bernd Rosemeyer in action on the twisting Roosevelt circuit, near New York City. The unconquerable Auto Union and Mercedes teams sailed across the Atlantic to show the Americans of what their wonder cars were capable. The event was the famous Vanderbilt Cup; the circuit that the race was held on Long Island was a nightmare of tortuous curves, completely unsuited to Grand Prix machines.

The event resolved into a gigantic battle between young Rosemeyer and another rising star—Britain's Dick Seaman, in a Mercedes-Benz. So soon as the starter whipped down the flag, Bernd hurtled past the others into his usual leading position. He was immediately challenged by Caracciola and the legendary Tazio Nuvolari. Ill-fortune quickly eliminated Rosemeyer's two dangerous rivals. Rudi was forced to retire with supercharger trouble, and Nuvolari, piloting an Alfa Romeo, was thrown out of his machine when it caught fire and crashed.

Their place was soon taken by Dick Seaman. Gradually, yard by yard, Seaman

reduced the distance between his Mercedes and Rosemeyer's Auto Union. Finally, there were only nine seconds separating them. The crowd were enthralled, but were to be cheated out of a wheel to wheel finish. Seaman's machine was running short of fuel and he was forced to stop leaving the Auto Union driver with a clear-cut victory.

When they returned home to Germany, the friendly rivalry between Caracciola and Bernd Rosemeyer continued unabated. Bernd cocked a snook at Rudi by shattering his lap record at the celebrated Nürburgring.

Soon after that Rosemeyer established a world record; he was the first man to notch up 250 m.p.h. over the measured mile on an ordinary public highway. In the following year Rudolf Caracciola, not content to leave the record in the hands of happy-go-lucky Bernd, managed to push the speed up to 270 m.p.h. When Rosemeyer received the news, he announced that he would attack the new record at once. In a completely enclosed Auto Union, with the powerful engine cooled by ice instead of a radiator to reduce wind resistance, Bernd topped 268 m.p.h. in a practice run. Rosemeyer smiled confidently when informed of his trial time and prepared himself for the final record attempt.

Bernd, and the rest of the record-breaking team, had been notified by the weather office that a strong cross-wind was blowing up across the stretch of autobahn that was to be used for the run. Rosemeyer showed no interest in the adverse weather and gave detailed instructions for things to be made ready. The rest of the Auto Union team did not share Bernd's devil-may-care attitude; at first they suggested, then finally pleaded with him to postpone the attempt. Rosemeyer refused to heed the thoughtful advice; he scoffed at their timidity; he laughed at the wind.

The 29-year-old driver climbed into the streamlined machine, and when he was ready the mechanics snapped the light alloy top into position, and all was set. The lusty Auto Union engine suddenly exploded into life, and Bernd Rosemeyer slowly surged forward to meet his destiny.

As the silver car flashed along its route into the measured mile, a series of observation posts telephoned its progress back to Auto Union H.Q. The first post reported that Rosemeyer had hurtled past. The second post cracked back that the silver streak had thundered by, so did the third lookout, but from the fourth came nothing! Then a hesitant voice came faltering through.

The Auto Union had crashed. A 30 m.p.h. cross-wind had found a way through a gap in the hedges and trees that sheltered the road. The hedges and trees had formed a natural venturi, and the wind, accelerating to almost gale force, burst on to the autobahn. In its wild, unleashed fury it lifted up the speeding machine bodily and crunched it against a concrete bridge where it disintegrated like a matchbox under a hammer.

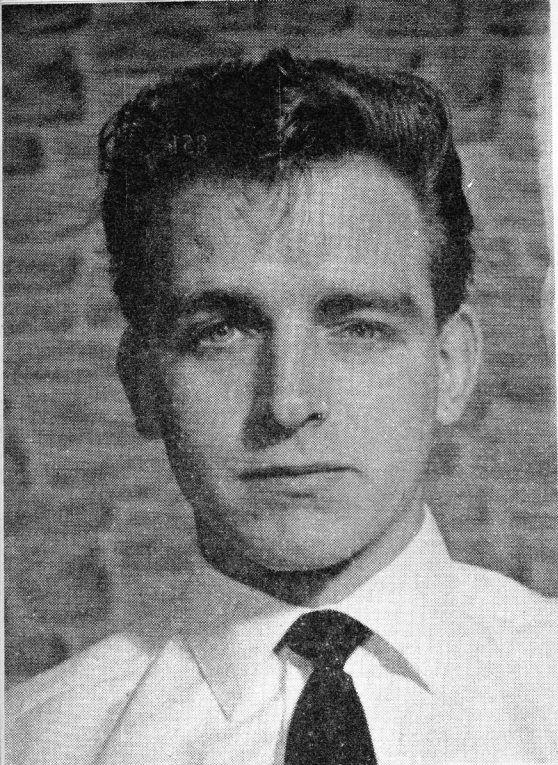
Rosemeyer had been thrown out of the car into a clump of trees. When his comrades reached him, for a fleeting second they thought he was still alive. There were no apparent injuries, and Bernd had his blue eyes wide open gazing at the sky; some say there was still a ghost of a smile upon his face!

My friend Hans broke off his story and stared fixedly at the windscreen. Silence enveloped the interior of the car. It was the kind of silence that I did not care to break.

TREVOR TAYLOR

PROFILE

BY CHRISTOPHER NIXON



and all the while he was becoming more and more proficient. During the winter the car was modified to Mark 9 specification and in 1957 Trevor embarked upon a full season's racing with it.

In June that year he scored his first victory at Mallory Park and then went on to notch up a few more wins and a good number of placings, to such effect that he finished third in the 500 Championship that year.

For 1958 a new Cooper was purchased and Francis Beart was by now sufficiently impressed with Trevor to offer one of his engines. Thus armed, Trevor carried off the 1958 Championship in the face of considerable opposition.

Having conquered Formula III, Trevor

bumped slightly by Henry Taylor, who was close behind. The Cooper spun into the bank and Trevor was knocked out for about three minutes. He also suffered three broken ribs. Happily, the car was insured. A new body and chassis were obtained and Mike spent a fortnight at Coopers putting the car together.

His next race was at Aintree, but the petrol pump packed up on the penultimate lap when he was in fourth place. At the end of the season the car was sold to Tommy Atkins.

In January, 1960, Trevor and his father came down to London for the Racing Car Show. Here they met Colin Chapman, who suggested Trevor join Team Lotus for F.J. races that season. This Trevor agreed to do

In his first year as a Grand Prix driver, Trevor Taylor hasn't exactly had much beginner's luck. After a good start at Zandvoort, two bad accidents (from which he somehow emerged unscathed) and a series of mechanical breakdowns have pushed his morale down and down to its present position, which is nearly rock-bottom. The situation will no doubt change before long, but at the moment Trevor starts a race with trepidation rather than anticipation, which is not a good thing.

His racing career is longer than one might think, for he started in 1954. Having left school at the age of 15 Trevor went to work for his father in the family garage at Rotherham. His brother Michael was an apprentice mechanic there, but Trevor concentrated on spraying and body repairs. With their knowledge growing, the two boys decided to build a car of their own. They bought a Y Model Ford, stripped it to the chassis and put their own special body on it. They christened it the X100, and shortly after its completion the car was shown on a T.V. programme called Tele Club.

They entered the X100 in a few sprints and hill-climbs and had a tremendous amount of fun with it. During those early days it became obvious that, of the two, Trevor was the faster, so it was decided that he would do the driving and Mike would look after the car. This arrangement worked splendidly, for Mike is a very competent and conscientious mechanic, as anyone who has seen a car prepared by him will testify.

The X100 was loads of fun but it was hardly a racing car, so in 1955 a TR2 was purchased and after competing in a couple of Autocrosses, Trevor entered his very first race proper at Aintree. The only memorable thing that happened here was that Archie Scott-Brown slammed past Trevor at the start and left some nasty graunch marks down the side of the TR as he went by. The car was raced once more at Aintree and then at Oulton Park, before being retired in favour of a Staride 500. With the Staride came the first, heady taste of success, for in his very first race in the car Trevor came second to Don Parker in a handicap event. He even led for a bit!

About halfway through the season Trevor sold the Staride and bought Stuart Lewis-Evans' Mark 8 Cooper-Norton. Whilst he never won any races in this car he managed to pick up the odd place here and there,



THE X100, a Y Model Ford stripped to the chassis and fitted with a special body built by Trevor Taylor and his brother Mike. The car was shown on a television programme and was used in a few sprints and hill-climbs.

took the next step up the ladder and arrived in Formula II complete with a Cooper. This was an expensive outlay, and although the Taylor family was solidly behind Trevor in his attempt to become a Racing Driver (as opposed to a racing driver) it was not possible to send the engine back to Climax as often as it should have been. However, the car was always meticulously prepared and after a few setbacks Trevor had his first win in it at Rufforth, and here, for the first time, he met Jimmy Clark. He beat him, too!

Jimmy was then driving the Border Reivers Lister and was almost invincible at Rufforth, but Trevor, who is no respecter of reputations, sat on the grid, thinking, "I don't know you, but I'm going to beat you!" After a fine battle, which for some time included Tim Parnell, Trevor emerged the victor and after the race was introduced to the man who was soon to become his close friend and team leader.

At Mallory Park a few weeks later Trevor wrote the car off in a crash. Leading into Gerards on the first lap Trevor was

and signed a one-year contract. Thus began his association with Lotus and also Jim Clark, for Jim was number one in the Junior team.

From the start of the season Clark's car was fitted with a five-speed gearbox, but until Aintree Trevor had to make do with only four cogs. When, just before Aintree, they finally took delivery of the five-speed unit, they found it wouldn't fit! After slaving far into the night with no success they rang up Mike Costin and demanded to know why. Mike was able to tell them (one of the shafts was too long) and finally the car was ready. Their effort was rewarded, for Trevor won the race after leading all the way.

His first Continental foray was at Aix Les Bains, where the day ended tragically when a bridge collapsed and killed poor Chris Threlfall. At Monaco he came third in the Junior race. By the end of the season he and Jimmy were leading the F.J. Championship with an equal number of points. They had also scored the same number of places and set up the same

number of laps. The deciding race was at Silverstone but as Clark was unable to attend Trevor rang up John Eason Gibson and asked if they could share the title. A seemingly generous act, but also a rather naive one. I hope Trevor hasn't taken this attitude into G.P. racing with him.

In 1961 Jimmy moved into the F1 team and Trevor became No. 1 in the Juniors. With his brother Mike preparing the car, Trevor was almost invincible, and won the championship handsomely. He also had a few Formula 1 drives but he didn't really distinguish himself. During this season he also drove for Team Elite, winning his class at Le Mans among other things.

This season Trevor moved up the final step to join Clark in the G.P. team. His first race in a V-8 was at Zandvoort. He practised in a four-cylinder car whilst Clark tried both V-8s. (This was the first appearance of the monocoque car and Jim took some time to decide whether he would drive the 24 or the 25.) Trevor finally managed three laps in the 24 before a tappet broke. He was allowed two laps next morning before the race and it was at this point that he was made to appreciate the power of a V-8, for he spun as a result of applying too much throttle. He also frightened himself considerably. He went on to finish a fine second.

At Monaco he was involved in the shunt at the start and although he rejoined the race he was hampered by a severe oil leak. He hit the chicane three times as a result of his foot slipping off the pedal. He then decided he'd had enough and wisely retired.

He had never seen Spa before, so Jim took him round in a Zephyr, to show him the ropes. Trevor took it very easy to begin with in the first practice session, but the more he drove round it the more he began to like the circuit, and this was reflected in his lap times which steadily came down from 4 mins. 15 secs. to 4.10, 4.05, 4.02, 4.01 and finally, 3 mins 59.3 secs. which proved to be fastest of the day. This must

was locked in combat with Mairesse in the Ferrari. He finally managed to get away from the Belgian but then a brake locked up at La Source and he spun, letting Mairesse catch up again. Battle was joined once more. By now Trevor was having trouble with his gears and he was having to hold the lever in third and fourth at times. On the 26th lap at Blanchimont the lever jumped out once more and Mairesse, only inches behind, slammed helplessly into the Lotus. By some miracle, both drivers walked away from the shunt.

Although Mairesse has a reputation as a reckless driver, Trevor never had any worries. "He was a perfect gentleman. He drove very hard but was never dangerous and almost always indicated which side he was going to pass me on."

After Spa came Rheims where he drove a brand new 24. In this race a nut securing

extra unexpected urge poked him through a hedge, down a bank and into a tree—another race over!

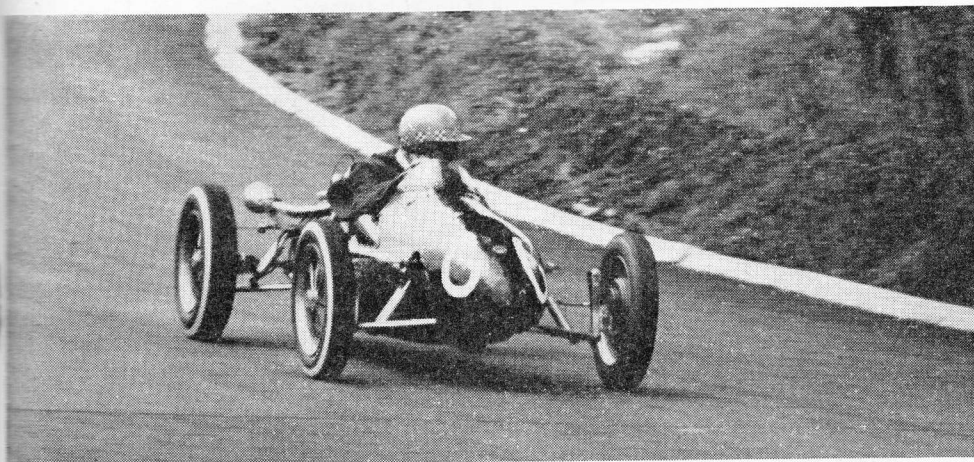
He practised a 24 at Oulton Park for the Gold Cup but started in a 25. A radius rod broke away from the body and the rear wheels began to steer the car, so he pulled in to retire. Just before the start of this race Richie Ginther, who has had his share of troubles this year, walked up to Trevor and said, "Have you practised in this car?" Trevor replied that he hadn't. "Oh, well," said Richie, "when I'm feeling sorry for myself I'll think of you." (Trevor has in fact started five races this season in a car he hasn't practised in.)

The Italian G.P. was no more successful, for Trevor was forced out with gearbox trouble, as was Jimmy. The team went through seven gearboxes in three days at Monza! In America he was forced out



FORMULA JUNIOR (above). Trevor Taylor was a very successful Formula Junior driver. At Monaco in his Lotus 18, he was third in 1960 with a slipping clutch.

MALLORY PARK (below). Trevor Taylor races his ex-Stuart Lewis-Evans Cooper-Norton at Mallory Park in August, 1956.



have given some of the other drivers something to think about, for this circuit was supposed to sort out the men from the boys, and here was a boy making fastest time.

In the second day's practice only Graham Hill and Bruce McLaren managed to beat Trevor's time and he started on the front of the grid. However, an ominous portent of things to come happened during the Friday's practice: the car jumped out of third and Trevor only just avoided a shunt.

Almost from the start of the race Trevor

one of the baffles in the fuel tank came out, allowing a constant stream of fuel to pour out soaking Trevor's overalls. Then came Rouen and another high-speed shunt which almost wrote-off a brand new 25. At Aintree he suddenly found a carburettor choke in his lap. After losing two laps having it fixed he managed to finish eighth.

At the Nürburgring he only managed three laps practice due to a dropped valve and he started the race with a misfiring engine. Firing on about five cylinders Trevor got past the Karussell when suddenly the engine fired on all eight and the

with oil pressure trouble and in Mexico he was called in to hand his car over to Clark, who went on to win. There remains South Africa, where Trevor had such a successful season last winter. Let's hope he does well there this time!

Trevor was born on Boxing Day, 1936, in Sheffield. He now lives with his wife, Audrey, and their two children at Rotherham, just a short distance from his father's garage. The Taylor family is a very close-knit one, comprising Mike, a year older than Trevor, Anita, whom we have already seen on the circuits in her Anglia, and whom we are certain to see again next season. (A good thing this, as any of you who have seen Anita will appreciate.) The youngest of the family is David who, at 18, is rapidly developing into an artist of considerable skill, and on the drawing room wall of the Taylor home there hangs a painting of Phil Hill at Monaco that would not look out of place in the Steering Wheel Club, among the Crosbys, the Turners and the Nockolds.

A well-built man a little on the short side, Trevor has a warm and friendly personality to go with his Yorkshire accent. He fully appreciates the sacrifices his parents made for him in order that he could go racing and the money he earns on the circuits goes into the family business, from which he draws a mechanic's wage. His only concession to success really is a 3.8 Jaguar which he is very pleased with.

Next year he will be with Lotus once again, hoping for a better season than this one. He has already won the Formula III Championship and the Formula Junior Championship and the World Championship is now within his sights. His family will tell you that he is going to win it and no mucking about. If their determination has anything to do with it, he's got it made!

De Christmas Road Test:

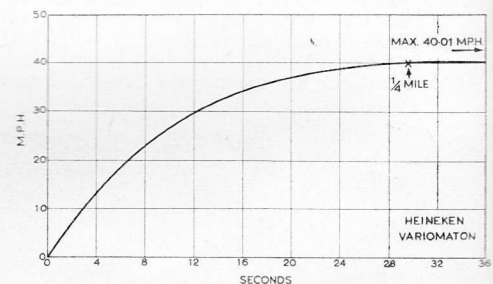
JOHN BOLSTER

samples

THE HEINEKEN VARIOMATON



ACCELERATION GRAPH



OH DEAR!

wheel suspension system by swing axles has therefore been constructed, the wheel movement being strictly limited and the suspension medium taking the form of rubber blocks. The DAF rack and pinion steers the front wheels.

As there are no doors, one enters the vehicle by climbing over the side, an iron ladder being permanently attached for this purpose. If the weather is inclement or the sun too strong, a Heineken umbrella may be erected, of the type which one sees outside Continental cafés. The DAF heating system warms the feet if the wind is cold. The driver has quite an elaborately sprung seat, but the rest of the party stand, supporting themselves against the side of the barrel. The performance figures were taken with the umbrella furled.

The complete vehicle weighs just over a ton and its wind resistance is formidable. The performance cannot therefore approach that of a DAF car with the same engine. It will nevertheless achieve a genuine 40 m.p.h. and as the transmission always

THE construction of special vehicles for advertising purposes is far from new. I remember seeing a sleeve-valve Daimler with a body shaped like a bottle of Watney's beer, very many years ago, and there were lorries which looked like huge Hovis loaves. These bodies, however, were many times life size.

It has fallen to Heineken's Brouwerijen (which probably means brewery) to use a real, genuine beer barrel as a car body. The barrel dates from before 1900, so presumably it is eligible for the Brighton run, and it used to hold 38 hectolitres of delicious Dutch beer, which is around 850 gallons, and that ain't hay.

Anyway, the barrel now holds up to five people, and it is usually driven by Anton W. S. Schipperijn, who visits all the Continental motor races with it, which is a splendid way of reminding the spectators that they are thirsty. Having seen the machine in action, bowling merrily along to the raucous music of its post horn, I felt that this would make an ideal subject for the AUTOSPORT Christmas road test. To my great relief, Anton Schipperijn was delighted to lend me the barrel, and a suspiciously large number of my friends offered to come along and help, the rotters.

In Holland, the barrel is subject to a special 20 k.p.h. speed limit, but in France it is allowed to go flat out. Obviously, we should have gone to the Bonneville salt flats with such a potent machine, but

practical considerations persuaded us that the Mulsanne Straight on the Le Mans circuit would be a reasonable substitute. One of the practical considerations was the Café de l'Hippodrome where—you've guessed it—they sell Heineken's beer. It was at that hostelry that I had my rendez-vous with Anton.

The car was built by the ATAF, a truck and trailer factory in Amsterdam. It is called the Heineken Variomaton because the barrel is by Heineken and the motive power is by DAF with Variomatic Transmission. This is the ingenious automatic belt-drive arrangement which has previously featured in our columns.

The DAF engine is ideal for this purpose, because of its low height and its air cooling, which avoids installation problems. It lies beneath the floor of the driving compartment, which is a false bottom, allowing the machinery to be carried above the base of the barrel. The engine, transmission, and independent swing axles are arranged exactly as in the DAF car.

A box-section steel frame reinforces the stressed-skin monocoque wooden barrel. A very wide track is necessary and the short wheelbase renders the vehicle almost square. Normal springing could not be used because the great height would cause serious rolling. The barrel must be protected from road shocks, however, for not all the roads it traverses are as smooth as the Le Mans circuit. An independent four-

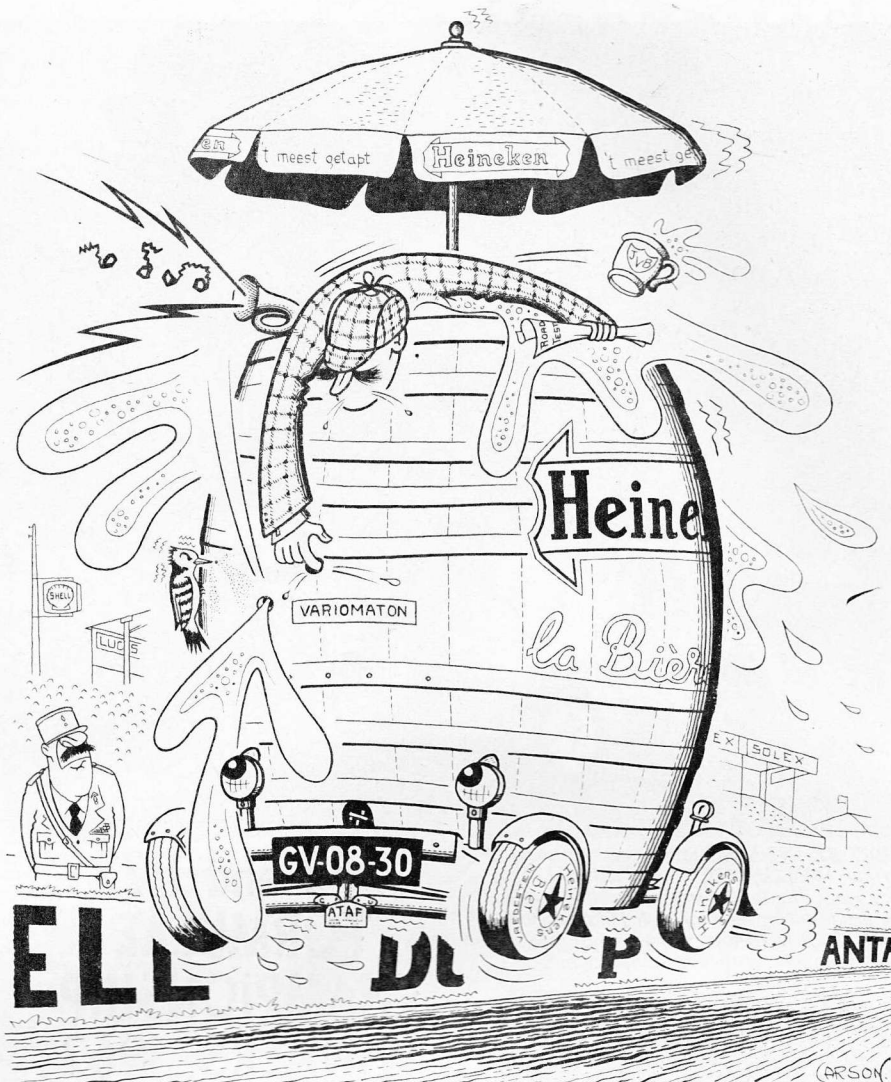




chooses the right gear ratio there is never any labouring. It is due to the efficiency of this drive that a standing quarter-mile time of less than 30 secs. is achieved with an engine of only 750 c.c.

Every year, the performance will improve slightly, for the barrel is drying out all the time and becoming lighter, more's the pity. I shall therefore repeat this road test every ten years in the hope of one day pulverizing the Mulsanne straight at 41 m.p.h. The machine is quite easy to steer, in spite of its unusual dimensions, and the high driving position has many advantages, such as the facility with which one can look through bedroom windows. The all-round visibility, as the road test articles say, is superb. The hydraulic brakes are well up to their job, thank goodness.

The delightfully gay and raffish appearance created something of a furore at Le Mans, though perhaps it would be "not quite the thing at Gooders, old man."



Certainly the machine is practical and reliable, for it has covered long distances in going to race meetings on the Continent. It runs quietly except when the deafening post horn is playing its tune. Above all, to fly through the air in this splendid conveyance gives one a monumental thirst, which is no doubt the object of the exercise. By the way, if you have a dark suspicion that I was bribed by being given copious draughts of Heineken's beer, I hasten to set your mind at rest. I'm delighted to say that I was!

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Heineken Variomaton with 850 gallons beer-barrel body. Price: 2s. 3d. per glass.

Engine: Two-cylinders 85.5 mm. x 65 mm. (746 c.c.). Compression ratio 7.1 to 1. 30 b.h.p. at 4,000 r.p.m. Push-rod-operated overhead valves. Solex downdraught carburettor. Coil and distributor ignition.

Transmission: Automatic centrifugal clutch and infinitely variable belt drive. Forward-reverse bevel box and reduction gears on swing axles.

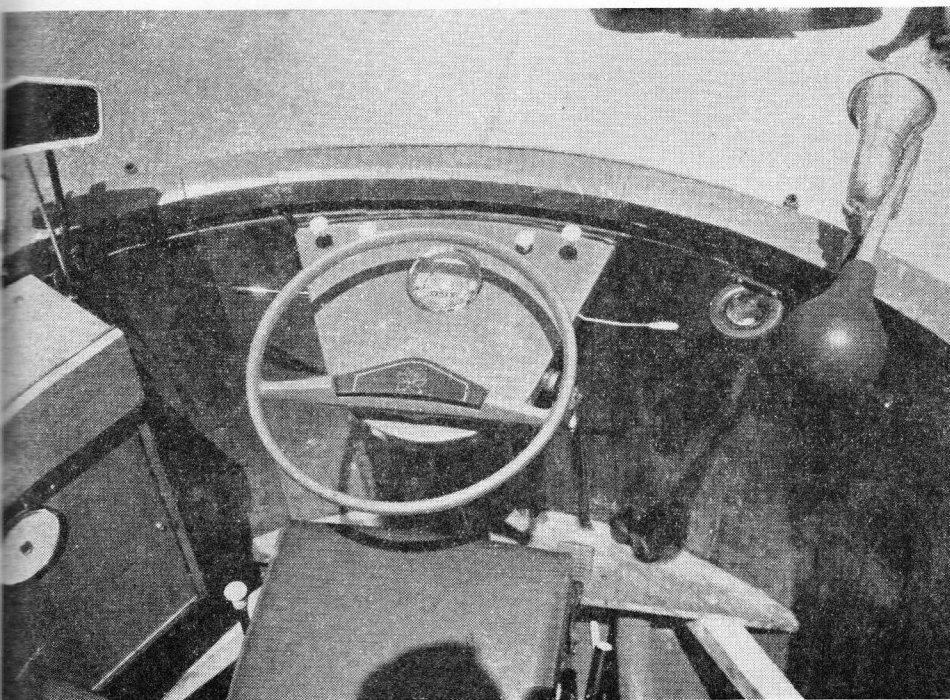
Chassis: Box section frame reinforcing stressed-skin beer barrel. Independent swing axle suspension all round by rubber blocks. Hydraulic brakes. Bolt-on disc wheels fitted 5.20-12 ins. tyres.

Equipment: Six-volt lighting and starting. Speedometer. Flashing direction indicators. Heater. Radio. Umbrella.

Dimensions: Wheelbase 6 ft. 0 $\frac{1}{2}$ in. Track 5 ft. 4 ins. Overall length 8 ft. 4 $\frac{1}{2}$ ins. Width 6 ft. 2 $\frac{1}{2}$ ins. Weight 1 ton.

Performance: Maximum speed 40.01 m.p.h. Standing quarter-mile 29.6 s. Acceleration: 0-30 m.p.h., 12 s.; 0-40 m.p.h., 28 s.

Fuel Consumption: 28 m.p.g.





TRIO BRANDS HATCH meeting (above). Arthur Mallock (U2), Alan Wershat (Lolita) and Tony Youtlen (Terrier) lap tail-enders on the inside during their struggle for supremacy. **RON INGLIS** (below) was very fast, and his Rejo Mk. 2 always well-prepared.

750 and 1172 FORMULAE CHAMPIONSHIP WINNERS, 1962

CLUB racing during 1962 was often enlivened by the spirited performances put up by the 1172 boys. These cars, powered by cheap Ford engines and in the main home-built, were fantastically quick—George Whitehead's record lap at the Clubman's Championship Silverstone meeting last October being faster than Sid Day's E.R.A. record!

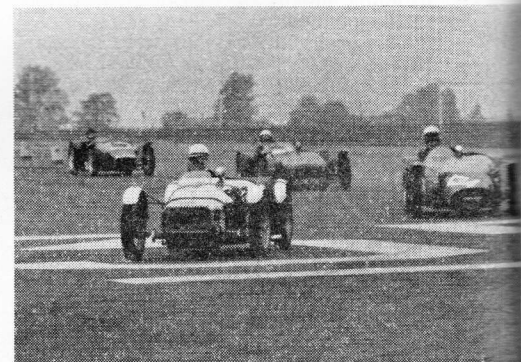
Champion in the 1172 class was Arthur Mallock, using his ex-Formula Junior U2. His battles with Alan Wershat (Lolita), Ron Inglis (Rejo), Rod Easterling (Rejo), Johnnie Moore (Warwick), George Whitehead (W.R.A.), Tony Youtlen (Terrier), Gordon Rae (Rae "A") and Arthur Cook (Wavendon Wombat) will be remembered for some time to come.

Adrian Wontner's A.R.W. won the 750 class after a season-long battle with Bryan Small.

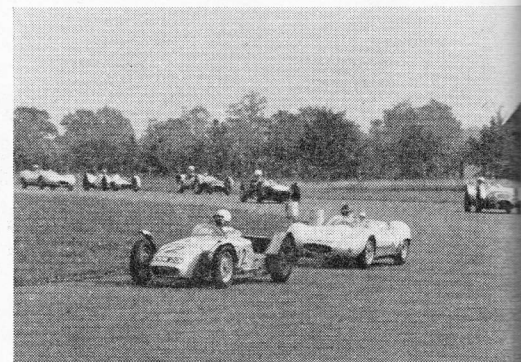
The leading positions in the two championships, organized as usual by the Seven-Fifty Motor Club, are as follows:

750 Formula		
1. Adrian Wontner (A.R.W.)	..	70*
2. Bryan Small (Special)	..	70*
3. Derrick White (Impala)	..	62
4. Mike Langton (Worden)	..	46
5. Brian Toft (Sacré Bleu)	..	43
6. Jeff Ward (Ward)	..	40
* Winner determined on 10 best performances instead of seven.		
1172 Formula		
1. Arthur Mallock (U2)	..	69
2. Alan Wershat (Lolita)	..	67
3. Ron Inglis (Rejo)	..	65
4. Tony Youtlen (Terrier)	..	64
5. John Corfield (Terrier)	..	58
6. Gordon Rae (Rae "A")	..	53

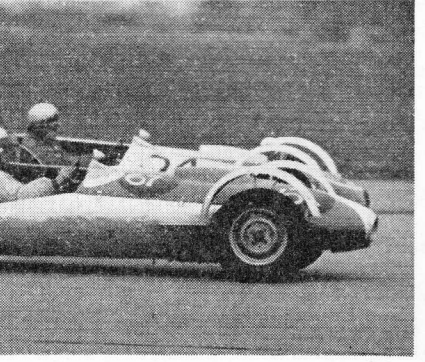
THIS YEAR the 750 Formula cars were not always as fast as they were in 1961, no doubt due to the fact that David Boorer had sold his DEB. At Debden (below), Bryan Small (Special) leads Adrian Wontner (A.R.W.) and Derrick White (Impala).



FIGHTING IT OUT (below) in an 1172 event at Debden last Autumn, Alan Wershat and the incredible Lolita—the original Lola of many moons ago—heads Ron Inglis (Rejo), John Corfield (Terrier), Arthur Mallock (U2) and the rest.



LAST SEPTEMBER at the Seven-Fifty Motor Club meeting at Debden (below), cars hurtled down the main straight two, or even three abreast. A Terrier and a Milmor, typical of the 1172 breed, fight it out neck and neck.



CORRESPONDENCE

Racing Car Show

I HAVE read, with interest, all the correspondence regarding the Racing Car Show, which you have recently published, and felt that I must write personally in an effort to help clear up the many misconceptions which seem to exist about this exhibition.

Firstly, let me explain that the title of any exhibition should be short and concise, so that it may easily be remembered, though in being concise may not necessarily fully explain all the facets of the show. To those who have said "who wants to see a VW at the Racing Car Show," let me say that many rally enthusiasts were delighted to see Bill Bengry's car on display at the last show, as current British rally champion. Indeed, *all* the saloon cars which have ever been on display at any of the three Racing Car Shows have been National Race or Rally champions in their respective classes and were seen by the general public with very great interest, too.

To the uninformed who misguidedly think that the B.R.S.C.C. are making fabulous profits since it appears, to them, that "only the cost of hiring the hall has to be found from the 'gate'." I will remind them that exhibition halls of a suitable size in London cost hundreds of pounds a day to hire and because of the "build-up" and "break-down" time required must be leased for 14 days to put on an exhibition for seven days. The exhibitors do, of course, pay a rental for their space, but, as they know, this does not even cover the cost of all the constructions necessary.

To give an instance of the lengths to which Ian Smith will go to obtain cars of interest for the central displays I would like briefly to mention the Testa Rossa which was in the "place d'honneur" last year. Many letters passed between Mr. Smith and Ferrari's Modena offices in an effort to obtain a F1 car for this display, but co-operation was not apparently particularly forthcoming. Ian Smith sought the help of the Ferrari concessionaires in this country and they even went to the trouble of going over to Italy to try to persuade the Commendatore to lend one of his G.P. cars, which were then, of course, world champions. Meanwhile, time was getting short and finally we were told that all the 1961 cars had been broken-up. Luckily, not long before Christmas 1961, Count Volpi of Serenissima offered to lend his magnificent TR1-61 Testa Rossa, which Graham Hill drove at Nassau in December and again at Brands Hatch on Boxing Day, but only on the understanding that Ian Smith be personally responsible for the car's transportation and safety. This was agreed and the Show Organizer went with the hired transporter to London Airport, cleared customs and delivered the car to his own garage for storing until it was required for Boxing Day. After perspiring all day lest the car be scratched, Ian Smith then returned it to his home and again stored it under lock and key until the time came to move it into the Racing Car Show where it was greatly admired. At the conclusion of the exhibition the car, still under personal supervision, was transported to London Docks where it was safely loaded for return to Serenissima. (Incidentally, the insurance bill paid by the Racing Car Show to fully cover the value of all the machinery on loan and the exhibition as a whole can't be paid out of petty cash!)

Before closing, I would like to make it quite clear that, although from the "inside," this is a personal letter and should not be taken as an official answer to our critics.

LONDON, S.E.1.

DENIS A. SOUTHWOOD,

Assistant Organizer of the Racing Car Show.

Night Trials and Tribulations

NOW that the *boue de nostalgie* has had time to settle, I write to commend Michael Kettlewell for his entertaining exhumation of some of our Night Trials of the '50s. (Spare That Car, AUTOSPORT, 30th November.) What excellent events indeed they were—and incidentally (Mr. Kettlewell reminds me) how well reported.

It is true that we didn't bend many motor cars, but, my word, we bent plenty crews. Some, of course, bent more easily than others, and some were bent beforehand: remember the character who, on reading a notice "You are 25 feet too high", proceeded to climb a tree? Is there a psycho-analyst in the house?

Still, I can't quite see this as material for the R.A.C. Rally. Eric Carlsson for one will, I am sure, forgive me if I question whether his power/weight ratio approaches that of the Saab. And yet I seem to remember that we always ended one of these events with a spare crew, however portly they may have been at the start. Why, I wonder, did it never occur to us, on this line of reasoning, to include the Women's League of Health and Beauty as one of the invited clubs? *Si jeunesse savait* . . . but please do not bother to complete the tag for

HALIFAX, YORKS.

BARCLAY INGLIS.

Connaught and Coventry Climax

I AM a regular reader of AUTOSPORT and an old Connaught boy, also ex-Innes Ireland, and in general I consider your AUTOSPORT is accurate. However, in David Phipps' Coventry Climax story I do think that he is inaccurate about the V8 Godiva engine in that there were no obvious chassis in which to put it.

I went to Connaughts at Send in 1953 and one of the first things I was shown was a wooden mock-up of the Coventry Climax V8 [see description and photographs in AUTOSPORT of that date.—Ed.]. I had a lot to do with the B-types and we waited and waited for the promised V8. It never came and we had to start afresh with the Alta engine.

My point is that I disagree that there were no obvious chassis, and I've no doubt that Des Arthurs of Connaught would agree, or Mr. Benstead who took the car over to Syracuse when Tony Brooks brought us a spot of good fortune.

GODALMING, SURREY.

F. R. SMITH.

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

For improved performance and better consumption



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Club News

By MICHAEL DURNIN

ROAD conditions may prove to be interesting, to say the least, for the Sutton and Cheam M.C.'s fourth Tempest Rally, which is scheduled for 26th-27th January. The event will cover 180-200 miles, from a start at East Grinstead and its merit is assured by the fact that experienced competitor Jimmy Gregson (who recently completed 25 years' service with Small & Parkes—and received a handsome watch to commemorate the occasion) is clerk of the course. The event is open to Austin-Healey O.C. (Southern), B.A.R.C. (Surrey), B.R.S.C.C., East Surrey M.C., London M.C., Metropolitan Police M.C., Rochester, Chatham and D.M.C., Sevenoaks and D.M.C., Tunbridge Wells M.C. and A.C.S.M.C. Championship entrants. Regs are available from I. G. Forrest, Fordwater, Cuddington Way, Cheam, Surrey, who should have all entries by 18th January. . . . Many miles of "new" roads, interspersed with old favourites, will add up to the 280 miles comprising Fylde M.S.G.'s Shunpiker Rally on 16th-17th February. The plot is being hatched by Brian Melia and Graham Marrs, and the rally is open to B.A.M.A., B.A.R.C., Cavendish C.C., Chester M.C., Knowldale C.C., London M.C., M.G.C.C., South Wales A.C., Wolverhampton and S.S.C.C., and Worcestershire C.C. Regs from J. Hall, 24 Charnock St., Preston, Lancs.



MIKE BECKWITH, whose 1962 Lotus 23 is *Track Tested* in this issue, receives one of the two Chris Bristow Memorial Trophies from Earl Howe at the recent B.R.D.C. Dinner-Dance.

Coming Attractions

- 22nd December. Natal Grand Prix, South Africa (F1).
- 26th December. B.R.S.C.C. Race Meeting, Brands Hatch, near Farnham, Kent. Starts 12 noon.
- West Lancashire M.C., B.R.S.C.C., Liverpool M.C. and Severn Valley M.C. Southport Speed Trials, Marine Drive, Southport, Lancs. Starts 1 p.m.
- M.G.C.C. Kimber Trophy Trial.
- B.A.R.C. (N.W. Centre) Driving Tests, No. 1 Car Park, New Brighton, Cheshire. Starts 12.30 p.m.
- 29th December. South African Grand Prix, East London (F1).
- 30th December. Hants. and Berks. M.C. 9th "Pairs" Point-to-Point Map Reading Run. Starts The Hart Car Park, West Street, Farnham Surrey (M.R. 169/836/469), at 9.30 a.m.
- 4th-6th January. South Wales A.C. International Welsh Rally. Starts Loton Park, Shrewsbury, Shropshire, and finishes Cardiff, Glamorgan-shire.
- 5th January. New Zealand Grand Prix, Pukekohe (F.L.).
- 12th January. Vic Hudson Memorial Trophy Race, Levin, New Zealand (F.L.).
- 19th January. Lady Wigram Trophy Race, Christchurch, New Zealand (F.L.).
- 19th-26th January. Monte Carlo Rally. Starts: Athens (Greece), Frankfurt (Germany), Glasgow (U.K.), Lisbon (Portugal), Monte Carlo (Monaco), Paris (France), Stockholm (Sweden) and Warsaw (Poland).
- 25th January-2nd February. Racing Car Show, Olympia.

SHENSTONE AND D.C.C.

SHENSTONE RALLY

THE Shenstone and District Car Club recently held their Shenstone Rally, which attracted 71 starters and was the penultimate event for the Silver Star Rally Championship. The event started and finished at Bryn Howell Hall near Llangollen. Scrutineering took place on the drive up to the hall and on signing on crews were given an ice-scraper, sponge and a very handy first aid kit.

At the request of the local police, a low average speed was set for the first section (15 miles) for which an hour and a half was allowed. Noise marshals were very much in evidence as the convoy, headed by the Reg McBryde/Don Barrow Classic-Anglia, passed through Llangollen en route to control one (108/106475) to the north of Carrog. Chaos reigned supreme on the approach road with cars parked in every conceivable position, whilst the navigators plotted the 46 time controls on maps 107 and 108. Some of the later numbers passed through the control as they were unable to stop anywhere prior to the control.

Initially the route proceeded westwards towards Bettws Gweril Goch where the presence of a noise marshal in the main street caused some crews to take it too easy thus losing time at T.C. 3 at 020466. From here 5 mins. were allowed for the road through Ty-Cerrig and Bryn-Glas to T.C. 4 at 010453 where only six clean sheets remained. The next group of sections lay in the area of Cerrigydrudion where the Roy Griffiths/Ron Wilkinson M.G.A came into contact with a bank forcing them to open their gift first aid kit when the driver cut himself on the broken headlamp.

The B road heading towards Denbigh was taken next and the rain which was falling made the already muddy roads even more treacherous. Mention here must be made of the very willing and speedy marshals in their difficult task. Special praise is due to the marshal at T.C.10 (at 975614). He had made his way to the start at Llangollen from Liverpool using public transport and had been dropped on his own with no shelter in the middle of the Denbigh Moors, surely the epitome of enthusiasm.

The sections now were very tight as the route wound up and down the hills in the Llansannan area, where the Frazier/Jones Sprite spent 10 mins. in a deep ford and several crews had a near miss with an off the road gate that had opened outwards into the road. Control 15 was on 107 map at 835619, where 6 mins. were allowed to 828594 from the N.N.W. Tony Fisher was running short of oil here, obtaining further supplies from another competitor. The Frank Grange/Stuart Gray Anglia spent several minutes up a wrong slot and in the next section a badly parked spectator's car had several near misses from competitors as they hand-braked for the junction at 820588. Also near here on a sharp right hand bend was a car which had been stupidly parked in the road with no lights on it.

At the half way halt at Pont Yr Afon Gam, there were three crews still clean, McBryde/Barrow, Fisher/Melia and Pollard/Baines, whilst Allen/Hughes and Bengry/Skeffington were one minute down. After a break for refreshing man and machine, the next section was from 722423 to 684413. This section was only just on in 7 mins, with all the gates opened, and was very slippery and steep, dropping almost 1,000 feet between the controls. Harold Jacoby with Mike Mylchreest in his TR4 was finding the power embarrassing on the wet, leaf-covered roads. The rally was now heading for the two "timed to the second" stages, the first of which was on the old road from Nant Gwynant to the Pen-y-Gwryd Hotel under the lee of Snowdon. The weather here was atrocious with strong winds blowing sleet and snow almost horizontally. The last part of this road is unsurfaced but was well on in the four minutes allowed. The second stage started from the "Ugly House" near Bettws-y-Coed (756575), but unfortunately had to be cancelled owing to one of the time clocks going haywire. Ample time was allowed to the next control to the north of Llanrwst. The following

sections in the hills around Eglwysbach were very well routed and were not spoilt by the absence of a marshal as the next section was equally tight. Control 34 was back on 108 at 974713 and several crews, including Pollard/Allen and Bengry, immediately wrong slotted, ending up in a farmyard. David Pollard, trying to cut his lateness, had two "moments" within a mile but recovered with no damage, losing him only two minutes.

The rally was now in its closing stages but there was no let up as the route led south passing near Ruthin and Llanellidan to the last time control at the top of the Horseshoe Pass. Breakfast was served from 7 a.m. and, thanks to the card system, the results were out by 8.30 and showed that there was a tie for first place between the Fisher/Melia Cooper and the McBryde/Barrow Anglia, which was resolved in Reg's favour by virtue of his longer wheelbase, although it is only fair to say that while the second special stage clock was accurate he was 4 secs. faster than Tony Fisher. Everyone voted it an excellent rally with the roughness at the very minimum and the organization and marshalling of the best. Praise for part of this must go to clerk of the course Ron Crellin.

BARRY HUGHES.

Results

The Competition Secretary's Trophy: Reg McBryde/Don Barrow (109E Anglia), 0 penalties; 2, Tony Fisher/Brian Melia (Austin-Cooper), 0 penalties; 3, David Pollard/Tony Baines (Rapier), 20; 4, Phil Simister/Geoff Haggie (109E Anglia), 30; 5, Geoff Allen/Barry Hughes (Austin-Cooper), 50; 6, Roger Sutcliffe/Roy Dixon (VW), 50; 7, Tony Blore Barry F. Hughes (Morris-Cooper), 60; 8, Ralph Broad/Mrs. Sheila Taylor (Morris 1100), 70; 9, Neil Harvey/Dennis Cardwell (Austin-Cooper), 70; 10, Claude Twiggdon/Les Chilvers (Sprite), 80; 11, Ian Terry/Roy Davies (109E Anglia), 110; 12, Bill Bengry/David Skeffington (Saab), 110; 13, Brian Harper/Richard Binns (Sebring Sprite), 130; 14, Gordon King/John King (109E Anglia), 130. Team Award: Knowldale (McBryde/Fisher/Allen).

ILKLEY AND D.M.C.

PRODUCTION CAR TRIAL

IN the Ilkley and District Motor Club's production car trial, held on Sunday, 9th December, the overall winner was A. Eadon (Triumph Herald) to take top marks in this qualifying event in the B.T.R.D.A. production car competition.

The trial was held in the Otley area with the first six sections in Cayley Hall deer park and the rest at various roadside sites in Washburndale, making a total of 19 observed climbs. Of the 35 starters, 30 qualified as finishers.

PETER CRAVEN.

Results

Best Performance: A. Eadon (Herald), 65.7%. Front engine, rear drive class: 1, R. W. Bates (Ford Popular), 72.2%; 2, G. Winder (Austin-Chummy), 91.7%. Rear engine: 1, M. Hind (VW), 78.1%; 2, E. B. Wadsworth (Denzel), 83.3%. Front engine, front drive: 1, A. N. Umpleby (Cooper Mini), 71.9%; 2, B. Barton (Mini), 96.3%. Best Team: B.A.R.C. (Hind and Wadsworth).

EAST YORKSHIRE C.C.

HOLDERNESS RALLY

THE North Yorkshire Moors were again in use as rally country for the East Yorkshire Car Club's Holderness Rally, held on 8th-9th December. In spite of this, it was West Yorkshire competitors who filled the first three places in this overnight event which attracted 43 competitors.

An unusual feature of the results was that had not a member of the East Yorks C.C. No. 2 team lost two minutes at the start, the team would have dead-heated with the club's No. 1 team for the team award.

PETER CRAVEN.

Results

Best Performance: A. Rathmell (Austin-Cooper), 10 mins. lost; 2, G. Whitehead (VW), 16; 3, P. Cooper (Austin-Cooper), 20. First Class Awards: 1, Walker (Rapier), 32; 2, P. Frost (Austin-Cooper), 35; 3, D. Rudd (Mini), 1 fail, 11 mins.; 4, Witterin (Minx), 1 fail, 29; 5, J. H. Wilson (M.G.), 1 fail, 32. Best Novice: G. L. Clark (A40), 2 fail, 42. Best B.A.M.A.: Sgt. Lawrence (Austin-Champ), 5 fails, 102 mins. Best Team: East Yorks C.C. Eagles (Walker, M. Thorp and G. Gardner), total 15 fails, 98 mins.

PETER CRAVEN**describes**

HAREWOOD

LATE in the 1962 speed season the Yorkshire Centre of the B.A.R.C. held their first meeting on their brand new hill-climb course at Harewood—a course which attracted much interest and support.

As the club intend to develop this excellent venue still further in 1963 and run several events, one of them possibly a National hill-climb, several of the unusual features of this new course, which will no doubt attract many more newcomers, are photographically described here.

The hill is at Stockton Farm, Harewood, and is an improved farm road, 1,200 yds. long and rising 200 ft. from the start near the River Wharfe to the finish near Harewood Avenue. The photographs were taken at the September event.

- 1** THE STARTING AREA, which has room for cars to turn before lining up and convenient kerbs for mounting electronic timing equipment. Note that Walton's Walton-Riley Special stands on ribbed concrete for a good starting grip.



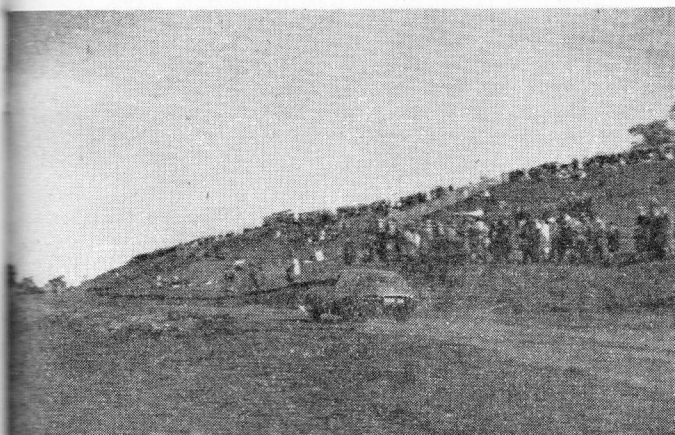
- 2** FROM THE START there are two left and right 90 deg. bends followed by an "S" bend leading into the farmyard with the well-surfaced road leading right through. Here a TR4 leaves the yard to start lining up for the next left-hand bend.



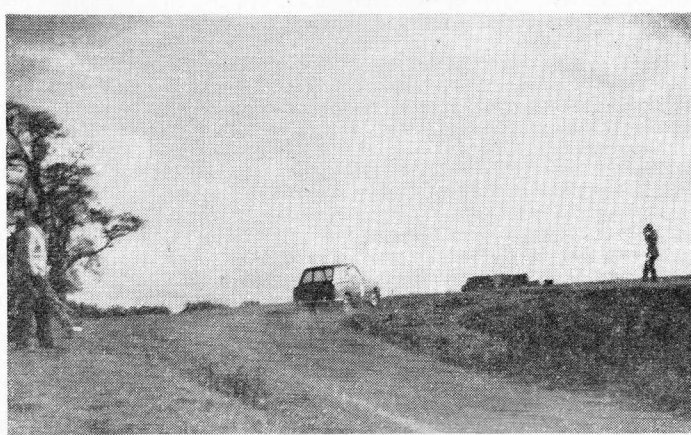
- 4** ... WHICH LEADS into a sharpish right-hander, usually taken very fast. Here a Morris 1100 corners without roll. The bend opens out slightly, still climbing, giving more powerful cars a chance to pile on speed before ...



- 3** THIS BEND leads into a climbing straight bordered on the right-hand side by the public enclosures. Here Brian Waddilove holds a tail slide before accelerating his E-type up the slope. ...



- 5** ... TIGHTENING UP for a final hairpin which catches out the unwary. The actual finish line is a yard or two to the right of the photographer seen in the right of the picture.



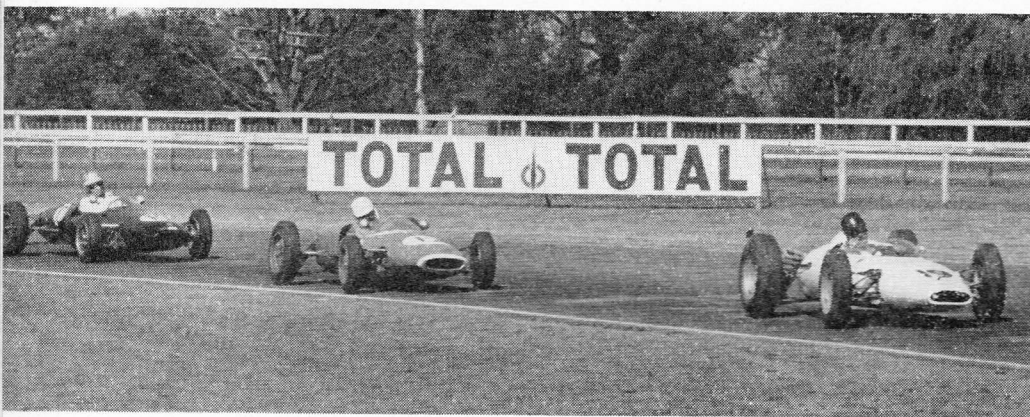
BOB JANE WINS AT WARWICK FARM

BY GEOFFREY SYKES

Photography by NOEL CONLON



AN AUSTIN LANCER heads an Austin A30 (above) in the first event. BOB HOLDEN (1½-litre Lynx Special) leads the Lotus Juniors of Glyn Scott and Ian Geoghegan (below).



THE last motor race meeting in 1962 for New South Wales took place on 2nd December at Warwick Farm in the form of a National Open Meeting where the accent was on touring cars, and the main event the A.J.C. Trophy Race for Appendix J cars over a distance of 15 laps (38.75 miles).

The programme was a very full one of 11 races in all, comprising seven touring car races (five scratch and two handicap), three sports car races and one race for racing cars under 1,500 c.c. combined with Formula Junior cars.

Practice was held on the previous day and it was obvious that some of the circuit records would be broken—George Reynolds in a Volkswagen having bettered his own previous time by well over three seconds, and Frank Matich in an Elfin-Ford was also below his own record in the under 1,500 c.c. racing class. Geoff McClelland surprised many people, including himself, by making the best practice time for Formula Junior cars in his recently acquired ex-Gavin Youl Brabham. Bob Jane, probably remembered best by his Aintree drive in the Coombs Jaguar, was unable to get to practice and was therefore on the back of the grid for the next day's racing.

Since there is no closed season for motor

racing in Australia, one is apt to overlook the appearance of new cars at meetings as there is no build up for "next season." However, it should be recorded that this was the first time that we had seen a representative entry of Mini-Coopers, which are now assembled locally.

Race day was fine and warm (106 deg. in the sun) and as usual things got under way promptly at 11.30 a.m. with a touring car handicap race over five laps. The finish was close with under two seconds covering the first three finishers, the winner being A. P. Hunter in a Morris 850 (Mini-Minor to you !), who started from the middle of the field.

The next race, also a five-lapper, was a "Marque" race. These are something like a B.A.R.C. marque race, but Austin-Healey Sprites are included and the races are divided into 1,100 c.c., 2,000 c.c. and over classes. A Daimler SP250 driven by Brian Lawler won by 2.2 secs. and there were some exciting scraps farther back in the field. There is no doubt that marque races with classes are filling a real need and are the answer to the so-called production sports car races.

Another touring car event followed in which George Reynolds broke his old

record in his Volkswagen. It really has a startling performance achieved, it appears, by lots of low speed torque giving it a jet-like take-off from the start line.

Next event was the sports car race which this time was divided into 1,100 c.c. and 1,500 c.c., and as expected the Scuderia Veloce Lola (ex-Peter Ashdown) driven by Greg Cusack was an easy winner in the 1,100 c.c. class, followed home by Charlie Smith in a Lotus Eleven, whilst in the 1,500 c.c. class the recently imported Lotus 23 driven by Ian Geoghegan, as yet the only example in Australia, was the class and outright winner by 6.3 secs.

Next on the programme was a sort of overflow scratch race for 1,000 c.c. and 2,600 c.c. cars in which Davison's A30 and Algie's Falcon ran out to be the respective winners, following which was the second touring car handicap won by the narrow margin of only .2 of a second by Trevor Ford in an Austin Lancer from Ron Haylen in his Mini-Cooper.

One more race to go before the feature race of the day, and this was the racing car event for Formula Junior and under 1,500 c.c. racing cars. In spite of having four reserves the field was five light under the permitted maximum of 22 starters, and immediately Frank Matich in a 1,500 c.c. Elfin (actually a Formula Junior car with a 1½-litre engine) went to the front, established a new lap record, and was never really troubled. He was followed over the line by Leo Geoghegan in a Lotus 20B. The third man Bob Holden in a 1,500 c.c. Lynx-Peugeot had a more difficult time in this race which was a 10-lap affair and at times was hard put to keep in front of the F.J. cars of Glyn Scott (Lotus 20) and Ian Geoghegan (Lotus 22).

And so to the main event of the day, the A.J.C. Trophy race for touring cars over 15 laps of the 2½-mile circuit. Bob Jane (3.8 Jaguar), having missed the official practice period, was on the rear line of the grid whilst on the front row was the incredible Volkswagen of Reynolds. Naturally, this state of things did not last for long, and at the end of the first lap Jane was in fifth spot—and led the field from lap 2 onwards. It was however a far from dull race, and there was a good scrap for second place between Bill Burns (3.4 Jaguar) and Bruce McPhee and Barry Seton, both on Holdens. Leading the 1,600 c.c.

cars was as expected the Reynolds Volkswagen with a Peugeot 403 and a Morris 850 in close attendance.

After a suitable presentation of the trophy to Bob Jane who is now driving better than ever, the next event followed quickly and it was notable for the fact that all three cars on the front line eliminated themselves within the first quarter of a mile; in actual fact, the three of them could have been penalized one minute for jumping the start but action by the judges proved to be unnecessary. This second marque race was very closely contested and the first six finishers all crossed the line within 37 secs., the outright winner being D. K. Fletcher in an Austin-Healey 100S.

To end one of the best days of racing sene at Warwick Farm, there were two more 5-lap touring car races, the first a 1,000 c.c. event which was naturally dominated by variants of the Mini-Minor. Ron Haylen drove very well and won the race in his Mini-Cooper from Bruce Smith in a Morris 850.

And so to the final race of the day which was a real sizzler over five laps during which Bruce McPhee and Barry Seton lowered the 2,000-2,600 c.c. lap record to 2 mins. 02.9 secs., both driving Holdens, Seton's being basically a 1948 model and McPhee's a '57 edition which, incidentally, is probably the most modern car of this make in the lists of Holden competitors.

Barry Seton was the winner and the first six cars were all within 16 secs. of each other. Bob Jane was again at the rear of the starting grid, and in the process of overtaking the field failed to get the big Jaguar around a corner and ran off the circuit on lap 3 taking Bruce McPhee with him. Bruce was not daunted by this unplanned excursion on to the horse racing turf and

was back to second-place at the finish after falling back to fifth at the start of lap four.

And so the final flag fell exactly on time at 5.50 p.m., the sun set an hour later and as is usual in this part of the world it was soon dark due to the comparatively short twilight.

As far as Warwick Farm is concerned, we all look forward to 10th February, when the Australian Grand Prix for 1963 comes here for the first time, and is of course combined with the annual International meeting. Definite entries have been received from Bruce McLaren (Cooper)

Jack Brabham (Brabham), Graham Hill (Ferguson), John Surtees (Lola), and Tony Maggs (Lola). It now appears that the 3-litre V8 Ford-engined Lotus cannot be made ready, so we shall have to miss the opportunity of seeing Jim Clark, which is a pity.

However, it will be an outstanding race and with better cars the experienced Australian drivers such as Stillwell, McKay, Davison and others who are on the way up will give the overseas visitors the perhaps best possible opposition of their Australian and New Zealand tour.

RESULTS

Touring Car Handicap (5 laps): 1, A. P. Hunter (Morris 850), 57.04 m.p.h.; 2, B. Thiele (Morris 100); 3, K. A. Bridgen (Peugeot 403). Fastest lap: W. Burns (Jaguar 3.4), 64.29 m.p.h.

Marque Sports Cars—B (5 laps): Over 2,000 c.c.: 1, B. Lawler (Daimler SP250), 63.28 m.p.h.; 2, K. Sparkes (Triumph TR4); 3, G. Lansdowne (Triumph TR4). Fastest lap: A. Wright (Austin-Healey 100S), 65.33 m.p.h.

Touring Cars (5 laps): 1,301-1,600 c.c.: 1, K. A. Bridgen (Peugeot 403), 61.92 m.p.h.; 2, I. Barberie (Austin Lancer); 3, R. Holden (Peugeot 403). Fastest lap: Bridgen, 63.38 m.p.h. 1,001-1,300 c.c.: 1, G. Reynolds (Volkswagen), 62.40 m.p.h.; 2, R. Brown (Simca Aronde); 3, D. Cooke (Peugeot 203). Fastest lap: Reynolds, 63.78 m.p.h.

Sports Cars (5 laps): Up to 1,100 c.c.: 1, G. Cusack (Lola-Climax), 72.97 m.p.h.; 2, C. G. Smith (Lotus Eleven); 3, W. March (Lotus Seven). Fastest lap: Cusack, 74.31 m.p.h. 1,101-1,500 c.c.: 1, I. Geoghegan (Lotus 23), 73.64 m.p.h.; 2, B. Foley (Lotus Elite); 3, J. Bono (Porsche). Fastest lap: Geoghegan, 75.28 m.p.h.

Touring Cars (5 laps): 1,601-2,600 c.c.: 1, D. Algie (Ford Falcon), 62.02 m.p.h.; 2, T. Johnson (Holden); 3, K. Braddock (Holden). Fastest lap: Algie, 62.99 m.p.h. Up to 1,000 c.c.: 1, K. Davison (Austin A30), 56.33 m.p.h.; 2, L. Givorshner (Ford Anglia); 3, D. Carr (Austin A30). Fastest lap: Davison, 57.94 m.p.h.

Touring Car Handicap (5 laps): 1, T. Ford (Austin Lancer), 57.69 m.p.h.; 2, R. Haylen (Mini-Cooper); 3, A. Hemsley (Morris 1040). Fastest lap: G. Ryan (Holden), 63.38 m.p.h.

Racing Cars (10 laps): Formula Junior: 1, G. A. Scott (Lotus-Ford 20), 74.72 m.p.h.; 2, I. Geoghegan (Lotus-Ford 22); 3, G. McClelland (Brabham-Ford). Fastest lap: Geoghegan, 76.85 m.p.h. Under 1,500 c.c.: 1, F. Matich (Elfin-Ford), 77.29 m.p.h.; 2, L. Geoghegan (Lotus-Ford 20B); 3, R. Holden (Lynx-Peugeot). Fastest lap: Matich, 79.72 m.p.h.

A.J.C. Trophy Race for Touring Cars (15 laps): Over 1,600 c.c.: 1, R. Jane (Jaguar 3.8), 64.91 m.p.h.; 2, W. Burns (Jaguar 3.4); 3, B. McPhee (Holden). Fastest lap: Jane, 67.05 m.p.h. Under 1,600 c.c.: 1, G. Reynolds (Volkswagen), 62.69 m.p.h.; 2, K. A. Bridgen (Peugeot 403); 3, B. Smith (Morris 850). Fastest lap: Reynolds, 64.08 m.p.h.

Marque Sports Car Race—A (5 laps): Over 2,000 c.c.: 1, D. K. Fletcher (Austin-Healey 100S), 64.39 m.p.h. Fastest lap: Fletcher, 65.85 m.p.h. 1,101-2,000 c.c.: 1, J. Hinton (Triumph TR3A), 63.93 m.p.h.; 2, W. Donnelly (M.G.A.); 3, F. Gibson (M.G.A. Twin-Cam). Fastest lap: Hinton, 64.8 m.p.h. Up to 1,100 c.c.: 1, J. Bond (Austin-Healey Sprite), 60.72 m.p.h.; 2, J. Sullivan (Austin-Healey Sprite); 3, R. Price (Austin-Healey Sprite). Fastest lap: Price, 63.48 m.p.h.

Touring Cars under 1,000 c.c. (5 laps): 1, R. Haylen (Mini-Cooper), 63.38 m.p.h.; 2, B. Smith (Morris 850); 3, F. Kleinig, Jr. (Morris 850). Fastest lap: Haylen, 64.29 m.p.h.

Touring Cars (5 laps): Over 2,600 c.c.: 1, W. Burns (Jaguar 3.4), 62.89 m.p.h.; 2, J. B. Suttor (Jaguar 3.8); 3, A. Needham (Studebaker Lark). Fastest lap: R. Jane (Jaguar 3.8), 67.16 m.p.h. 1,601-2,600 c.c.: 1, B. Seton (Holden), 64.08 m.p.h.; 2, B. McPhee (Holden); 3, S. Martin (Holden). Fastest lap: McPhee and Seton, 65.85 m.p.h.

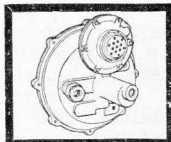
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AUTOSPORT, DECEMBER 21, 1962

AT the Royal Irish Automobile Club, in Dublin, for the Sexton Trophy Presentation, are, l. to r.: Michael Ivis, who drove his Austin-Cooper into second place overall; Col. Niall MacNeill, of the R.I.A.C. Competitions Committee; Dan McAlister, who won the Sexton for the second year in succession with his 1½-litre Cooper-Climax; and Johnny DuMoulin, who drove his Ford Anglia into third place overall.

DENSELY PACKED crowds of spectators line the bales at a karting event at Sion Hill, Carlow. This section was on a busy main road, which was closed for approximately six hours on a Sunday afternoon. Barriers were erected on all roads approaching the circuit at which admission charges were taken by a strong team of collectors.

BRIAN FOLEY'S

Report From Eire

1963 EIRE SPEED EVENTS

SPEED events for next year are as follows:

- 29th April.—Dungarvan Hill-Climb. (Tipperary County L.C. and M.C.C.)
- 4th May.—Enniskerry Hill-Climb. (Irish Motor Racing Club.)
- 5th May.—Boyne Valley Hill-Climb. (Boyne Valley M.C.)
- 11th-12th May.—Cork Sprint and Hill-Climb. (Munster M.C. and C.C.)
- 18th May.—Rathdrum Road Races. (Motor Enthusiasts' Club.)
- 25th May.—Calary Hill-Climb. (M.G. Car Club.)
- 1st June.—Mount Venus Hill-Climb. (Dublin University M.C. and L.C.C.)
- 16th June.—Rathmoylan Hill-Climb. (Waterford M.C.)
- 23rd June.—Corkscrew Hill-Climb—Lisdoonvarna. (Limerick M.C.)
- 30th June.—Ballylanean Hill-Climb. (Carrick-on-Suir M.C.)
- 7th July.—Galway Hill-Climb. (Galway M.C.)
- 13th July.—Leinster-Martell Meeting—Dunboyne. (Leinster M.C.)
- 27th July.—Phoenix Park Meeting. (Irish Motor Racing Club.)
- 17th-18th August.—Tipperary Sprint and Hill-Climb. (Tipperary L.C. and M.C.C.)
- 7th September.—Altadore Hill-Climb. (Motor Enthusiasts' Club.)

THE Kingdom of Kerry Motor Club's Tralee Hill-Climb is not listed to date. Very regrettably the much hoped for new racing events are not to be seen on the calendar issued by the R.I.A.C. Several people, this scribe included, had high hopes for the much talked about Tramore Races becoming reality in 1963. It now seems that this event may remain a pipe dream for some time to come.

The major problem facing several clubs is a financial one. This year various organizations have helped to promote and organize kart racing in collaboration with the Irish Karting Club and the Dublin Karting Club. Many of these meetings drew huge crowds, and at two events in particular, well over £200 per event was



collected. Unfortunately this money was not ploughed back into motor sport, but went to such non-motoring affairs as a pipe band and a swimming pool fund! The handsome takings at another karting event went to swell the already prosperous coffers of a football club.

With the exception of three meetings held in a privately owned stadium, all the other karting events were held over public roads and through towns. One particular town was closed for a whole Sunday afternoon while the karts buzzed merrily through the streets. Anyone approaching the town was charged 2s. 6d. to watch the racing, which was exceptionally exciting. The profits of that meeting were shared jointly by yet another swimming pool association and by an organization of old servicemen. Great credit is due to such organizations for cashing in on this easy-money attraction, and the members of the karting clubs are indebted to them for providing several attractive racing circuits at no expense. Last July I mentioned to the officials of one of the leading motor clubs that this would appear to be an ideal opportunity of raising badly needed funds. To date the motoring clubs have not got in on the act, and are certainly slipping up in this department. Maybe it is not too late yet?

THE Irish Motor Racing Club hope to have sponsorship for their Night and Day Rally, which is scheduled for 12th-13th January. This rally has been granted Hewison qualifying status, and considerable

effort has already gone into the route planning. Entries for long-distance navigational events have dropped considerably during the past year or more, and only recently the Munster Club were reluctantly forced to cancel their classic Cork "20" due to lack of sufficient support. It is hoped that I.M.R.C.'s efforts to promote a really first-class Night and Day Rally will not go unrewarded. Regulations and full details of this promising event are eagerly awaited.

RACING in Nassau Speed Week in the sunny Bahamas were Dubliners Bill Bradshaw and Henry Elliott (lucky blighters!). Bill raced a Lotus-Climax 15 there last year, and he returned with his 1500 Lotus 23 (push rods). Henry made his first trip to the West Indies with his F.J. Lotus 20, which is now powered by an 1100 Cosworth-Ford. Bill was recently married to Miss Pauline Edwards, who also enjoyed the sunshine of the exotic Caribbean Islands.

AT a brief and simple little ceremony in the R.I.A.C. in Dublin on Thursday, 6th December, Col. Niall MacNeill, of the Competitions Committee, presented the Sexton Trophy for the second time in succession to Dan McAlister. Awards were also presented to the second and third men, Michael Ivis and John DuMoulin. Ivis was also presented with the Saloon Car Sexton. McAlister drove a 1½-litre Cooper-Climax, Ivis an Austin-Cooper, and DuMoulin a Ford Anglia.

AUTOSPORT

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USED CARS FOR SALE

A.C.

A.C. ACECA-BRISTOL, silver blue, 100 D2, overdrive, spot, fog, heater, radio, new tyres. Low mileage. Photo.—Mr. H. Whitfield, 558 Acklam Road, Middlesbrough, Yorkshire.

A.C. -ENGINEED Ace, Nov. 1955, hard top. Radio, heater. Superb example. £475.—D. Porter, Braeside, How Lane, Chipstead, Surrey (Downland 1546).

ALFA ROMEO

2000 SPIDER 1960, white, black interior. Excellent condition, 7,000 miles only, mechanically perfect. £2,000. Terms.—A. London-derry, SLOane 6766; Wolviston 317.

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AUSTIN A40 Farina, 1960, Alexander cross-flow head and manifold. Two 1½ ins. SUs. Racing crank and pistons, lightened flywheel and balanced rods, rev. counter, 140 m.p.h. speedo. £230 of extras. £485 o.n.o. Will split up and sell extras separately if desired.—Francis Brothers, Ltd., Whalley Road Garage, Read, Nr. Burnley, Lancs.

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DKW 3—6, 1959, F.H. coupé, blue/ivory, l.h.d., 49,000 miles, Cintura tyres. £300 o.n.o. One owner.—Phone: Bath 64244.

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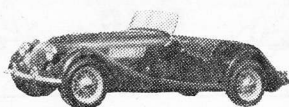
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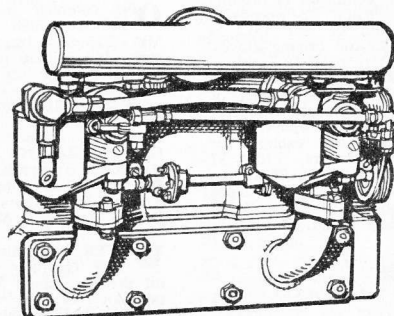
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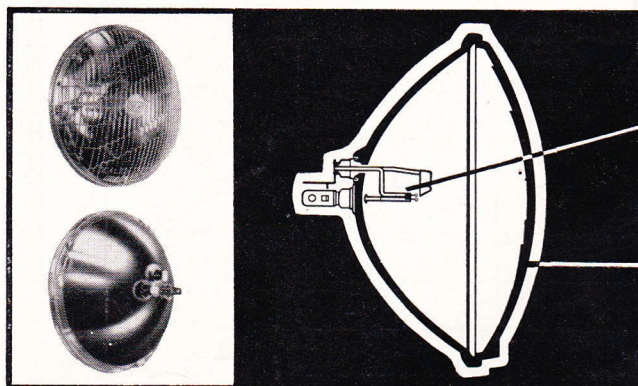
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