

FERRARI PLANS FOR 1962

# AUTOSPORT

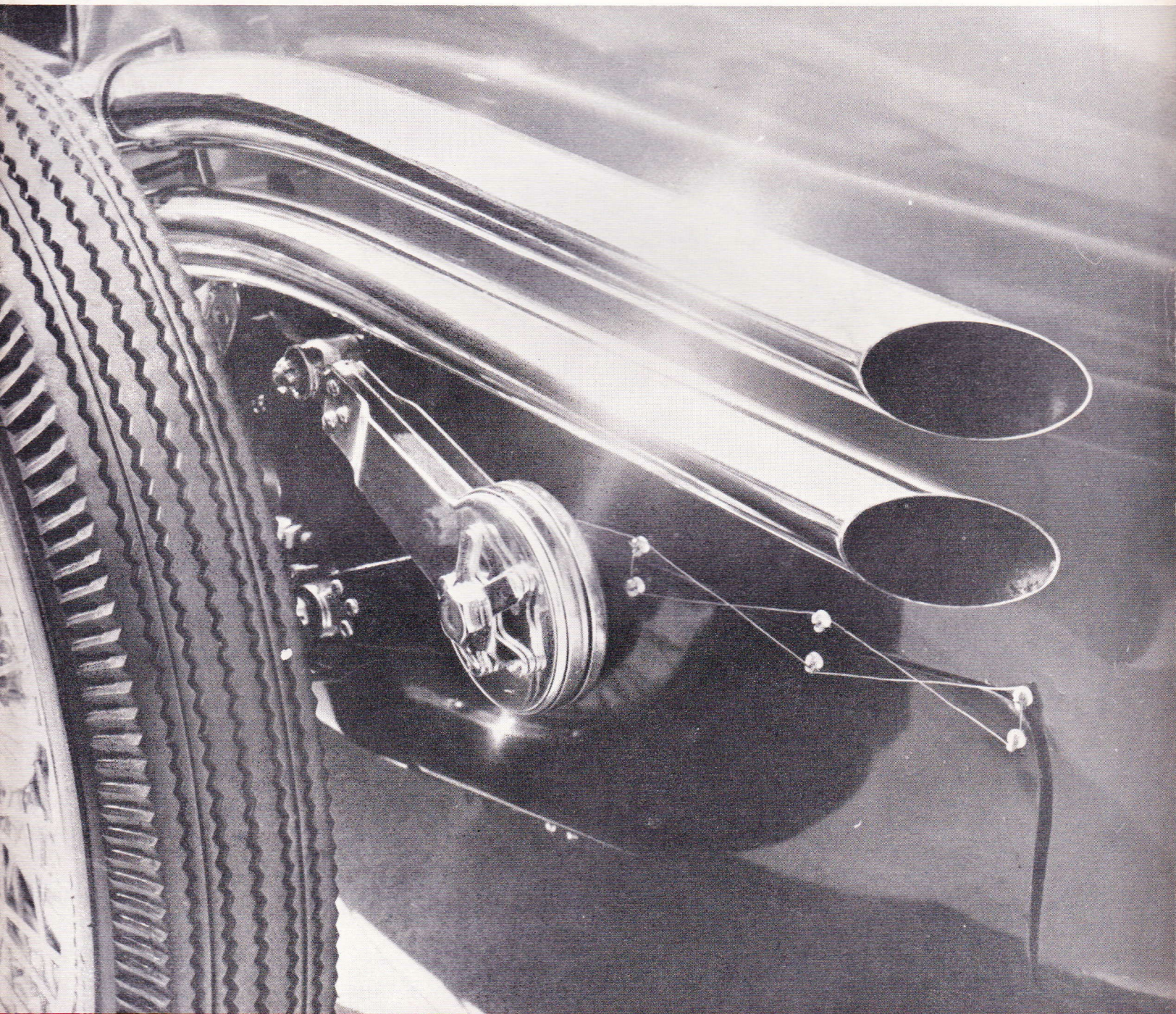
BRITAIN'S MOTOR SPORTING WEEKLY

MARCH 2, 1962

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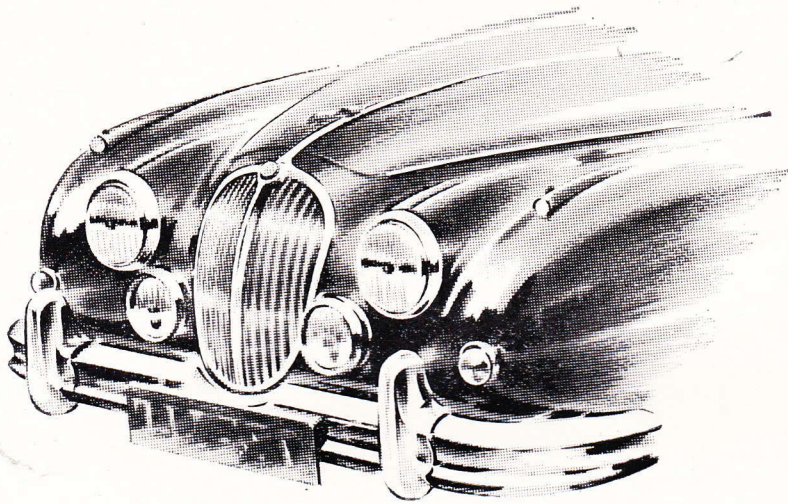
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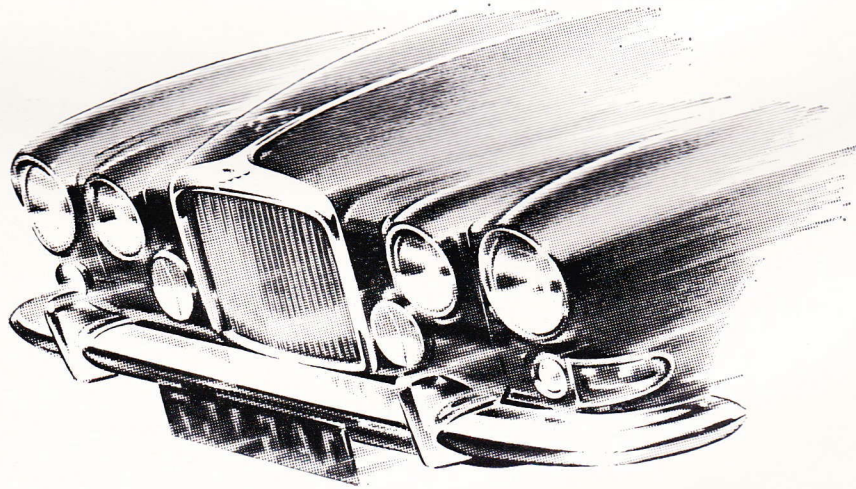


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SEBRING — BRITISH MANUFACTURERS PREPARE  
JOHN BOLSTER TRIES THE VAUXHALL VX4/90



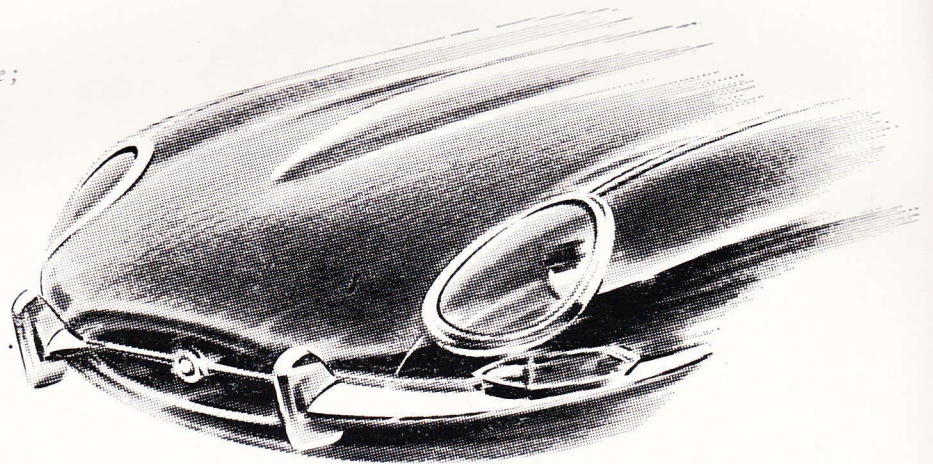
*grace...*



*space...*

*pace*

*Three basic models constitute the Jaguar range; the Mark 2, the Mark 10 and the "E" Type. Each is endowed with its own individuality, each is outstanding in its performance and, together, they satisfy every requirement of those motorists who, however diverse their needs, have a common aspiration—to enjoy a special kind of motoring which no other car in the world can offer.*



# JAGUAR

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 24 No. 9

March 2, 1962

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## EDITORIAL

### SPORTS-RACING STILL ALIVE

WITH the announcement of three versions of the rear-engined sports-racing car, it is obvious that Ferrari has no intention of quitting that particular class so long as International races include these machines. He has announced 2-litre, 2.5-litre and 3-litre versions—all with rear-located V6 power units, and apart from Maserati, he does not appear to have much in the way of competition, unless Lotus and Cooper develop their 2.5-litre sports-racing machines for long-distance racing. It is significant also that the "Prancing Horse" is not, so far, supporting G.T. racing. The concern is apparently quite content to leave this in the hands of private concerns, with the accent on Stirling Moss and Innes Ireland with the U.D.T.-Laystall Berlinetta and, of course, Chinetti's North American Racing Team. In any case, sports car racing is still very much an attraction and the shrewd Enzo Ferrari realizes full well the value of cashing in on the publicity which goes with outright victories. G.T. racing is all very well, but the race-going spectators much prefer full-blooded sports car events—a fact which promoters realize. In Great Britain there are signs of a revival in the "eleven-hundreds", a class which formerly provided first class and thrilling racing. However, it is indeed a great pity that the Italians appear to have the bigger categories entirely to themselves.

### EXIT THE SCARAB

THE entire motor racing world heard with regret the decision of Lance Reventlow to cease his racing car construction and allied activities. This was a brave effort, but it was a trifle ambitious to attempt to challenge European manufacturers on their home ground. Undoubtedly the cessation of the 2½-litre formula was a blow from which the Reventlow concern never fully recovered. Also, taxation in U.S.A. precludes the claiming of reliefs after an organization has consistently lost money for a period of five years. It will be recalled that the demise of the Cunninghams was due to this. However, it is to be hoped that Lance Reventlow will not cut himself entirely away from motor racing and that he continues to encourage European-style road racing in the U.S.A. The Reventlow cars, although unsuccessful in Grand Prix racing, were nevertheless more than welcomed by everyone connected with the sport. They provided something different—a different name, a different shape and a different noise—in an era when too many cars looked and sounded alike; consequently the Scarabs tended to bring a novelty, beneficial to motor racing generally. It would have been a splendid thing were Reventlow to have succeeded—particularly as there now is an American World Champion.

### OUR COVER PICTURE

*PRIDE OF OWNERSHIP is reflected in the immaculate finish on an American-owned vintage racing car—even to the extent of plating the pre-war, friction-type dampers.*

(Photo by Marvin Lyons)

# "How's this for versatility?"



Just look how my SAAB gets around!



## Saturday Aug 5

Here it is during a rally. That's George and his pal doing a spot of map-reading. You'd never think George had a sports car of his own. He never uses it. He'd sooner borrow my SAAB! Reckons it's easily the best rally car he has ever driven. So fast and rugged. He isn't surprised Eric Carlsson is so successful in all those international rallies.



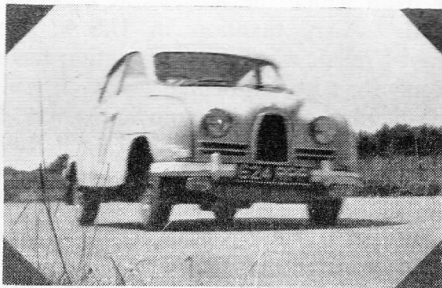
## Sunday Morning

And there we are restoring the SAAB from its rally trim, ready for a trip to the sea. It really is a dream of a car for pleasure motoring, you know. Pots of room in the boot. Gloriously roomy and restful seats. And an air-conditioning system that keeps the temperature just right whatever the weather.



## Monday morning

George was even later than usual for his train this morning, and we just made it. Luckily, you can drive a SAAB flat out right from cold.



## September 12

Here's George and the SAAB coming in for a class win at a sprint meeting. He actually made faster time than the winners of the two classes above him! He modestly said it was because of SAAB's remarkable acceleration and road-holding. But he was unspeakably smug all evening—which I thought was pretty unreasonable. After all, he never won until he gave me the SAAB!



## October 19

And how's this for an action shot! George and the SAAB in a saloon car trial. I really didn't want him to enter. All that rough ground. I had visions of my SAAB coming home a complete wreck. Still, as he pointed out, it's tremendously strongly built and it has exceptional road-clearance. Sure enough, he got through with no damage. And he won his class again! Much more of this and I shall have to make him buy another SAAB—for me to use!

# SAAB

The Swedish car with the aircraft quality

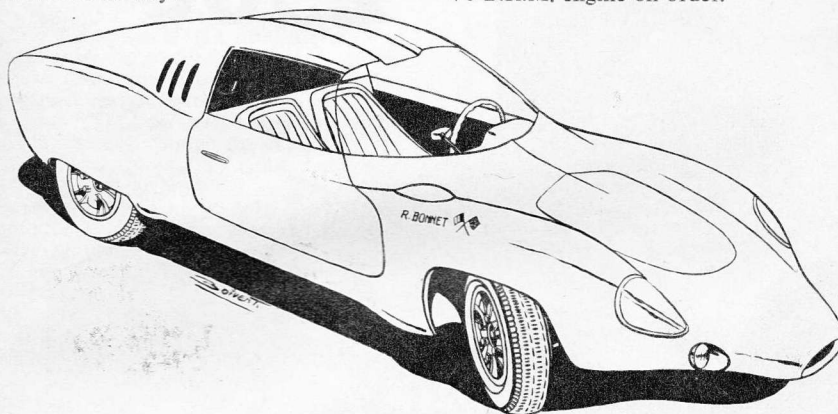
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LANCE REVENTLOW has retired from motor racing because of tax problems and the lack of interest in the Inter-Continental Formula. Reventlow was to have put his new rear-engined Buick-powered Inter-Continental Scarab into production and a new sports car had also been planned. The prototype Buick-engined car may be raced in Australia in March.

Lance Reventlow will be remembered for his highly successful Scarab sports cars raced by Chuck Daigh and himself in 1957-58. He also competed in Europe in 1957 with a Formula 2 Cooper. In 1960 Scarab Formula 1 cars came over to Europe but proved unsuccessful. Last year Chuck Daigh drove a front-engined 3-litre Inter-Continental Scarab, but his season terminated with a nasty crash at Silverstone in July.



TWO VIEWS of an impression of the new Renault-based Bonnet, successor to the D.B. which has passed into history with the end of the association between Deutsch and Bonnet. The car has three alternative Renault power units of 698 c.c., 998 c.c. and 1,098 c.c. Five cars will run at Le Mans (two 700s, two 1000s and one 1100).

LAST Tuesday Lord Brabazon of Tara officially opened Les Leston's new Safety Belt Centre at 314 High Holborn, London, W.C.1.

THE Annual General Meeting of the O.R.M.A. will take place on Tuesday, 20th March, at 7.30 p.m. at the Norfolk Hotel, Harrington Road, Kensington, London, S.W.7.

GLENN "FIREBALL" ROBERTS, driving a Pontiac saloon, won the 500 miles Daytona production car race on 18th February. His time was 3 hrs. 10 mins. 41 secs., which represents an average speed of 152.49 m.p.h.!

PETER RYAN, a Canadian-residing American, is coming to Europe this year to drive a works-sponsored Formula Junior Lotus. Ryan had a successful season in America and Canada last year in a Lotus Monte Carlo.

THE late Chris Bristow's father, W. H. Bristow, has presented a memorial trophy to the British Racing Drivers' Club. This trophy will be presented each year to the driver achieving the fastest lap on the Club Silverstone circuit each season.

DAN GURNEY sits in the cockpit of the John Zink Trackburner turbo-car, which he will drive at Indianapolis. The car is much lighter than the usual "Indy" car; all wheels are independently sprung. With Dan is John Zink.

## PIT and PADDOCK

KURT KUHNKE, a German who has in the past raced a 500 c.c. Cooper and currently pilots a F.J. Cooper-DKW, is reported to have acquired from the Borgward concern several of their twin-cam, 1½-litre engines. These powered British Racing Partnership and Rob Walker Coopers in 1959 as well as Borgward sports cars and one is currently used in a Lotus 18 by the South African Helmut Menzler. It is reported that at least one of the engines, which are reputed to develop nearly 170 b.h.p., will be used in a Scuderia Colonia Lotus. Wolfgang Seidel's Scuderia Colonia also has a V8 B.R.M. engine on order.

COLIN DAVIS will drive one of the Scuderia Serenissima Mark 4 Geminis, which will be Cosworth-Ford engined.

IT is rumoured in America that the Pan-American Road Race may be revived in 1963.

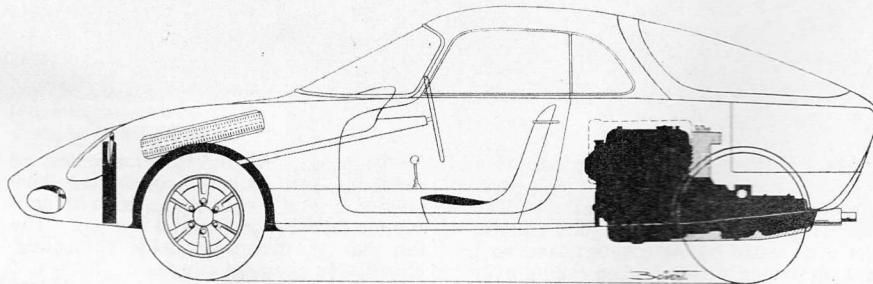
DON CHRISTMAS, who tunes Patsy Burt's cars, is also attending to Arthur Owen's 2½-litre Cooper-Climax for this season.

FRANK GARDNER, Bob Olthoff and Gavin Youl will be driving Brabham Juniors this year as a works team. Several others are being built to order.

P.M.A. ACCESSORY SALES, 328-335 St. Albans Road, Watford, Hertfordshire, market a "Super Sport" self-adhesive licence holder, available with red, blue, green, yellow, white or grey facing, at 1s. 6d. post free.

IF permission is granted by the R.A.C., the B.R.S.C.C. will re-open the Wiltshire Castle Combe circuit this year. They plan to hold closed meetings on 9th June, 7th July and 8th September. The lap record of the 1.8-mile circuit—1 min. 13.6 secs., 90 m.p.h.—was set up on 1st October, 1955, by the late Harry Schell in a Vanwall.

THE Hockenheim 12 hours race scheduled for 16th September has been cancelled, no doubt due to the fact that this circuit is being rebuilt. Germany's event to count towards the 1,000 c.c. class of the G.T. Championship, in addition to the Nürburgring 500 kilometres, will be the Berlin Grand Prix on 13th May.



JOHN BOLSTER TESTS

# The FIAT 2300



SOME manufacturers, having produced a really good model, add "improvements" and succeed in spoiling it! The Fiat 2100 was one of the best saloon cars ever tested by AUTOSPORT, and so I kept my fingers crossed when taking over its successor, the 2300. Having completed a long and arduous test, let me say that the 2300 is a better car than the 2100 in every respect. If you assume from this that the new big Fiat is a really excellent car, you are oh so right!

The chassis of the 2300 resembles that of the 2100 in many details, but the rear suspension is now on long semi-elliptic springs, instead of the somewhat complicated combination of quarter-elliptic springs used as radius arms in conjunction with helical springs. The front suspension is by wishbones and torsion bars, and torsional anti-roll bars are fitted front and rear.

Four headlamps are now featured, as in the 1300/1500 series. Most important, Girling disc brakes are used on all four wheels with vacuum servo operation. The handbrake is applied to the rear discs, and is more powerful than these things usually are; a flashing light warns the driver not to start off with the brakes applied.

The engine, designed by Lampredi, is not just an overbored 1800 B, the crankshaft being larger. It has a light alloy cylinder head with polyspherical combustion chambers and inclined valves, the inlets being unusually large and the port-

ing generous. A cunning arrangement of pushrods and rockers looks after their operation, and a twin-choke downdraught Weber carburettor supplies the gas. The fan has a thermostatically controlled, electrically operated clutch.

This exciting power unit is married to a four-speed gearbox with synchromesh on all speeds. The propeller shaft is divided, with a flexibly mounted centre bearing, the front half incorporating a rubber "cush" drive. Extensive use of flexible mountings is found in the chassis to prevent the transmission of mechanical and road noises. Very great precautions have been taken to render all the mechanical organs accessible for maintenance, and a puncture during the test enabled us to sample the jack, which a girl could use without soiling her dress.

This must be one of the best-equipped cars available. Elaborate demisting and defrosting is found on all the best cars, but the jets for demisting the front-door windows are new, and a blower for clearing the back window is greatly valued. The front-seat backs tip for driving adjustments or to form a bed. There seems to be a warning light for every possible eventuality, and the twin reversing lamps are much appreciated. A foot control both operates the windscreen washing jets and sets the wipers going for a few strokes. One can hardly think of any useful accessory that this car does not have as standard.

The driver sits well up in the car and

has a splendid view. Six people can travel in comfort, though there is a central transmission tunnel. In this connection, the steering column gear lever is of assistance, and it works so well that no short, central lever could beat it for speed and ease of operation. The clutch is smooth but can just spin the wheels on a dry road, their grip being remarkably good for a car with a rigid axle.

I am not ashamed to be enthusiastic about an exceptional car, and so it gives me pleasure to applaud the performance. The engine has lots of power and revs freely, but it is the torque in the lower ranges that is so amazing. Virtually any ordinary hill can be climbed on top gear, without rushing at the bottom. Perhaps the most dramatic thing is the surge of



power that remains in reserve at high cruising speeds. At 80 m.p.h., a sudden depression of the accelerator causes the 2300 to leap forward in a manner that reminds one of a 3-litre car with direct fuel injection. Delicious!

Not for the first time, I must insist that all cars should have synchromesh on bottom gear. On the Fiat, it works splendidly, and first speed is never hard to engage from rest. The synchromesh is equally powerful on all four speeds, and though the lower gears are just audible, the sound is pleasant. The engine remains smooth right up to its limit, but there is just the hint of racing Ferraris in the distance as the unit reaches peak revs. I'm sorry, I keep forgetting that the 2300 is a family six-seater!

The rear axle very seldom betrays its presence, and in general the handling is lighter than that of the 2100, nor is the car so sensitive to tyre pressures. There is less understeer, too, which may be converted to oversteer by a burst of throttle. The car rides well at high cruising speeds, though the suspension is a little harsh in country lanes if no rear passengers or luggage are carried. The degree of roll during hard driving is appreciable but by no means excessive. There is plenty of "feel" at all times, and the behaviour on wet and slippery roads remains fully predictable. At night, the four headlamps give a good spread of light.

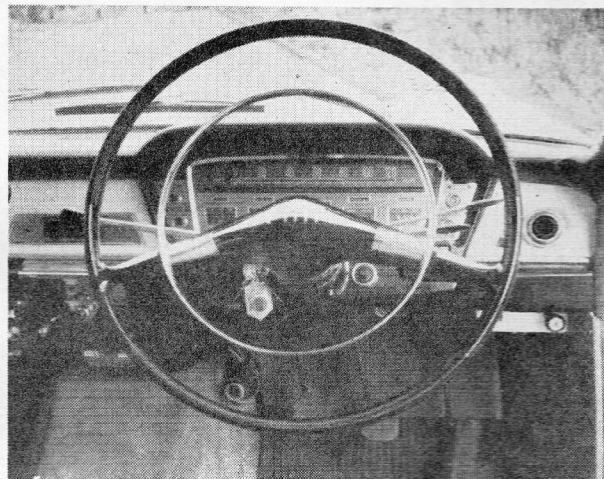
Naturally, the provision of large discs all round provides a huge margin of braking power. The vacuum servo keeps the pedal pressure down, and the operation is progressive. Light operation of all the controls is, in fact, a feature of the car.

A word is necessary about maximum speed. The manufacturers claim 100 m.p.h. and, in fact, I was able to achieve one timed run at 102.2 m.p.h. However, that was one way only, and gusty winds were in evidence. I feel that my mean speed of 97 m.p.h. may have been reduced by the weather conditions, and it is possible that a mean velocity around 100 m.p.h. would be obtainable on a still summer day.

In spite of the greatly increased performance, the fuel consumption is also slightly better than that of the 2100. I averaged exactly 20 m.p.g. during some really hard driving which included the performance tests. The more moderate driver would certainly obtain figures approaching 25 m.p.g., but anything over 20 m.p.g. is very good for a substantial six-cylinder car. The test car did not carry the optional overdrive.



▲  
The spacious rear of the Fiat 2300. The front-seat backs tip for driving adjustments or to form a bed.



▶  
This car is one of the best-equipped available. There is a warning light for practically everything as well as a good array of instruments.

The Fiat 2300 has to submit to import duty and to purchase tax on top of that. Yet, for a very fully equipped, high-performance, disc-braked, six-cylinder luxury car, it is most competitively priced. It is short enough to be easy to park, narrow enough to be nippy in traffic, yet from inside it feels a big, roomy car. Outside the sports two-seater category, this must be regarded as one of the most enjoyable cars to drive that is at present available.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Fiat 2300 Saloon, price £1,525 4s. including P.T.

**Engine:** Six cylinders 78 mm. x 79.5 mm. (2,279 c.c.). Pushrod-operated inclined valves in polyspherical light alloy cylinder head. Compression ratio, 8.8 to 1. 117 b.h.p. at 5,300 r.p.m. Weber twin-choke downdraught carburettor with accelerating pump. Marelli coil and distributor.

**Transmission:** Single dry-plate clutch. Four-speed gearbox with synchromesh on all gears and column control, ratios 4.3, 6.03, 8.16 and 13.82 to 1. Divided propeller shaft with rubber-mounted support bearing. Hypoid rear axle.

**Chassis:** Combined steel body and chassis. Independent front suspension by wishbones and torsion bars. Worm and roller steering gear. Rear axle on semi-elliptic springs. Anti-roll bars front and rear with telescopic dampers all round. Disc brakes on all four wheels with vacuum

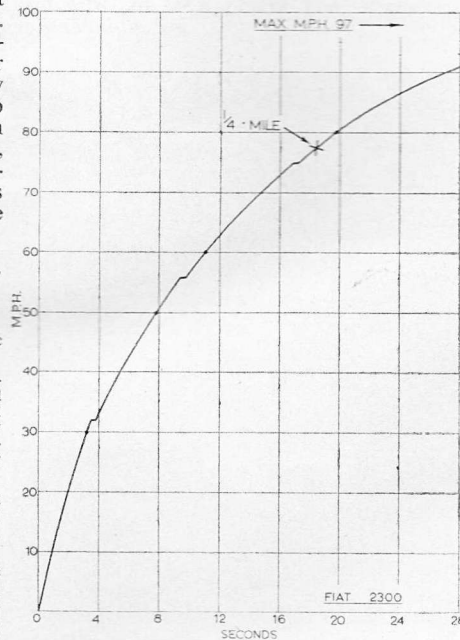
servo. 5.90 x 14 ins. tyres on bolt-on disc wheels.

**Equipment:** 12-volt lighting and starting. Speedometer. Oil pressure, water temperature and fuel gauges. Clock. Windscreen wipers and washers. Heating and demisting. Rear window demisting. Reversing lights. Handbrake warning light. Fuel reserve warning light. Cigar lighter. Flashing indicators.

**Dimensions:** Wheelbase, 8 ft. 8½ ins. Track (front) 4 ft. 5 ins., (rear) 4 ft. 3½ ins. Overall length, 14 ft. 8½ ins. Width, 5 ft. 3½ ins. Weight, 1 ton 5 cwt. 1 qr.

**Performance:** Maximum speed, 97 m.p.h. (see text). Speeds in gears: 3rd, 75 m.p.h.; 2nd, 56 m.p.h.; 1st, 32 m.p.h. Standing quarter-mile 18.4 secs. Acceleration: 0-30 m.p.h., 3.2 secs.; 0-50 m.p.h., 7.8 secs.; 0-60 m.p.h., 11 secs.; 0-80 m.p.h., 19.8 secs.

**Fuel Consumption:** Driven hard, 20 m.p.g.



ACCELERATION GRAPH

# FERRARI

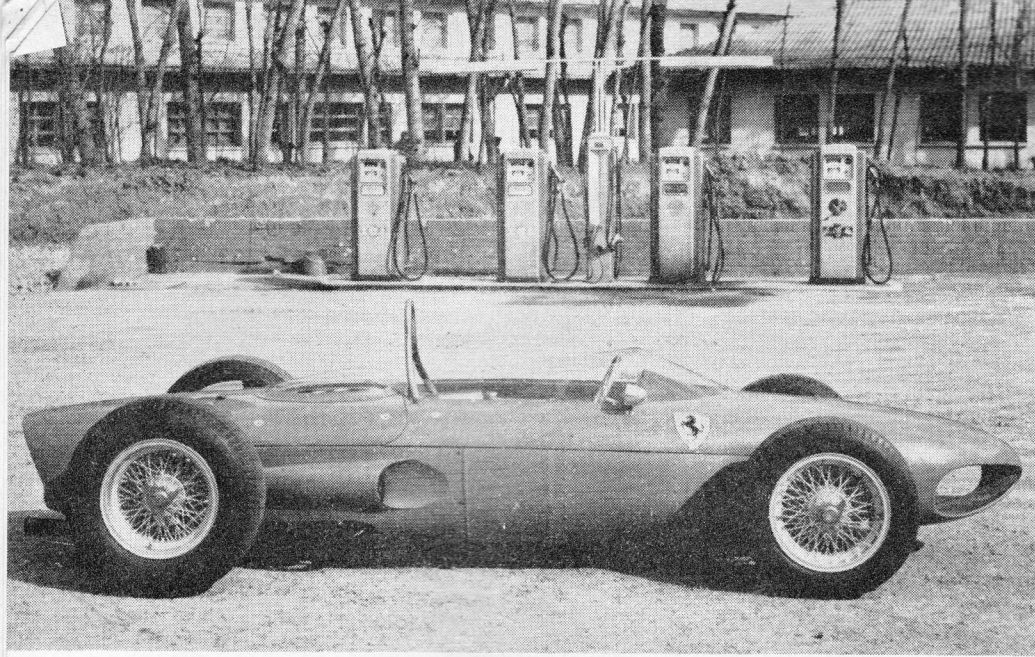
Six Drivers Signed

G.P. Car Lighter—Three New

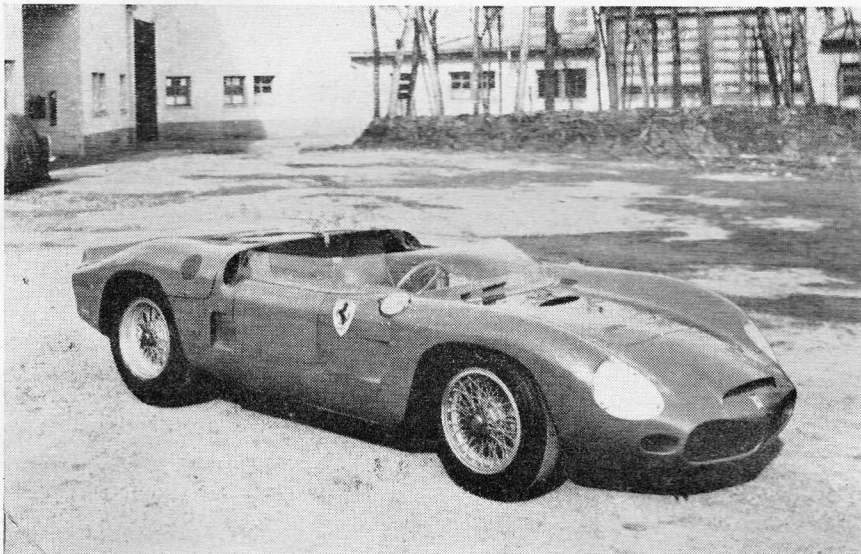
As was generally expected, Ferrari's 1962 Grand Prix team comprises Phil Hill, Giancarlo Baghetti and Lorenzo Bandini, with new test-driver Willy Mairesse also in line for a place. Also signed are Olivier Gendebien and Ricardo Rodriguez. Gendebien appears to have had second thoughts concerning his retirement, which he announced at the end of the 1961 season. Also, Enzo Ferrari has apparently patched up his differences with the Rodriguez family, arising out of a statement in an Italian journal, attributed quite incorrectly to Ferrari. An article in a U.S.A. magazine also added fuel to the flames, but all this has blown over.

The Commendatore also stated that in certain long-distance sports car races Michael Parkes and Pedro Rodriguez would be invited to drive. Ferrari will not officially enter the G.T. Championship, but it was admitted that Stirling Moss would drive the latest 250GT Berlinetta, probably entered by U.D.T.-Laystall. The fact that Ferrari runs under the Shell banner and Moss is with B.P., precludes him from driving factory entered cars.

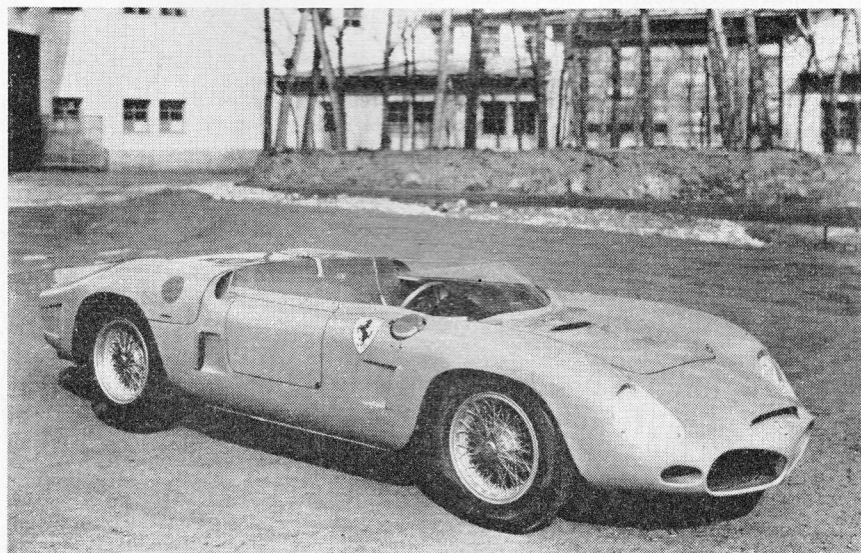
Few changes are to be found on the latest G.P. car, although the chassis frame is said to be lighter than its predecessor. It is also believed that one car has the V-6 engine canted slightly. Chief external difference is the provision of large air scoops on each side of the tail. The 120 degrees, 1,476 c.c. V-6 engine, with two triple-choke Weber carburettors, is stated to develop close on 200 b.h.p. at 10,000 r.p.m. The main difference between the 1962 engine and the 1961 is that this year's unit has four valves per cylinder instead of two. It seems likely that Ferrari will be using desmodromic valve action within a year. Transmission is as last year, with a multi-plate clutch located behind the six-speed gearbox. Dunlop disc brakes are fitted front and rear, the latter being inboard. Sole modification to the double-wishbones and helical springs suspension is



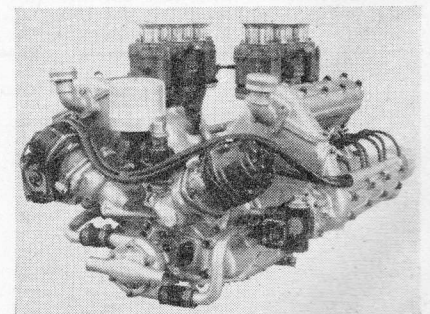
*FORMULA ONE: The 1962 Grand Prix Ferrari, with 120 deg. V-6 engine, is similar to the 1961 car but is lighter, with a quoted dry weight of 440 kg.*



*THREE-LITRE: The 286 SP sports car has the 2,862 c.c., V-6, 260 b.h.p. engine and weighs 1,364 lb., with five-speed gearbox, Dunlop disc brakes and all-independent suspension.*



*248 SP: This is the sports car with the new 2,458 c.c., V-8 engine. The car is outwardly identical to the 196 SP and the 286 SP, but is 40 kg. heavier.*



*GP "1500": This is the engine powering the 1962 Formula 1 cars, a 120 deg. V-6 (73 mm. x 58.8 mm.) of 1,476 c.c., with a quoted power output of 200 b.h.p. at 10,000 r.p.m., and four valves per cylinder.*



# FOR 1962

## for Grand Prix Team

### Rear-Engined Sports Cars

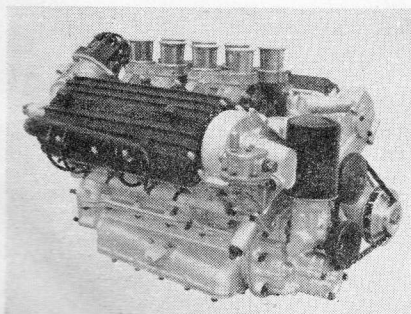
the provision of an additional transverse link at the rear. Dry weight of the car is given as 440 kilogrammes (8 cwt. 72 lb.).

Three new rear-engined sports-racing cars were revealed, all identical except for the power units. The compact, Lancia-like, 2,458 c.c. V-8 engine has been produced for sports car racing. With a bore and stroke of 77 mm. and 66 mm. it is stated to produce 250 b.h.p. at 7,400 r.p.m. This type is known as the 248 SP.

The 196 SP has a 60 degrees V-6 engine of 1,983 c.c., giving 210 b.h.p. at 7,500 r.p.m. Largest power unit is the 286 SP of 2,862 c.c., producing 260 b.h.p. at 6,800 r.p.m. All are fitted with five-speed gearboxes, Dunlop disc brakes and independent suspension by double wish-bones and helical springs. The familiar slab-ended tails have been retained, to prevent exhaust fumes being carried forward into the driving compartment. The 196 SP weighs 1,320 lb. and the 286 SP 1,364 lb.

It is interesting to note that the 2½-litre edition is heavier than the others, *i.e.*, 44 lb. more than the 286 SP, and 88 lb. more than the 196 SP. It is obvious, therefore, that the eight-cylinder engine is considerably heavier than the V-6 unit.

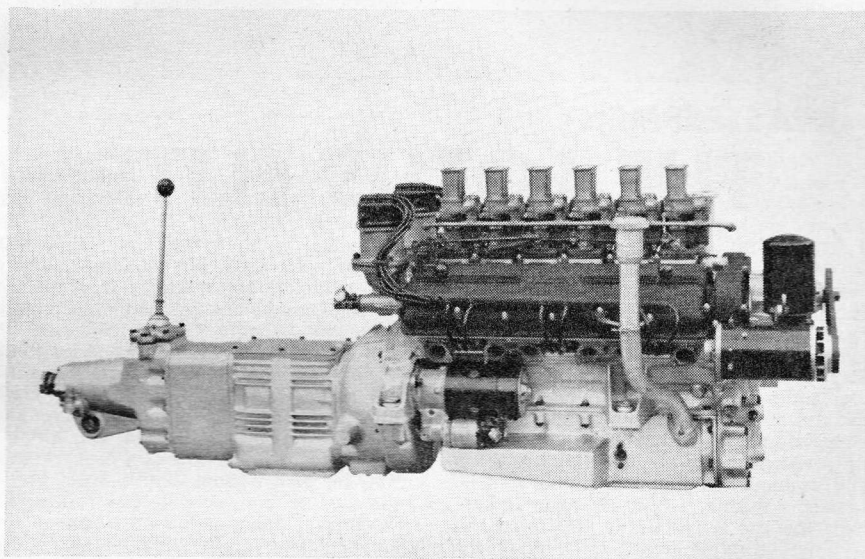
The 1962 250GT Berlinetta is a refined version of the prototype which appeared at Monza last September and which Stirling Moss tried out. Weighing 1,936 lb.—or double that of the G.P. car—the 2,953 c.c. V-12 "Testa Rossa" engine gives 300 b.h.p. at 7,400 r.p.m. Dry sump lubrication is now employed. Having circulated through the engine the oil returns to a separate reservoir. There are now two pumps, one to circulate the oil through the engine under pressure, the other to pump oil remaining in the sump back to the reservoir. A solid rear axle is retained and Dunlop disc brakes are fitted. The chassis is also new, being made of lightweight tubing. Further details were not forthcoming.



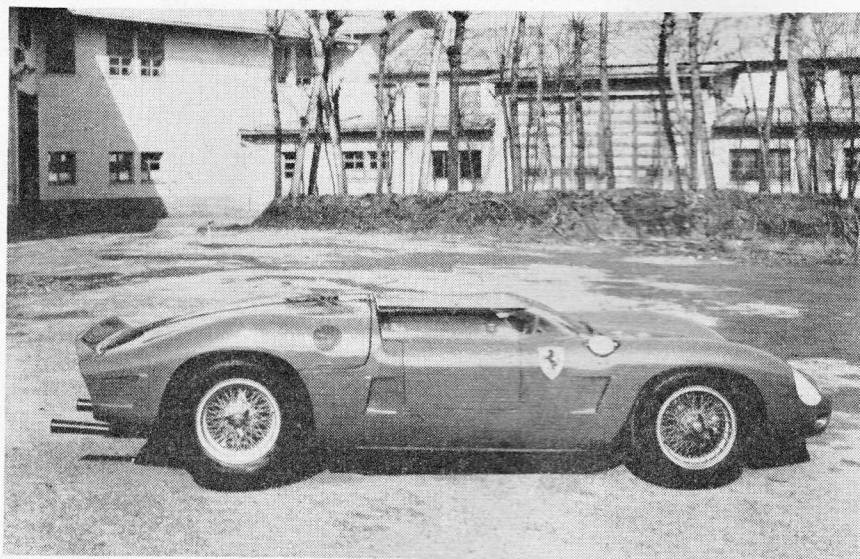
**NEW V-8:** Above is the 248/SP engine, with eight cylinders (77 mm. x 66 mm.) in a 60 deg. "V" and a total capacity of 2,458 c.c. Compression ratio is 9.8 to 1 and quoted power output is 250 b.h.p. at 7,400 r.p.m.



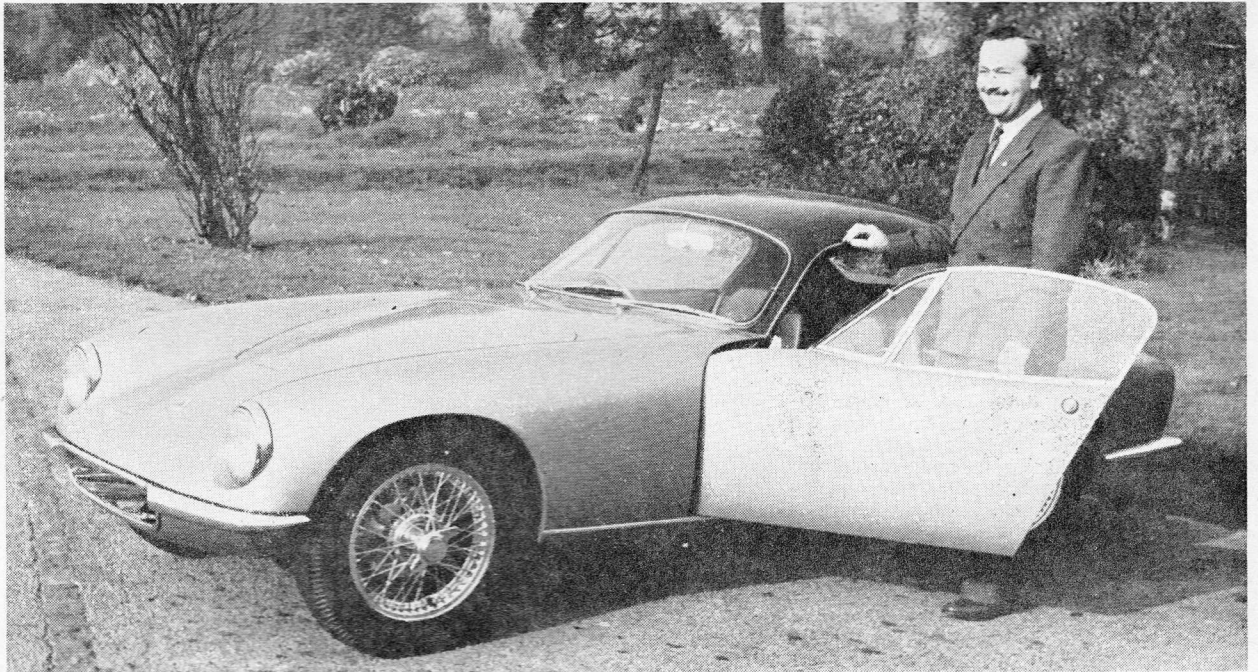
**GRAND TOURER:** The 1962 250 GTO Berlinetta Ferrari, with a dry weight of 880 kg. The 2,953 c.c. (73 mm. x 58.8 mm.) V-12 engine gives 300 b.h.p. at 7,400 r.p.m.



**ABOVE** is the power unit and gearbox of the car at the top of the page. Dry sump lubrication is now employed.



**TWO-LITRE:** The sports-racing 196 SP, weighing 600 kg., is powered by the V-6, 1,983 c.c. (77 mm. x 71 mm.) engine, giving 210 b.h.p. at 7,500 r.p.m.



ABOVE: Colin Chapman with the prototype Elite first shown at the 1957 Motor Show.

## REASSESSMENT

BY DAVID PHIPPS

# THE LOTUS ELITE

I FIRST drove a Lotus Elite early in 1958, some six months after the model's rather premature announcement at the 1957 London Motor Show. At Earls Court, even though incomplete and untested, it was generally considered the Star of the Show. Driving it for the first time I was able to overlook such inconveniences as excessive noise and ill-fitting doors; the Elite more than made up for such things by its driving position and its handling, its performance and its brakes. Within a minute after taking over the car I was doing 100 m.p.h. in complete comfort, free from any of the tenseness which is normally associated with the first few miles in a strange vehicle. Cornering was accomplished by inclination of the wrist, braking by resting the right foot on the central pedal. The engine roared, the final drive gears whined and there was a tremendous

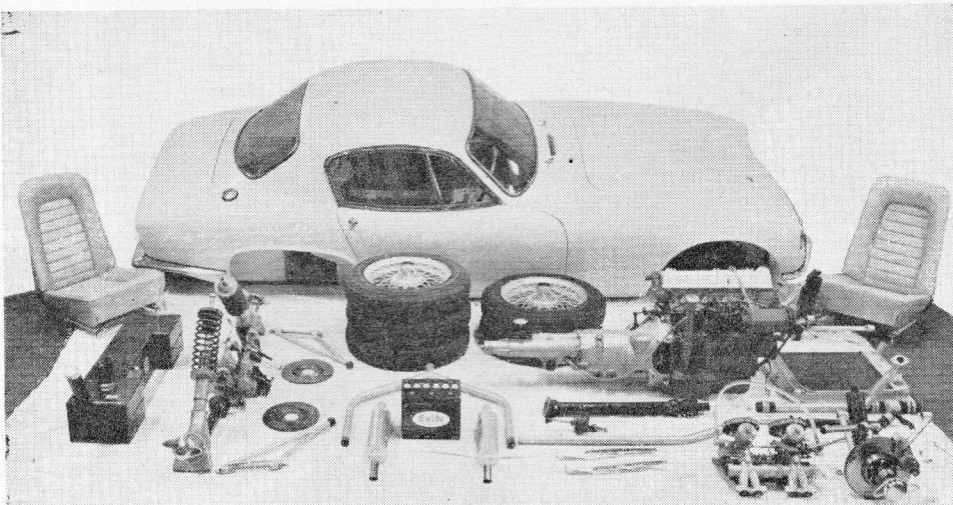
resonance in the roof each time the throttle was eased, but who cared—here was a racing car disguised for use on the road, and very beautifully disguised too.

In March, 1959, I contrived to be going to Geneva at about the time an Elite had to be delivered there. It was built the day before I planned to leave and given a quick test "round the block". Everything seemed to be in order except that the petrol gauge didn't work, and I was told to consider the car run-in; all Coventry Climax engines are run on the bench for several hours before being delivered.

The next morning I drove to the Silver City air terminal at Ferryfield, the Elite skimming over the last few miles of Romney Marsh at around 100 m.p.h. After a break of half an hour, during which it was whisked across the Channel



LEFT: The currently popular "Do-It-Yourself" component Elite which was introduced in 1961.



by Bristol Freighter, passed through two sets of Customs (neither of which managed to find the concealed bonnet-opening catch) it carried on at the same pace on the deserted roads of Northern France, even on the cobbled, steeply cambered section near Arras, where it ran straight and true at 110 m.p.h. at the expense of considerable noise from its Michelin "X" tyres. Soon after this, however, I was to regret the inoperative fuel gauge as the engine cut—almost without warning—and the car coasted to rest; the top of the carburettor float chamber had vibrated loose and a tankful of best 100 octane petrol had been pumped out, odourlessly, on to the road. Fortunately a motoring St. Bernard, in

**RACING ELITES:** *Graham Warner's "LOV 1" and Les Leston's "DAD 10" enlivened many G.T. races last season when they were engaged in fierce duels.*

the shape of a Simca owner with a jerrycan, helped me out of my predicament, and with the engine pinking merrily (it was French "regular" petrol, which is about on a par with paraffin in octane rating) I made my way to the next filling station. A tankful of mixture-grade "Super" fuel reduced the clamour to a bearable level, and less than three hours after leaving Le Touquet the Elite rolled into Rheims—an average speed of over 60 m.p.h. despite the stop.

The rest of the journey was remarkably uneventful, considering the combination of strange roads, a new car and a very high cruising speed. There were no alarms or excursions, no panic stops, and even when the Elite suddenly came upon a corner at the end of a long straight it always went round it quite impeccably. With nightfall, hilly roads and finally snow, the average speed slackened somewhat, but even when the road was completely snow-covered the car refused to misbehave. On arrival in Geneva the only major fault I had to report was uneven part-throttle running, due to the use of ultra-soft engine mounting rubbers. For most of the trip I had been unaware of this as the throttle had been wide open; even so, fuel consumption after my enforced stop worked out at 35 m.p.g., a real tribute to aerodynamics and light weight.

During the following year I drove several more Elites, all of which had been subjected to intensive development—with varying degrees of success—in an attempt to lower the noise level. Part-throttle running was much improved and suspension noise was reduced, without adverse effects on the wonderful handling. The exhaust resonance remained, however, and the engines were subject to vibration periods—particularly at just under 5,000 r.p.m., which is the car's normal cruising speed on most British roads. In addition the gearshift was extremely stiff, and there was no heater or demister. I reluctantly came to the conclusion that it would be impossible to make a "refined" motor car of the Elite without seriously impairing its performance and handling. It was too dear, anyway.

After this I didn't drive an Elite for over a year, and then—soon after the "Do-It-Yourself" version was announced—I was able to borrow one for a whole week. I was glad to find that all the old responsiveness remained—in fact the roadholding was if anything even better than before, thanks to the fitting of Pirelli tyres. These are heavier than the Firestones previously fitted as standard but have excellent gripping qualities on both dry and wet surfaces. I was able to compare the two when the right rear Pirelli picked up a nail in its sidewall during some high-speed cornering. The Firestone-shod spare, although very good by normal standards, could be set sliding far more easily than the Pirelli, particularly in the wet, which made extra concentration necessary on left-hand bends. Another illuminating aspect of this enforced wheel-change was that the



spindly handle supplied with the scissors-type jack twisted up like a piece of wire; however, the Elite is so light that it was quite easy for me to hold up the side of the car while my wife slipped one wheel off and the other on.

This apart, the Elite behaved itself extremely well. It started instantly whether cold or hot and warmed up very quickly. The doors opened and shut easily, there were no draughts and no leaks. Perhaps the most surprising feature, however, was that the car was so much quieter than the earlier examples. Gone was the roar of the engine, the thumping of the suspension and the resonance of the exhaust on the over-run. This Elite was by no means silent, but the general level of noise was no higher than that of most sports saloons, and lower than that of all soft-top production sports cars.

Another pleasant surprise was the lightness of the gearchange, which has thus been brought into line with all the other controls. The steering seemed almost incredibly light—perhaps too much so, for it lacked self-centring—and the well-spaced-out pedals all functioned admirably with very moderate pressure. The brakes at first felt rather dead, but proved capable of stopping the car time and again in most reassuring fashion. The various dashboard switches also

worked well, particularly the single knob which pulls out to operate side- and head-lamps and twists to vary the intensity of the instrument lighting or switch on the roof-mounted interior light. And the headlamp flasher/horn blower stalk, ideally placed just below the steering wheel at about two o'clock, makes it possible to give audible and/or visual warning of approach without removing either hand from the wheel rim. The heater/demister is very effective, but the pull-out heat control is liable to foul the driver's knee.

The one major snag which remains—to judge from the behaviour of the test car, which should be a better-than-average example—is unbalance of the crankshaft, flywheel, clutch assembly, which leads to considerable vibration at high speed. That this is not an unavoidable adjunct of motoring behind a Coventry Climax engine is shown by the fact that balanced units, as fitted by Jack Brabham Motors in Triumph Heralds and M.G. Midgets, are extremely smooth throughout the full r.p.m. range. For anyone prepared to assemble the car really carefully, and to pay a little extra for balancing the engine and clutch, the Do-It-Yourself Elite is extremely good value for money. There is certainly not a production sports car to compare with it.



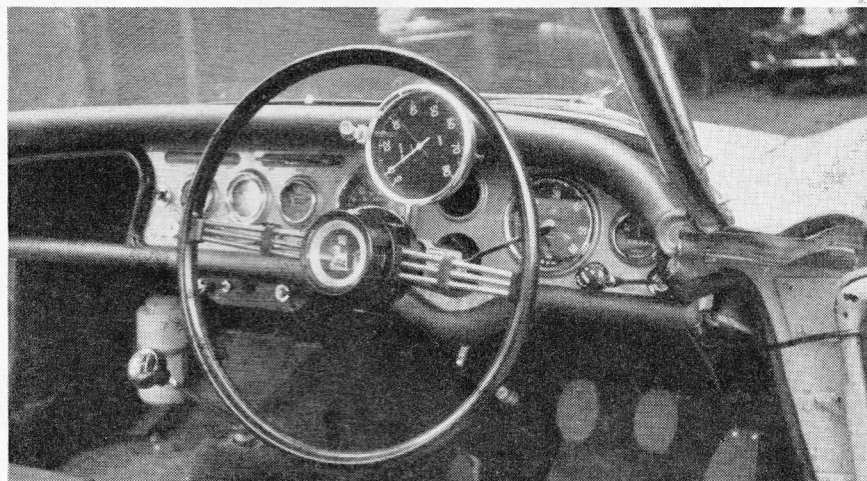
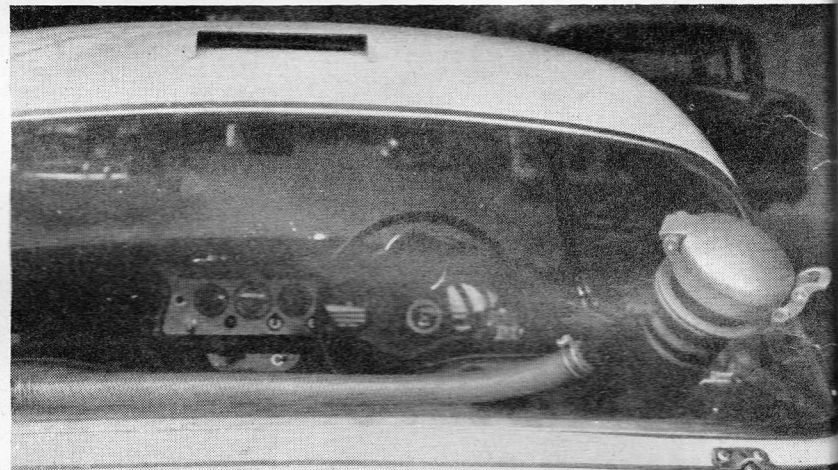
*LOTUS ELITE bodies coming off the production line at the Plastics Department of Bristol Aircraft.*

## M.G.



THREE M.G.A coupés have been entered by B.M.C. North America and are being prepared by the B.M.C. Competitions Department at Abingdon. Drivers are Jack Sears|Andrew Hedges, John Whitmore|Bob Olthoff and the Americans Jack Flaherty and Jim Parkinson. LEFT: Jack Sears being chased by Bob Olthoff while practising at Silverstone recently. BELOW (left): Three of the drivers (left to right) Jack Sears, Bob Olthoff and John Whitmore.

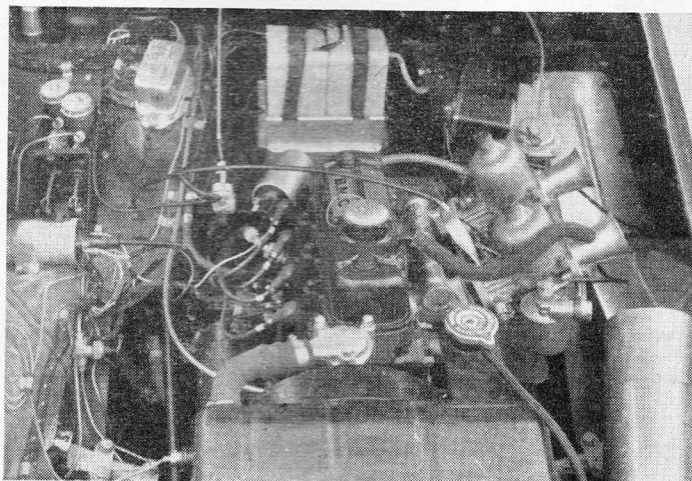
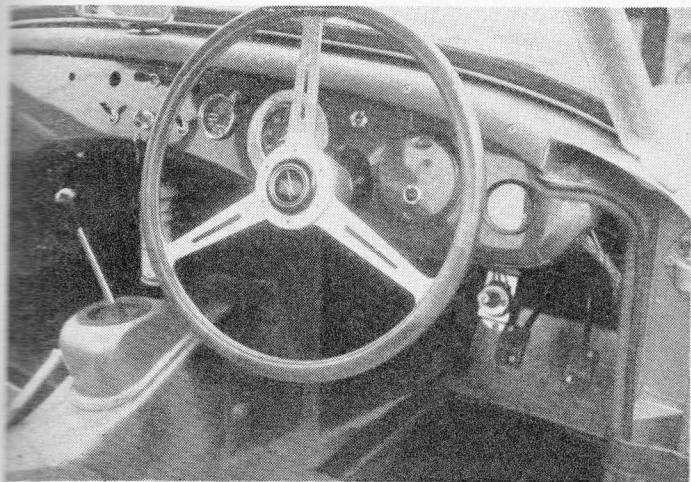
# The Works Prepare for SEBRING



## SUNBEAM

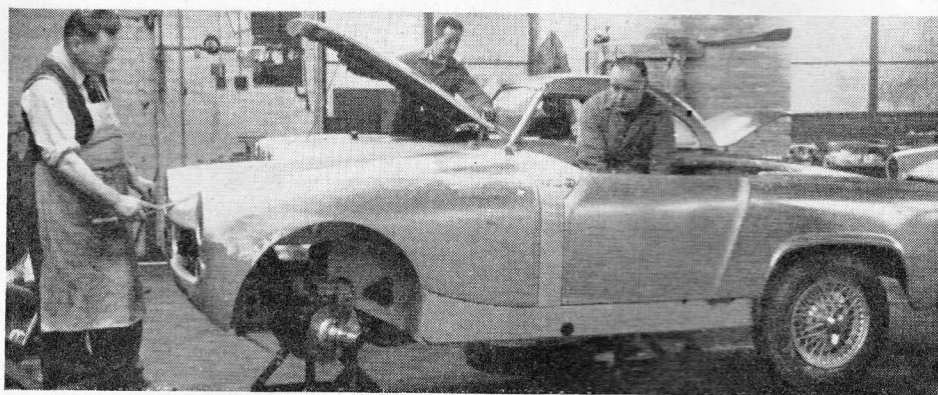
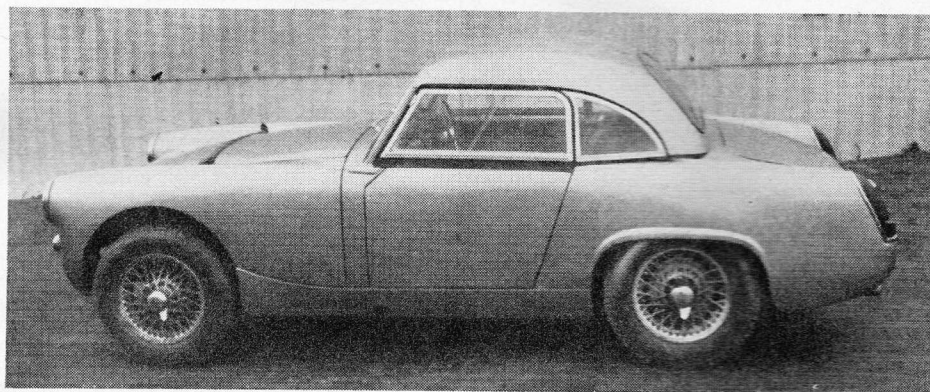


ROOTES have entered three Alpines, one of which will be driven by Peter Harper and Peter Procter. American drivers will race the others. ABOVE: The filler cap and vent pipe on one of the cars. LEFT: The cockpit. Note the full instrumentation and the accelerator pedal.



## AUSTIN-HEALEY

FIVE cars have been prepared by Healeys at Warwick for Sebring. Three 995 c.c. cars, homologated as Sebring Sprites, will contest the Three Hours race, one 1,098 c.c. car has been entered for the Twelve Hours and another car will be taken as a spare. Stirling Moss and at least one other world-famous driver will probably drive in addition to John Colgate Jnr. and others. TOP LEFT: The cockpit of one of the cars. TOP RIGHT: The 995 c.c. engine which develops 75 b.h.p. Twin  $1\frac{1}{2}$  ins. SU carburettors are used. UPPER CENTRE: All ready! One of the completed Sprites with the hardtop made by Healeys themselves. LOWER CENTRE: Preparation. Panel-beating expert Bill Buckingham and the chief racing mechanic Bill Hewitt working on the aluminium body. BOTTOM LEFT: The 14 gallon fuel tank. BOTTOM RIGHT: The works. Note the cold-air intake and oil-mist rocker cover breather to trumpet.



# A Problem Solved . . .

## Overheating and Water Loss in an Aston Martin DB4

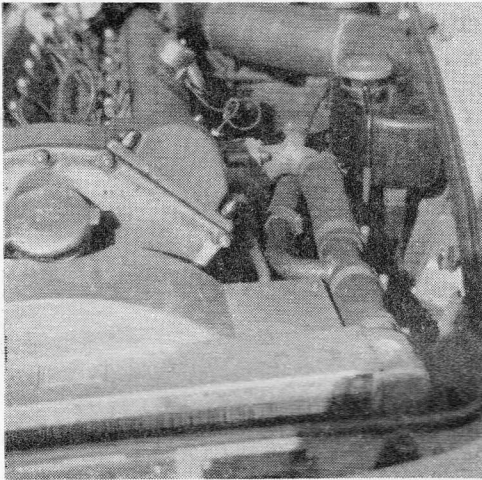
By Lt.-Col. A. W. TYLER\*

The diagnosis and cure in the case of:-

Chassis No. DB4 128/R

Engine No. 370/140

First Registered July 3, 1959



**O**VERHEATING began without warning. On a short journey the temperature suddenly rose to near boiling point, and the system was found to be very short of water. When topped up the engine ran normally again. The trouble was thought to be due to leaking hoses, and clips were tightened. Thereafter the header tank was checked more frequently, and whenever it was checked it was found to be short of water. All hoses were renewed, but the loss continued. It was a complete mystery where the water was going. Provided the system was kept topped up, there was no overheating, so it could not all be escaping as steam. There seemed only one possible exit—the overflow pipe from the header tank. Examination showed rust on the chassis below the pipe and drips on the garage floor at this point, when the car was warmed up in the garage. This seemed to confirm the theory.

Then followed a series of letters and visits to the firm which supplied the car. They were extremely helpful and co-operative, but no progress was made. Nor was it clear whether the water loss was peculiar to this car or whether they all suffered from it. A certain reticence surrounded the whole problem. It was now April, 1961, and, clearly, if any solution was to be found, it would be necessary to find it ourselves.

The first thing was to establish the facts. For this purpose a series of tests were carried out to find out exactly how much water the car was losing, in what circumstances and, if possible, why. These lasted six days and seemed to indicate a pressure build-up in the header tank, since the water did escape out of the overflow pipe. However, the loss of water was so great, amounting to seven pints in three days of short journeys, that it was concluded that the cylinder head gasket must have gone.

The distributors decoked the car, ground the valves and fitted a new gasket. The old one was found to be blown and this seemed to account for all the water loss troubles. The header tank was filled up and the car driven for a week on short journeys (total about 100 miles) thinking all was well, and without further examining the header tank. On a short run at the end of this period the temperature suddenly climbed to boiling point again. Eleven pints of water were found necessary to fill the header tank to the previous level. This was indeed depressing. The situation was now exactly as it had been seven months before, when the first overheating occurred. Was it possible that something was wrong with the "plumbing"?

A diagram of the cooling system was drawn out and studied. A further test was also carried out which clinched the matter. The final diagnosis and the modifications which cured the trouble are described below.

*Diagnosis (see Figure I).*

Before the thermostat opens, water is drawn from the bottom of the radiator at A, by the pump B, and forced into the block at C. After performing its cooling operation in block and head, the hot water has two exits, namely (1) from the head at D (which houses the thermostat) and back through the small bore pipe KN to the pump, and (2) via the induction pipe L to join the exit pipe from the header tank at M. The designer's intention clearly is that the water reaching M should travel back to the pump at B via pipe MH. In fact, the tendency for hot water to rise causes it to flow from M up pipe MJ into the header tank. This floods the header tank. The only escape is via pipe GE which has only a quarter of the cross-sectional area of pipe MJ. Pressure is therefore built up in the header tank which overcomes the 7 lb./sq. in. pressure cap and allows water to escape out of the overflow pipe. This is the cause of the trouble.

\*Readers will remember Lt.-Col. Tyler as the writer of two articles published in AUTOSPORT in November, 1959, entitled "Does Your Aston Really Go?", dealing with his experiences with a Mk. III Aston Martin.

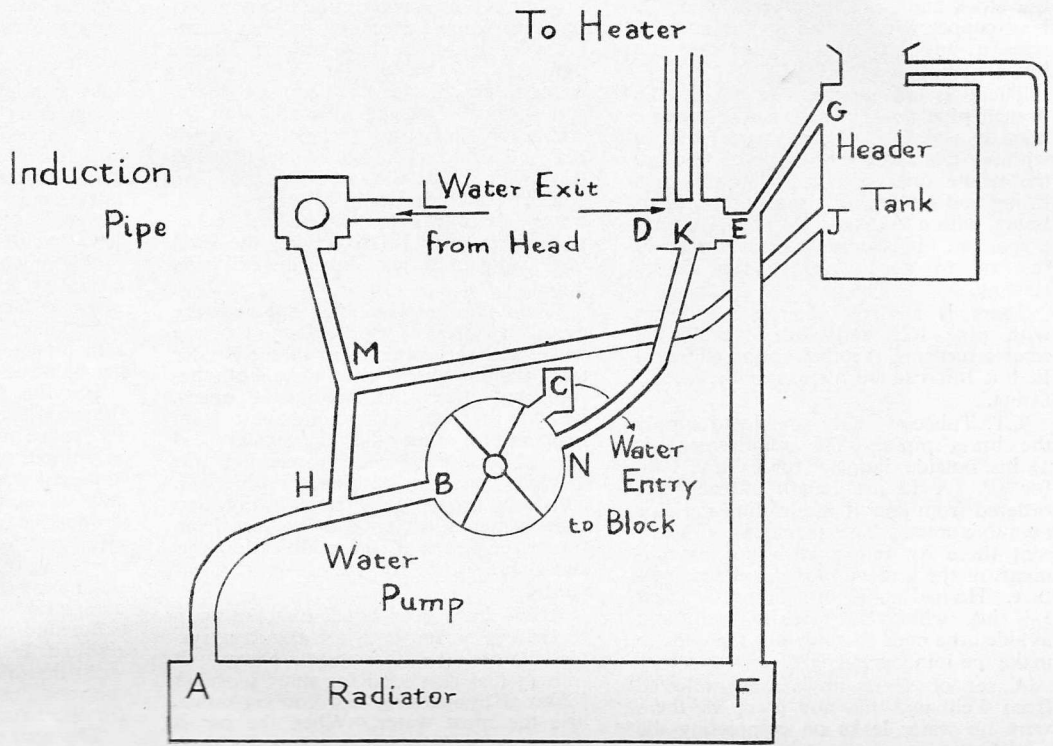
*A SECONDHAND DB4, the particulars of which are given above, was purchased in September, 1960. The mileage was then 14,040. The car had three previous owners, the last of whom had just traded it in for a new one, at one of the leading Distributors. A trial run in the car proved so breathtaking that it was bought on the spot. This Aston certainly did "go". The manager of the firm confided that the DB4 was apt to overheat in London traffic, but no notice was taken of this, as there was no intention of driving it in London.*

After the thermostat opens, the pressure of circulation through the induction pipe LM is reduced, as water can escape via the main exit DE to the radiator at F. Circulation up pipe MJ ceases and water in the header tank becomes stable. The system then functions normally and satisfactorily.

*The modified system (see Figure II).*

The cure is quite simple. It is only necessary to remove the exit pipe from the header tank, cut it and braze on a cap at M, and then refit the bit MH. This provides a permanent route for water to pass from the induction pipe to the pump as necessary, whether the thermostat is open or closed. The exit pipe from the header tank at J is then connected, via a branch pipe at P to the hose EF. The existing hose at J is used. A drawing of the branch pipe at P is given in Figure III and a photograph shows the layout. The header tank is now in a position to supply water to the system via pipe JP, before or after the thermostat opens, as necessary. There is no build-up of pressure in the header tank since water returning to the radiator from the head via pipe EF has no tendency to flow backwards up pipe PJ. This fact was established by testing the modified system.

The bent and angled branch pipe at Figure III is difficult to draw accurately, and a little tricky to produce accurately from the drawing. It is probably best, therefore, to get both pipes bent and the hole made in the larger one first. Then arrange a trial fitting, so that the relative positions of the pipes when lined up can be marked before brazing. It will be noted that (1) the smaller diameter pipe fits below centre in the larger one; (2) the larger pipe is angled up 10 degrees at the joint (to line up with the thermostat elbow at E), and (3) the smaller one is angled up five degrees (to



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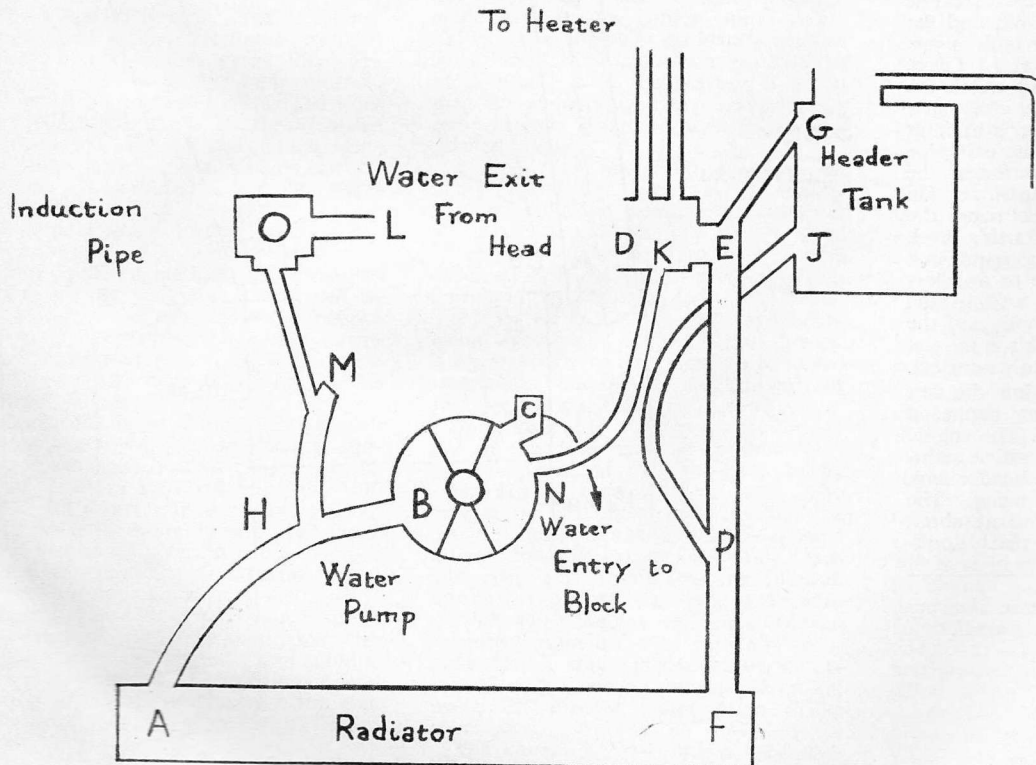
**FIG. I:** Cooling system of the Aston Martin DB4 128/R. This diagram shows the original layout of the system.

line up with the header tank exit at J) and fits under the thermostat elbow. There is, of course, some tolerance in the angles. The important thing is to ensure that the downward flow from the header tank exit pipe J, through the branch pipe P, to the radiator at F is maintained, since this is the new and more logical route for filling the whole system (from the top instead of from the bottom of the radiator). This flow must be checked when the trial fitting takes place, by put-

ting some sticking plaster round the joint at P, and pouring water into the header tank and ensuring that it runs away into the radiator. The top of the radiator is below the bottom of the header tank, so there is adequate flow, provided it is not lost in the routing. The header tank can also be adjusted for height at its bottom securing screws, if necessary, though clearance at the bonnet must be watched. There was, in fact, no problem of this sort with the car under discus-

sion. It is only mentioned because it ensures that the pipes are brazed in the correct position first time.

T.T. Tubecraft, of Sheerwater Estate, Forsyth Road, Woking (Tel.: Woking 3321) did the work, and "Mac" of that firm made a fine job of it. When the modifications have been completed and fitted it is as well to open the drain plug in the block after filling the system for the first time by the new route to ensure that there is a full flow, indicating that



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**FIG. II:** The cooling system of the Aston Martin DB4 128/R, as modified by the writer.

the block and head have been filled. A bent copper wire pushed up the tap will remove any sediment which may be blocking it, if the test fails.

There is no problem in fitting the branch pipe at P. The hose EF can be marked and cut with a small hacksaw without detaching either end. Indeed, the whole operation including brazing, fitting and testing only took a couple of hours, with a hacksaw, a screwdriver and a spanner. It is only necessary to drain the system at the block tap before starting.

There is a slight clearance problem with pipe KN and with one of the screws securing the thermostat elbow at E, but this can be overcome by careful fitting.

T.T. Tubecraft were unable to supply the brass pipes. The requirement is  $1\frac{1}{8}$  ins. outside diameter for EF and 1 in. for JP. A 12 ins. length of each was ordered from one of the leading radiator manufacturers. The managing director sent these by return with the compliments of the firm—a most handsome gesture. He had no  $1\frac{1}{8}$  ins. tubing, but sent  $1\frac{7}{16}$  ins. which did equally well, and avoided the need to splay out the ends to make the joints watertight.

A set of spare hoses was collected from Feltham, but not used, as there were no water leaks on completing the modification.

There has been no material alteration to the plumbing since the early cars were produced. This modification is therefore applicable to them all. In the case of the 1961 models, the exit pipe from the heater was routed to pipe JM near the header tank at J (Figure I), instead of returning to the thermostat housing as in earlier models. The smaller diameter pipe at Figure III would need shortening by about an inch to accommodate this extra fitting.

DB4 owners who suspect this plumbing trouble can carry out the following test. Choose a moment when the car is cold, the heater is switched off, and the level of water in the header tank is just above the bottom exit pipe at J. Leave the header tank cap off, and watch the water level, whilst someone else starts the engine. If the plumbing is at fault water will at once flow up the exit pipe to the header tank. The faster the engine is run, the faster the flow. On closing the throttle to tick over, the water will run back to the starting level. Accelerate to two or three thousand revs. and the water will shoot up to overflow point in the header tank. Close the throttle quickly before it floods and the water will run back again. This is the test which proved the diagnosis to be correct.

In the car under discussion the test was continued to see what happened when the thermostat opened. The engine was kept running at a speed which maintained the water level in the header tank near the top, without overflowing. The temperature rose rapidly and at about 80 deg. C. the thermostat opened. Look-

ing into the header tank the moment was obvious, for water could be seen circulating in the top of the header tank from pipe EG (Figure I). At this stage the water in the header tank became stable, and its height was unaffected by an increase or decrease of throttle, though only a limited variation in engine speed was tried. This was as expected. The engine was then switched off, and the water flowed rapidly out of the header tank down pipe JMH, leaving the level as it had started, just above the exit pipe at J.

When this test is carried out with the modified system it will be found that the water and the water level in the header tank remain absolutely stable, both before and after the thermostat opens. Indeed, the only indication, apart from temperature, that the thermostat had opened, in the car under discussion, was a whisp of steam coming up pipe EG. This was, in fact, the first indication that some water was going to be lost from the system, even if the modification was successful, due to the formation of steam.

It will have been noted that the main water loss occurs with the standard system before the thermostat opens. It follows that cars used for short journeys followed by parking and cooling down, lose the most water. When the car is driven on a long journey and the thermostat remains open the whole time, little water is lost. Moreover if the 68 deg. C. thermostat (which is available as an alternative to the 80 deg. C. one) is fitted, the thermostat will open quicker and again less water will be lost. These

are factors which cause the problem to vary as between one car and another and complicate the diagnosis. With regard to the thermostat, for example, the answer might seem to be to remove it altogether. The running temperature would then be lower, there would be no build-up of pressure in the header tank when starting from cold, and no water loss at that stage. This was in fact contemplated, but not tried, because it was felt that it would only side-track the problem without solving it. The point is that so long as the plumbing remains incorrect and the pipe MJ allows water from the head to escape via the induction pipe into the header tank, the danger of water loss persists.

For the first two or three days after the modification had been carried out, the water level in the header tank was examined twice a day, and there was no apparent loss. After four days, there was a suspicion that the level had dropped a fraction. After a week it had clearly dropped a bit and, after nine days, just under one pint of water was put in to restore the original level. This compared with the loss of 11 pints of water and severe overheating which had resulted from a week of similar runs with the old system in May. Clearly the modification had solved the problem for short runs.

The final test was a longish trip up to Northamptonshire via M1. The journey took place during that hot last week-end in August and the traffic congestion in Windsor and Slough gave ample additional testing in those conditions. The

(Continued on page 314)

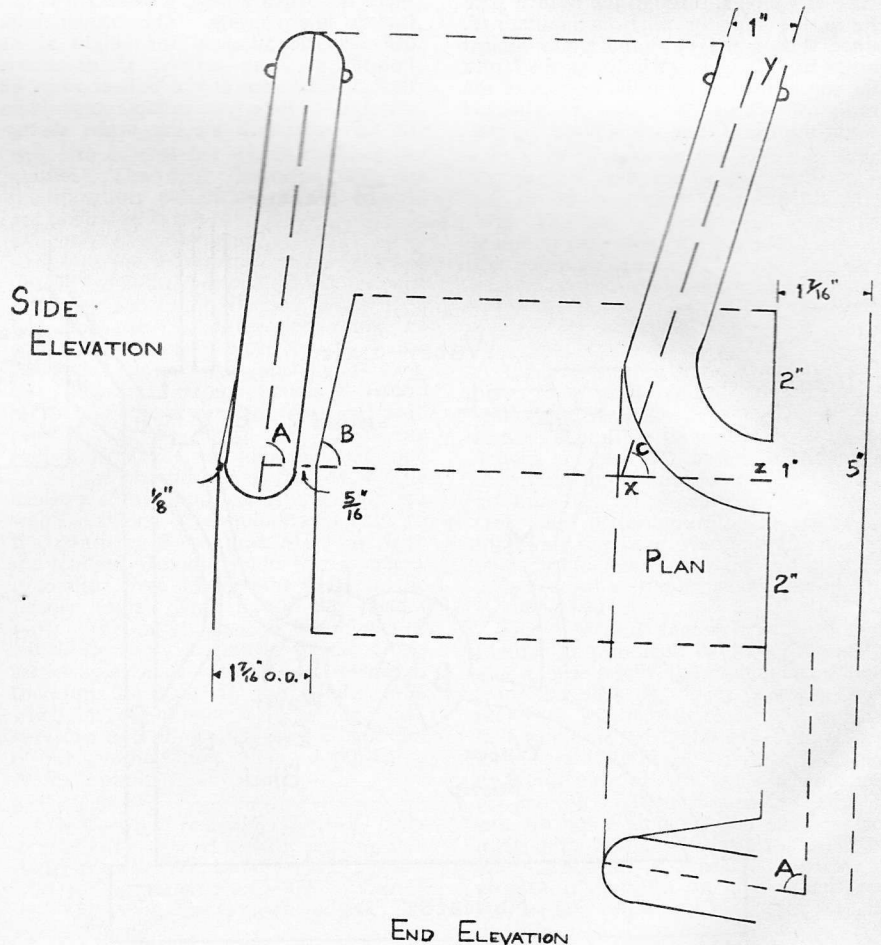


FIG. III: The modified system, showing the branch pipe at P on Fig. II.

- Angle A=85 deg.;
- Angle B=80 deg.;
- Angle C=75 deg.;
- Distance XY= $6\frac{1}{4}$  ins.;
- Distance XZ= $2\frac{1}{8}$  ins.





JOHN BOLSTER TRIES THE

# VAUXHALL VX 4/90

THE new Vauxhall Victor has created something of a sensation by reason of its attractive appearance and many practical features. It is thus of very great interest that a high-performance version, the VX 4/90, is offered by the manufacturers.

The VX 4/90 is built on the standard Victor body shell. A different radiator grille, coloured flashes along the sides, and specially styled rear lamp clusters, distinguish the car externally. The tyres are bigger than those of the standard Victor at 5.60—14 ins. and the springing is a little harder. A torsional anti-roll bar and servo-assisted disc front brakes are also featured.

Retaining the normal over-square dimensions of 79.37 mm. x 76.20 mm. (1,508 c.c.) the engine has been developed to give 44 per cent. more power at 81 (gross) b.h.p. A new high-compression (9.3 to 1) head with twin Zenith down-draught carburettors is allied with a camshaft giving 24 deg. of overlap. The optional Victor four-speed all-synchromesh gearbox is standard on this model.

AUTOSPORT will be conducting full-scale road tests, in due course, of the Victor, both in standard and VX 4/90 types. An opportunity recently occurred to try the latter model in prototype form, and it was thought worth while to make a short test, pending the receipt of the production car, which may be a little delayed. The VX 4/90 is not a sports car, of course, but it is a family car with an improved speed potential and suitably stiffened suspension, the disc brakes and four-speed gearbox rendering it the kind of machine that will attract many of our readers.

On entering the Vauxhall, I at once admired the full instrumentation including a rev. counter, the proper round dials being easy to read. I disliked the seats and the driving position, but I was afterwards told that by playing with a spanner and removing some distance pieces I could have arranged things more to my liking. The engine is pleasantly smooth for a "four", and it does not get fussy at high speeds, while the gearbox is excellent, the synchronized first speed taking one through sharp corners in a most spirited manner.

I timed the maximum speed at 88 m.p.h. with a best "one way" at exactly 90 m.p.h. On the gears, first speed gives 32 m.p.h., second 48 m.p.h. and third 75 m.p.h. The standing quarter-mile occupied 20.4 secs. and to accelerate from 0 to 30 m.p.h. on first speed took 3.8 secs. The 0 to 50 m.p.h. time was 11.6 secs., using three gears, or just under 11 secs. if one over-revved fractionally and stayed in second. The 0 to 60 m.p.h. figure of 14.2 secs. is good for the type of car.

Some rolling is experienced on corners but the handling remains predictable at all times, the car seeming quite happy when pressed on a winding road. The brakes are extremely powerful and the pedal is light in operation. There is some up and down movement on bumpy roads and rear axle tramp can be induced during a rapid getaway but, in general, the VX 4/90 handles well for a conventionally sprung car. As with all Vauxhalls, fuel economy is a feature, a hurrying 27 m.p.g. or a cruising 30 m.p.g. being the sort of consumption to be expected.

The Vauxhall VX 4/90 is a very plea-

sant saloon car with a lively performance. With its light-alloy cylinder head, four synchronized speeds, disc brakes, it has all "the makings", and can certainly be developed much further if required for competition purposes. At a price of £984 3s. 1d. including P.T., this good-looking car is worth consideration.

U.D.T.-LAYSTALL have ordered a Lotus 23 sports-racing car, which will be fitted with a 750 c.c. Coventry Climax engine for Le Mans.

THREE HUNDRED Renault R4 front-drive saloons were let loose on the roads of Great Britain during the week for on-the-spot tests by the public. This was also done in Paris last October.

## LAMBRETTA-TROJAN TO BUILD COURIER

THE Elva Courier is to be built and marketed by the Lambretta-Trojan organization of Croydon. It will also be offered in kit form at around £650, with 1,622 c.c. M.G. engine. Cost of the hard top coupé, including P.T., will be under £1,000. The company also intends to market a Courier Junior version, with an engine of under 1,000 c.c.

Up till recently, Couriers have been built and sold by Frank Nichols of Elva Cars, Ltd., Hastings. Since 1959, about 700 have been constructed, of which 500 have gone to the U.S.A. Nichols will now concentrate on building Formula Junior cars, and the promising Coventry Climax-powered Mark VI sports-racing machine, which made an auspicious debut at the Boxing Day Brands Hatch.

Specification of the Courier remains unaltered, and the well-designed "Fibreglass" bodywork has been retained.



Teamwork has always been an outstanding feature of the B.M.C. team, with the crews assisting the mechanics to work on the cars whenever necessary—as shown above.

## B.M.C.—AND COMPETITIONS

### PART ONE—1955-1957

#### The Formative Years

WHEN the B.M.C. Competitions Department was formed late in 1954, some people cynically remarked that the Corporation contained many people who knew a lot about large-scale production but very few who knew much about competition, and gleefully prophesied that success would be so long in coming that the "Top Brass" would soon lose interest and stop the competitions grant.

These cynics, of course, quite overlooked the fact that down at Abingdon were men like Syd Enever, Cecil Cousins, Alec Hounslow and Henry Stone who had been intimately concerned with racing M.G.s when they were about the only "works" team in the early "Thirties" consistently to uphold the British Racing Green, and that John Thornley was an executive of enough standing to back up the young department with the "Top Brass" until it found its feet.

John, at least, with his deep personal knowledge of the ups-and-downs of the competition game, was under no illusions that success would come quickly or easily and fully appreciated that the B.M.C. team had a lot of leeway to make up.

Thus Marcus Chambers, the newly appointed Competitions Manager, although faced with the difficult task of building up a team from scratch, had two vital assets—the assistance of men

**The rise to the top of the B.M.C. in only five years has been one of the striking features of the recent rally decade. In this series of articles JOHN GOTT, who led the team almost from its formation till the end of 1961, tells of how that rise was achieved.**

who knew all about the problems of preparing competition cars and, perhaps even more important, the assurance of understanding support at high level.

As at that time the department's objectives were primarily success in International racing and secondarily success in International rallies, Marcus was a happy choice for its first boss. His drives before the Hitler War at Brooklands and Le Mans (where he was 10th in 1938 and won his class in 1939, both times co-driving on Peter Clark's H.R.G.), and his mechanical successes with Peter's H.R.G. team at Montlhéry, Spa and Le Mans after it, gave him the near unique qualification of membership both of the British Racing Drivers' Club and the British Racing Mechanics' Club. Moreover, his service as an Engineer Officer with the R.N.V.R. and the Overseas Food Corporation gave him equally valuable experience of coping with

mechanical difficulties "in the field" which was later to stand him in good stead when recovering his cars from the wilder parts of Europe!

#### Early Days

The new department's first serious International sortie was Le Mans, 1955, in which the Abingdon results were rather more than just promising. The new M.G.As in their first outing were 12th and 17th overall, in the hands of Ken Miles/Johnnie Lockett and Ted Lund/Heinz Waeffler, with a fastest race average and fastest lap of respectively 86.78 m.p.h. and 95.7 m.p.h., the quickest one doing 119 m.p.h. over the flying kilometre.

However, the appalling results of Levegh's accident and the serious injuries suffered by Dickie Jacobs when he crashed the third team car at White House turned the thoughts of the B.M.C. policy makers away from International racing towards International rallying and this shift of policy was finally confirmed by the fatalities in the T.T. in which the sole surviving M.G.A finished 20th in the hands of Jack Fairman/Peter Wilson. In both races, incidentally, the fastest M.G.A finished ahead of the fastest Triumph TR2.

After 1955, therefore, no official B.M.C. team was to appear in races with

the exception of the 1956 Mille Miglia, although cars were prepared for overseas dealers and private owners who raced them with success all over the world, more particularly at Sebring and Le Mans.

International rallying was not a completely fresh venture to the new department as in furtherance of their secondary objective M.G.s had been run in most of the more important British rallies and a team of Magnettes in the "Monte" and the Tulip. At home the results had been satisfactory, for a "works" team of M.G. TFs won the team prize in the Scottish Rally, in which Paterson/Craig and Herral/Murray also finished 1st and 2nd in their class, and in the R.A.C. Rally Geoff Holt/J. Brookes in a Magnette had combined with a TF, this time driven by C. and J. Shove, to carry off an M.G. class "double". Finally, on the distaff side, Joan Johns and Joyce Leavens won the Ladies' prize in the Scottish in an Austin A90.

Abroad, however, the results had been dismal. In the "Monte" the best-placed team car had been 177th and 40th in its class and in the Tulip the best team car was as low as 93rd (and only 13th in its class), but, even more significant, the "works" cars had been well beaten by a privately owned Magnette. This brought home to Marcus, as to many competition managers before him, including even the great Neubauer, that methods which bring success in racing do not necessarily bring success in rallying as so many more factors are involved.

To get more first-hand knowledge of the problems involved, Marcus had therefore taken a large-scale reconnaissance party into the Alps to test out the B.M.C. cars then in current competition use, in the hands of experienced Alpine drivers. The knowledge thus gained would undoubtedly have been put to good use in the 1955 "Alpine" had not the rally been cancelled at short notice due to the Le Mans disaster.

This cancellation had been a personal disaster for me as it had decided Hal O'Hara Moore, for whom I had driven for three happy and successful seasons, to retire from International rallying. Consequently I was at a loose end and most interested to be asked down to Abingdon for a chat about International rallying. Both John Thornley and

Marcus Chambers were old friends; John had handed over my first M.G. before the war and Marcus had been a tower of strength when I drove H.R.G.s. We were therefore able to get down immediately to basic principles and there was no fencing on any side.

During my seven years as a private owner in the International rally "circus" I had closely watched all the "works" teams in action and felt strongly that, as far as results were concerned, there was nothing that seriously minded and experienced private owners could not do as well, or perhaps better, if they had had "works" cars. Apart from beating "works" cars in their class and often making best British performance, private owners had even won marque team prizes in the face of "works" opposition, for the privately owned H.R.G.s are the first all-British team to appear on the present Alpine Marque Challenge Trophy. This was primarily because the best private owners were often more dedicated and usually more capable of dealing with mechanical trouble than some "works" drivers. However, the mounting expense of competing successfully in the top class made International rallying very much of a financial gamble for even the most dedicated private owners, and a cancelled event or a mechanical breakdown could turn a financial gamble into a financial disaster. Nevertheless, a big factory could take all this in its stride and mechanical failure in competition might even be a blessing in disguise as exposing a design weakness which had not shown up under routine testing.

All this was fully appreciated down at Abingdon, where I was greatly impressed by the way in which John and Marcus were setting about forming a rally winning team. Both were well aware that this was likely to be a long-term project and at that time were more concerned with building up a sound organization and acquiring a wide knowledge of various rallies than trying for a few lucky victories in minor events—a wise and far-sighted policy.

I was also delighted to find, as I had expected, that both abhorred the things which I had observed with distaste in various "works" teams: petty jealousy towards team-mates, a "couldn't care less" attitude about damaging "works" cars and, above all, an "apartheid" policy by the drivers to the mechanics,



*IN THE EARLY DAYS the crews had to service their own cars. Bill Shepherd adjusts the brakes on an Austin A50 in the Liège.*

without whose devoted work no success would be possible.

Both were keenly interested in the possibilities of the "umbrella" system of support of crews and cars, which Norman Garrad, in particular, had developed to a fine art, and all of us agreed that a strong feeling of team spirit and comradeship was an essential to success.

After a full and frank expression of opinion all round, I was delighted to be invited to join a team which I now knew was going to be run on what I felt were the right lines and honoured to be asked in "on the ground floor".

#### The First Continental Success

My first actual sortie for the team was in Liège-Rome-Liège, 1955, the last year, incidentally, in which we actually went to Rome. This was only a small-scale, exploratory effort in which we sent three cars, all, however, rather special. The late Peter Reece/Dennis Scott had an Austin-Healey 100S, Gerry Burgess/Sam Croft-Pearson a "modded" Austin A90 and Bill Shepherd (my old Alpine H.R.G. team-mate) and I, an Austin A50, fitted with the M.G. Le Mans engine.



*PAT MOSS and Ann Wisdom take the Morris Minor 1000, which they drove into 23rd place in the 1957 Liège, out of the Vipiteno control. This was perhaps the first public proof of their potential as the greatest ladies' crew yet.*



Dennis unfortunately crashed the Healey during the first night, but both the Austins finished, albeit in 31st and 36th places amongst the 56 survivors of 133 starters. Judged by later B.M.C. showings in the toughest of all rallies, this was not a particularly outstanding result, but we were very pleased to finish at all in such an event and, to crown our efforts, the Austins and "Chippy" Stross's Jaguar XK 140 made up an R.A.C. team which brought back to Britain the first team trophy ever won by British crews in the Liège.

This modest success came at just the right time after the previous débâcles in the "Monte" and the Tulip, for not only did it show that our preparation and planning were along the right lines, but it convinced us that if outright victories could not be won with the cars which we then disposed of, reliability and determined driving could win team prizes.

My last B.M.C. sortie in 1955 was the high-speed runs at Montlhéry in October, when an Austin-Healey, an Austin A90, an M.G.A., a Riley Pathfinder and a Wolseley 6/90 each did 100 miles in the hour in the hands of Ron Flockhart, Ken Wharton, Bob Porter and myself. Some people tended to regard this as an easy gimmick, but driving conditions were extremely difficult with heavy rain and gales, and the cars were not tuned to the highest possible specification. In fact, I doubt if any other manufacturer could have mounted such an effort, and the runs of the Pathfinder and the M.G.A. were particularly noteworthy. The Riley was the fastest of the saloons, doing 108.03 miles, but, in addition to Bob Porter, it carried his wife and two other passengers. In the hands of Ken Wharton, running with hood and side-screens up, the M.G.A. did 102.54 m.p.h., after which the engine was sealed for measurement and no adjustment was possible. However, before we left Montlhéry, the car was fitted with a 3.7 axle and converted to "speed trim", i.e., screen, bumpers and hood were removed and an under-tray and aero-screen fitted. In this trim I managed to do 112.36 miles in the hour, with a fastest lap at 114.3 m.p.h. This, moreover, was a carefully tuned production car and not fitted with the special EX Le Mans engine, whilst the M.G.A. ran to and from Montlhéry under its own power.

*ABOVE: The Austin A90 and A50 which, with "Chippy" Stross's Jaguar, won the first-ever Team Prize for Britain in the 1955 Liège.*

*BELOW: The Shepherd/Milne M.G.A. after its crash in the 1957 Liège. The crew recovered the car from this plantation but were unable to get it to Spa.*



Apart from the pleasure of completing a difficult assignment on schedule, this sortie gave me an invaluable chance to get to know the B.M.C. mechanics responsible for the preparation of the cars. Alec Hounslow and Henry Stone had both done many trips with the M.G.s before the war and Alec had ridden with Nuvolari when the great Little Man had won the T.T. in 1933 on a K.3 Magnette. Not perhaps unnaturally, this set a standard of driving ability in Alec's mind which few modern conductors were likely to attain! Duggie Watts and Tommy Wellman were of the post-war generation, but both had been with the M.G.As at Le Mans and Dundrod earlier in the year. All four, however, were imbued with your true racing mechanic's philosophy that, whatever the hours entailed, a car should be so well prepared that no mere driver (whom they regarded as perhaps the weakest link in the chain leading to success) should have to lay a tool on it except for the simplest routine maintenance. Certainly as far as this trip was concerned, the boys more than

met their self-imposed ideals, for all the cars gave no mechanical trouble whatsoever either on their high-speed runs round the track or on the journeys to and from it.

#### 1956—Too Many Near Misses

For me 1956 will always be remembered as the year in which we so nearly exceeded our wildest hopes, only to see them dashed at the last moment. I perhaps felt these disappointments the more keenly as I had been appointed team leader earlier in the year. The final choice for the job actually lay between the late Ken Wharton and myself, but he had declined it, saying that it could badly affect one's driving and adding, a little bitterly, that you could slave your guts out to give some people an easy ride only to get few thanks but a lot of moans. I was to experience that there was more than a grain of truth in this cynical comment, but over the years I found the job most rewarding, if extremely exacting.

Our three greatest disappointments came, almost inevitably, in the three most important rallies, the "Monte", the "Alpine" and the "Liège".

In the "Monte", in accordance with John Thornley's generous policy of giving some "works" drives to private owners who had shown the B.M.C. flag on their own cars before the "works" team was formed, we entered no fewer

than 12 cars, six Austin A90s, one Austin A50, three Riley Pathfinders and two M.G. Magnettes. In view of our 1955 performance, no one outside B.M.C. regarded our challenge as at all serious, but in fact no fewer than eight of our cars were numbered amongst the select 90 to take the mountain circuit and the No. 1 A90 team of myself/Bill Shepherd/John Williamson, Gerry Burgess/Sam Croft-Pearson/Ian Walker and Joan Johns/Pat Moss/Doreen Rich and the Citroën DS 19 team were the only ones of the 39 competing teams to get all their cars on to the mountain circuit. We accordingly had high hopes of winning the all-important team prizes, but it was not to be. Gerry and Joan ran out of road on their A90s, as did Archie Scott-Brown on his A50 and John Bremner on his Riley, whilst the other B.M.C. runners, except for Ken Wharton and I, hit the rocks with varying degrees of force and varying degrees of disaster to their chances of a high class place.

Mike Couper's usual win of the *Concours de Confort* on another A90 was

some consolation, but it must be admitted that B.M.C. H.Q. was not exactly a happy place after the mountain circuit! Drivers wandered round suffering from delayed shock and mechanics, muttering harsh words about drivers, pondering how to recover smashed cars from inaccessible places. Looking back, the crashes were undoubtedly due to the crews taking extreme risks just because the chance of success seemed so close and, all in all, we were lucky not to have had to cope with badly injured crews instead of merely badly bent motor cars.

It was, however, not so easy to be philosophical about the disasters at the time and Marcus seemed to age visibly.

The "Alpine", in which we entered five hardtop M.G.As for the type's first International rally, followed rather the same pattern. On the way out to Marseilles we had trouble with the flexes to the oil-coolers. This was surprising as two of the cars had run successfully in the Mille Miglia (one finishing second in its class) using exactly the same layout to the coolers, without any trouble at all. The incident brought home to us how quickly tempers could rise amongst the drivers and how easily their confidence in the cars could be shaken, and Marcus had need of all his diplomacy. On Alec Hounslow's advice, the coolers were taken off and the cars run on Castrol R; none gave any bearing trouble at all and the trouble was later traced to faulty unions which the test rig had not shown up.

Right up to the final stage, with all five cars still running, we looked like doing very well, for Jack Sears/Ken Best and Nancy Mitchell/Pat Faichney were still "clean" and in the running for Coupes des Alpes, whilst Jack and Ken were lying fourth overall and making easily the best British Performance, despite the presence of full "works" teams of Sunbeams, Fords and Triumphs. However, on the Col de Croix de Fer, Jack inverted the car, fortunately without injury, and it was left to Nancy and Pat to uphold the honour of the Octagon, with the marque's first Coupe des Alpes, coupled with the Coupe des Dames. Although three of the five M.G.As finished, it was not to be the last time that the ladies' crew obtained the best team result!



*"THE BOYS" posed outside the Competitions Department tender, which was to be such a feature of the big International rallies, are some of the founder members of the team. Left to right: Henry Stone, Tommy Wellman, Duggie Watts, John Gott, Alec Hounslow, "George" of Lucas and Clive Virgo of Dunlop.*

For the "Liège" the crews of four of the Alpine M.G.As were told to finish as many cars as possible and to try to win the team prizes and the Coupe des Dames. Although three M.G.As were numbered amongst the 35 finishers from 86 starters, the highest being that driven by Chris Tooley and myself in 13th place, we were only the runners-up for both the team prize and the Coupe des Dames. In the former we had to give best to the Volvo PV 544s which were then just making their impact on the rally world and in the latter Mmes. Terray and Gordine turned the Alpine tables on Nancy Mitchell and Anne Hall. It has been said that we lost the team prizes through being too sporting, in that the leading Volvo, driven by Harris/Hacquin, suffered a throttle breakage which could not have been repaired if our mechanics had not lent a hand. Whether a "works" team should stand aside and see a gallant rival fall out simply because he has not got a part of which they have plenty is, of course, a matter of opinion. It is, however, certainly not an opinion which we held in the B.M.C. team to whom Marcus and John Thornley had made it clear from the start that we would always be expected to act like sportsmen and help anyone to the best of our ability. In fact, we lost those prizes because two of our crews spent too long in a support station and were caught out by fog, so losing time which they could not make up. Another lesson learnt the hard way.

In the lesser rallies of 1956, the B.M.C. team did very much better. In the R.A.C., the Austin A90s took the team prize and the husband/wife combination of Douglas and Joan Johns finished in a fine sixth overall. A small-

*JOAN JOHNS and Nancy Mitchell who won many successes for the team, including Britain's first-ever Coupe des Dames in the Liège.*

scale sortie of two A90s, an A50 and an M.G. Magnette in the Geneva Rally returned with a class first, second and third, and second place in the Coupe des Dames, whilst in the same Magnette, Nancy Mitchell/Doreen Reece took the Coupe des Dames in the Lyons-Charbonnières, perhaps the toughest of the French (Inter)Nationals.

Finally, two private owners, the Brookes, fils et père, won the Tulip Rally outright, in the teeth of the "works" opposition, to chalk up B.M.C.'s first International rally win with an Austin A30.

Then, right at the end of the season, came the inspiring news that Nancy Mitchell had carried off the Ladies' Section of the European Rally Championship.

We were beginning to make our mark, at least in the Ladies' Section, with its valuable publicity.

#### 1957—A Year of Frustration

The Suez crisis and the Mille Miglia disaster badly affected our planned programme, for of the rallies which we were to support in strength, the "Monte", R.A.C. and "Alpine" were cancelled, the last at such short notice that several of our drivers were en route to Marseilles before the cancellation telegram was received.

To console some of the "Monte" crews, Marcus gave them a run in the Sestriere, which was a most sporting gesture as he well knew that the emphasis in this Italian rally was upon speed on circuits rather than rally driving on open roads, to which our cars and crews were much more suited. The Brookes, however, succeeded in finishing third in a very "hot" class with a Minor 1000; they had, incidentally, been given a "works" wheel as a result of their fine show in the Tulip.

All these cancellations left the Liège as our main effort for the year. Again we ran M.G.A. hardtops and one car was



given to the Belgian crew of Harris/Hacquain, whose Volvo drive had so impressed us the year before. Unfortunately, both he and Bill Shepherd crashed—the latter whilst trying to hold in his sleeping co-driver when a door suddenly flew open at speed—and only the M.G.As of Chris Tooley/myself and Nancy Mitchell/Joan Johns finished. Chris and I were 14th of the 52 survivors of the 102 starters, but although Nancy and Joan were 16th, they won the Coupe des Dames for the first time ever by a British crew. The then new partnership of Pat Moss/Ann Wisdom drove a Minor 1000 into 23rd place in general classification, which was a magnificent effort by the two youngsters in their first attempt upon the toughest rally of all; it was perhaps the first public proof of the potential of this brilliant pair, today probably Britain's most consistently successful rally crew.

To offset the numerous disappointments of a frustrating year, Nancy Mitchell, who had earlier again won the Coupe des Dames in the Lyons-Charbonnières, was declared Ladies' European Rally Champion for the second consecutive year.

#### The First Years' Balance Sheet

At the end of our first three years' operations in what was fast becoming the most competitive and most genuinely



International of all branches of motor sport, we took stock of ourselves.

If our successes with male drivers had been fairly unimpressive, principally because the cars we then disposed of were operating in extremely "hot" classes, we had very firmly established ourselves as, to quote a famous Continental journalist, "B.M.C. l'équipe spécialiste chez les femmes"—drivers, of course! From the first, John and Marcus had appreciated the value of women drivers in a team, for they so often attract more publicity and press interest than do the outright winners of the rally. Nearly all the good lady drivers of the day had been in the team at one time or another and we were lucky to have as our No. 1 lady driver Nancy Mitchell, then perhaps at her brilliant peak, as shown by her two consecutive championships. Moreover, being nursed along in the team was that wonderful prospect, Pat Moss, in the not too far distant future destined to become the most successful lady driver in the history of rallying and to set standards

no lady rally driver had attained before.

Less obvious, but perhaps even more valuable, was the knowledge we had acquired, some of it, I must admit, the hard way. We had found that a good performance in British rallies was no guarantee that the driver would do equally well in the vastly different Continental conditions and that a multiplicity of "works" entries swamped both the boys in the preparation bays and the support crews in the field, without greatly improving the chances of success. The placing of support crews, we discovered, was an art. We lost at least one high placing in an important rally because the support crews were not in the right position and a tired driver slacked off the brakes instead of taking them up; that was stopped by better positioning of support crews and stricter instructions to drivers. Curiously enough, in the matter of support crews, we found the better the support we gave—and Marcus's constant aim was to give his drivers as easy a ride as possible—the less likely they were to be able to cope successfully with minor mechanical trouble and the more prone occasionally to take things too easily; that too was overcome by drivers getting some training in the preparation bays and by a "drill" at support stops.

As at this time we could not afford the luxury of recesses, our team tactics

had found to his cost on even an easy rally like the "Monte", it is a far more complex operation to cope with rally cars moving all over Europe, and competing in events for which there is no common formula, than with a G.P. team based upon one circuit for one event. Marcus, however, ably assisted by his charming Canadian secretary, Margaret Hall, coped effortlessly with this, and I cannot, off-hand, recall any rally car not being ready in time or any crew being let down through failure of the all-important "paper work". On the other side of the coin, however, I can recall plenty of times when the crews turned up without even such vital documents as passports!

On the preparation side, in the early days the Competitions Department had been an offshoot of the Development Department, which was not completely satisfactory. However, once the new department had found its feet and been settled in its own shop, Alec Hounslow and Henry Stone, who had done so much when we started, returned to full-time development work, leaving Duggie Watts as foreman and Tommy Wellman as chargehand to carry on the tradition of perfectionist preparation. Chatting with Alec before he left us, I was interested to hear him say that the only rallies which were really sporting events, because they were virtually races won or lost off scratch, were the Alpine and the Liège; that remark is as true today as it was five years ago.

Probably, however, the greatest asset which we acquired in those early days was a very strong sense of team spirit and team loyalty, which was immediately remarked upon by all drivers who came to us from another team. It became automatic for any driver to help another who was better placed in the event, for any crew who retired to follow round and help the team, in any capacity, and a point of honour for team drivers who broke down to get their cars home without worrying mechanics who had all they could do to look after cars still in the running. Moreover, I don't think that any team driver had a written contract with Marcus; each implicitly honoured his word.

Finally, the regular team drivers and the mechanics were friends and each side fully appreciated that without the other no success would be possible.

In my opinion, the patient build-up of the knowledge and experience of how to prepare the cars and "support" the crews, plus the terrifically strong feeling of team loyalty, were the strongest factors in the successes to come, when we got hold of cars which were capable of winning.

Those successes might have come earlier, for the short-tailed Austin A105 had developed into a really fine car by the beginning of 1957, as Jack Sears was to demonstrate to no mean effect upon British tracks. Unfortunately, the team could not do the same abroad, due to the cancellation of so many rallies, and by 1958 the Mercedes 220 was in the field in strength.

However, in 1958 the B.M.C. team was first equipped with a machine which was to be the outstanding rally car of the next few years, and by then we had the experience, the organization and the "know-how" to exploit it to the full.

The era of the "big" Healey was about to begin.

(To be continued)

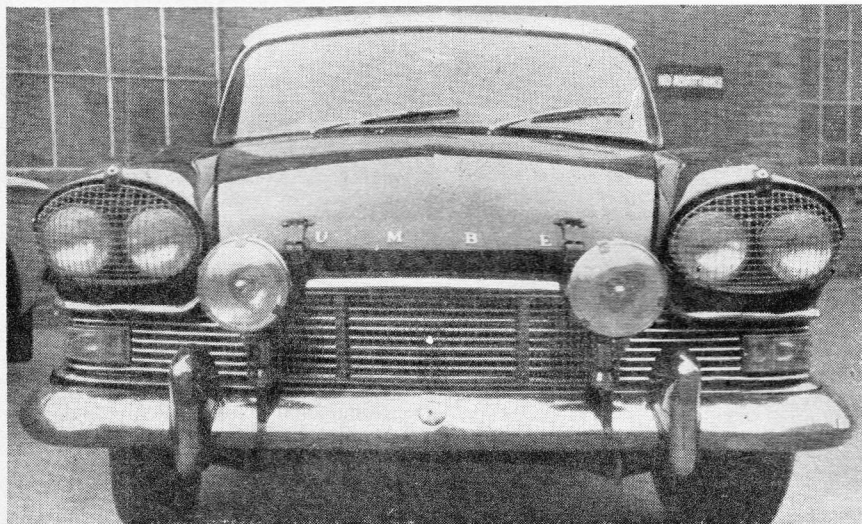
"TROUBLE, MATE?" Ray Brookes (extreme left) seems rather amused by the less-pleased gentlemen attending to cooler trouble.

were largely based upon my past notes of the more important events from which I estimated the degree of effort required to do the sections "clean", the probable times in hand and the particular difficulties. This worked very well and some of our drivers still use the system today, although the technique has much improved. After each rally this invaluable knowledge was refined and increased by the use of questionnaires in which each driver had to give his views upon route difficulties, times in hand, and comments upon the cars, all of which was carefully analysed by Marcus.

Working so closely with him, I was in a good position to admire the administrative machine he was building up at Abingdon to ensure that there should not be the slightest hitch in the logistics of his teams. As the great Neubauer

# African Rootes

## The Hillman Minx and Humber Super Snipe Entries for the East African Safari



*ABOVE: Side by side stand the Safari-prepared Hillman and Humber —ready for anything.*



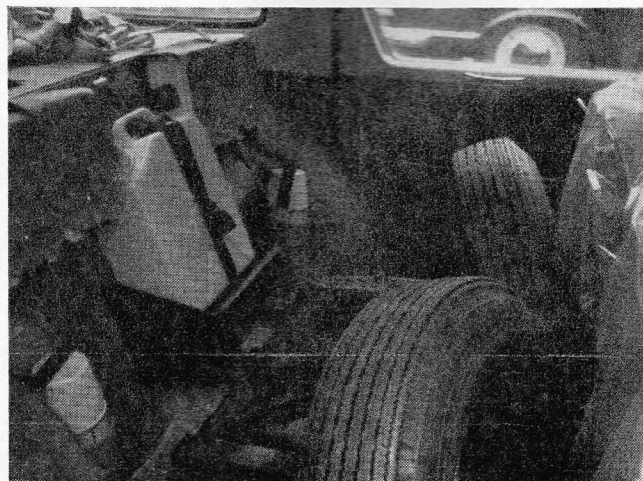
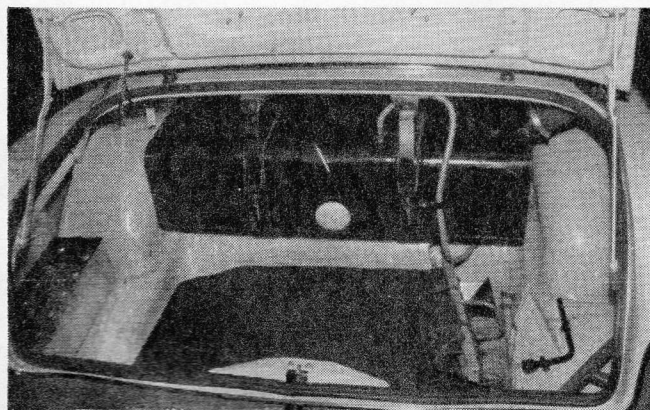
*LOWER LEFT: The boot of the Minx contains tools, spare cans of oil and a supplementary fuel tank.*



*BELOW: No room for back-seat drivers in this Minx! Everything that might be required (within the regulations) for this gruelling event is carefully located in the back of the car.*

PHOTOGRAPHY BY GEORGE PHILLIPS

*ARMOURED: The fronts of both Hillmans and Humbers are fully protected by stout mesh against flying stones, or rhino horns, or something!*



### CHITI, TAVONI AND CO. TO BUILD THEIR OWN CARS

AFTER the mass walk-out of Ferrari executives recently, it was widely rumoured that they were forming their own company to build racing cars. Recent news from Modena would seem to indicate that this is so. It appears that Count Volpi, a Florentine industrialist named Giorgio Billi and Prince Jamie Ortiz Patino have formed the Society Automobile Touring Sport Serenissima. Sig. Billi will be president and Count Volpi vice-president.

The Technical Committee (which will produce the cars) is made up entirely of ex-Ferrari personnel, i.e., Carlo Chiti, Bizzarini, Galassi, Gardini, Selmi and Tavoni.

This new organization has made its base in Bologna and it is expected that its first car will be a V8 Formula 1 machine, although G.T. cars will also be produced in time.

WORLD CHAMPION Phil Hill has been on a successful personal appearance tour in the States, sponsored by an American car manufacturer.

RICHIE GINTHER arrived in London last week and has already moved in at Bourne where he will doubtless be called upon to do some testing on the B.R.M. shortly.

FORDS of Australia have entered five Falcon compact cars in the 2,500 c.c. class of the East African Safari and are up against the 220SEb Mercedes-Benz.

### NEVIL LLOYD

THE death occurred last week of Nevil Lloyd, who was extremely well known in motor racing circles as a very witty writer and commentator.

During the Second World War Nevil was taken prisoner and spent two years in prison camps. After the war he founded Motor Racing Publications, Ltd. Three years later he became Press Secretary to the B.R.D.C. and was elected to the committee in 1953.

Before the war he drove occasionally in the Bellevue Garage team of M.G.s which was run by Kenneth and Dennis Evans and their father Graham. He also competed in the Targa Florio as co-driver to "Taro" Mathieson.

Nevil's warmth of personality and rare wit endeared him to all who knew him and he will be sadly missed from the racing scene. AUTOSPORT extends its deepest sympathies to his wife Pam, and their two children.

Many personalities in the motor sport world attended the funeral on 27th February, at the West Herts Crematorium, Garston, near Watford. These included Stirling Moss, Graham Hill, Duncan Hamilton, Tony Rolt, Rob Walker, Mike Couper, T. A. S. O. Mathieson (who flew over from Portugal), Dennis Druitt (B.P.), Dick Jeffrey (Dunlop), Robin Richards (B.B.C.), Desmond Scannell, John Eason Gibson, Harold Nockolds (*The Motor*), Gregor Grant (AUTOSPORT), Tom Wisdom, Courtenay Edwards, Peter Garnier (*The Autocar*), Albert Asher, Gordon Barraclough and Eric Hayes (Daily Express Newspapers), Stanley Schofield, P. Woosnam-Mills, Eddie Daniel, Reg Parnell, John Bolster (AUTOSPORT), Tony Salmon (Motor Racing Publications), Leslie Seyd, Ron Riley, Douglas Armstrong, Nick Haines, Alan Dakers (Renault), Barclay Inglis and Harold Parker (R.A.C.).



SIR ALFRED OWEN, Tony Brooks and Richie Ginther at the O.R.M.A. annual dance, reported on this page. Brooks is making a short speech after his presentation.

HILL-CLIMB NEWS: Jim Berry has sold the ex-Rob Walker Connaught "Syracuse" and has acquired Brian Naylor's 2.8-litre J.B.W.-Maserati. He has retained his D-type E.R.A. which he will also use.

SWEDEN'S Ewy Rosqvist, who has won the Ladies' Cup in the European Rally Championship three times, will drive for Mercedes-Benz in all championship events this year—starting with the Tulip Rally. Ewy, who has driven for Volvo since 1955, will have Ursula Wirth as her co-driver.

BRUCE MCLAREN recently tested the Type 64 Maserati at Monza. He got the 3-litre V12 round in 1 min. 42.4 secs., breaking the official lap record which stands to Richie Ginther (Ferrari) with a time of 1 min. 42.7 secs. Bruce will probably drive this car at Sebring.

PHIL HILL may be one of the Austin-Healey Sprite drivers in the Sebring Four Hours race, which precedes the "12 Hours". This event is confined to G.T. cars of under 1,000 c.c.

REGULATIONS and entry forms are now available for the following B.A.R.C. meetings: Oulton Park Members' meeting, 17th March; Goodwood Members' meeting, 24th March; Oulton Park National open meeting, 7th April; Goodwood International meeting, 23rd April; and Aintree International meeting, 28th April.

### 1962 EAST AFRICAN SAFARI

THE approximate intended route of the 10th East African Safari, which is to be run over 3,300 miles on the roads of Kenya, Uganda and Tanganyika from 19th to 23rd April, is as follows: Nairobi, Kangondi, Meru, Thomsons Falls, Nakuru, Lumbwa, Kipsiwa, Eldoret, Bukwa, Mbale, Lumino, Kampala, Majembe, Nyenga, Busia, Rondo, Lessos, Njoro, Elmenteita, Eburru, Nairobi, Ol Donyo Sambu, Usa, Magara, Mbulu, Katesh, Meameia, Mpwapwa, Morogoro, Mikesse, Ruvu, Bagamoyo, Dar es Salaam, Msolwa, Muheza, Tanga, Msambweni, Kinango, Mombasa, Kiu, Nairobi.

ALAN BROWN has resigned his directorship of Emeryson Cars and is no longer connected with the company.

LAST Friday night the O.R.M.A. held their annual dance at the Paviour's Arms, London. Personalities present were Sir Alfred Owen, Raymond May, A. F. Rivers-Fletcher, Graham Hill, Tony Brooks, Richie Ginther and Wilkie Wilkinson.

### A Problem Solved . . . —continued

car seemed to enjoy its new plumbing. It never missed a beat, whether driven fast or slow, and showed no signs of overheating either in traffic or on M1. The thermometer only has one graduation between 65 and 100 deg. C., namely a thick mark at 85 deg. C. Accurate temperatures cannot, therefore, be taken. The highest temperature reached was in Windsor and Slough when it was just above the 85 deg. mark. On M1, cruising between 4,000 and 4,500 r.p.m. and touching 4,900 twice, the temperature remained rock steady at below 85 deg.

On arrival the car showed no tendency to "run on" when switched off, and the engine cooled down quickly. When examined cold, the water level in the header tank had fallen slightly, but was still well above the bottom exit pipe. One and a half pints of water were needed to fill it to the original level, prior to the return trip. This loss is considered to be due to steam formation and is not surprising in a high-performance engine held artificially to a temperature of 80 deg. C. by the thermostat. Moreover, the loss is well within the capacity of the header tank, which as connected in the modified system can supply water as required to the radiator.

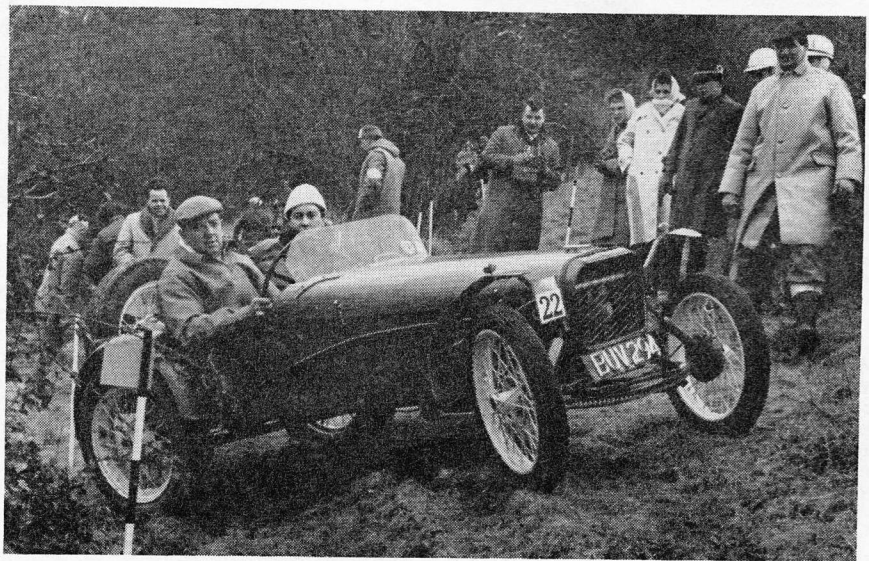
The return journey by the same route was equally successful and uneventful. The same temperatures were recorded, and the system had lost about a pint at the end. It was not topped up, as ample water remained. It is now four weeks since the modification was carried out and it is considered a complete success. The problem of water loss which had plagued the owner for nearly a year has now been forgotten.



# Club News

By MICHAEL DURBIN

**M**ARSHALLING on a restricted rally shortly will be Pat Moss, Don and Erle Morley, Willy Caze, Ken Chambers, Vic Elford, Tish Ozanne, Geoff Uren, Ian Walker, Louis de Meza, Dennis Pratt, Robin Richards, David Seigle-Morris and a host of other international rally drivers. The event which has brought forth this galaxy of talent is the **Advertising M.C.'s Venetian Rally** on 24th-25th March. Clerks of the course Paul Steiner and Brian Cumbers say that they have tried to incorporate in this Southern event many of the best features of the "Northern-type" events. This 200-miler is designed to be won on the road between the start at a point near Basingstoke and the finish, which will be at Gatwick. The event is open to London M.C., B.A.R.C. and Central Southern Association clubs, and regs. are available from Miss R. J. Parkin, The Robert Freeman Co., Ltd., 7 Swallow Street, London, W.1. . . . The annual **Conference of R.A.C.-recognized Clubs** will take place at the R.A.C. on 2nd March at 2 p.m. . . . The second **London M.C. "Slalom"** will be held at Finmere Circuit on 18th March. The course will cover about 900 yards and there will be classes for everything—even F.J. cars! Secretary of this closed event is Mrs. Helena Crawley, Rozel, Harrietsham, Maidstone, Kent, who should have all entries by 12th March. . . . Regs. are now available for the **Maidstone and Mid-Kent M.C.'s national Hopper Rally**, 31st March-1st April. On offer is 200 miles of "no tricks, straightforward, no-nonsense rallying". The event will start from Brands Hatch and will finish at Maidstone. No numbers will be carried. Secretary of the rally is R. A. Aberly, "Yondar", Dargets Road, Walderslade, near Chatham, Kent, who should have all entries by 27th March. . . . **Cambridge U.A.C.** are to have a sprint at Snetterton on 11th March. This year the club are to introduce an "inter-Varsity" section open to the Combined U.M.C. Details of this, one of the earliest of the season's speed events, are available from C. H. Vero, Christ's College, Cambridge. . . . Fast, open tests are the aim of the **Sevenoaks and D.M.C.** for their Lorraine Barrow Driving Test meeting, which is to be held at Biggin Hill on 25th March. The event is open to Austin-Healey O.C., B.A.R.C., Bexley L.C.C., B.R.S.C.C., London M.C., Maidstone and Mid-Kent M.C., Mid-Surrey A.C., M.G.C.C. (S.-E.), Rochester, Chatham and D.M.C., and Romford E.C.C. Details from D. R. Stevens, "Beverly", The Park, Sidcup, Kent, who must have all entries by 19th March. . . . The **Morgan 4/4 Club** are to promote Inter One-Make Team Driving Tests at Honeybourne Aerodrome, near Evesham, Worcs, on 4th March, starting at 11 a.m. . . . This year, for the first time, the **London M.C.'s Little Rally** is to be a half-night event. The start is to be from Boreham Wood, Herts, and the finish will be at Forte's Restaurant on the M1 at Newport Pagnell (approached from the yellow road serving the rear of the premises and not, of course, from the motorway). Details from Michael F. Baker, c/o 29 Dorset Square, Baker Street, London, N.W.1. The rally will



*RUNNER-UP in the Sunbac Colmore Trophy Trial was Charles Pollard. Ivor Portlock took the honours with a clear-cut victory in this championship event, a full report on which will appear next week.*

take place on 14th April. There is, incidentally, a short foreword to the regs., the thought-provoking last paragraph of which I reproduce: "Please drive carefully and courteously at all times. Remember that there are many people who, although themselves not always beyond criticism, will seize eagerly upon your slightest error or discourtesy as a chance to make a mountain out of a molehill". The immediate cost of your breach of the law or the Highway Code may be a severe penalty marking or even your exclusion from the rally—but the ultimate cost may be the complete exclusion of all rallies from the Public Highway! Good rallying, and good luck to you all".

## CORONATION CUP RALLY

**T**HIS year's Coronation Cup Rally, successfully co-promoted by the Welsh Counties Car Club and Barry Automobile Club, was run in nearly ideal weather conditions, from the point of view of the competitors, though some slight fog was encountered during the night. Wisely, the organizers had decided to avoid the usual run-in through the populated areas of South Wales, and therefore sited the start of the event at Hirwaun; consequently, the 27 competitors found themselves, as it were, thrown in at the deep end, the route to T.C.1, near Trecastle, running through no less than three maps; not surprisingly, more than half the field lost time.

Control 2, a passage control at Talsarn, had a rather dubious direction of approach which cost most competitors more time, though this lateness was not immediately apparent, becoming evident at T.C.3; from here, the route looped south and then north towards Llangadock, before describing a final west loop which terminated at the night halt.

Here it was found that the eventual winners, Norman Harvey and Viv Corbin (Austin-Cooper), were only two minutes down, and were threatened by John Griffiths and Des Tilley (Austin-Cooper) who held a precarious second place, being eight minutes down and finding themselves challenged in turn by Ivor Thomas and Derek Tucker (Ford Classic), who had dropped nine.

From here the 130-mile route proceeded in a series of loops, in a gener-

ally north-easterly direction, towards Porth-y-Rhyd and P.C.29, another doubtful direction of approach which made itself felt at T.C.32, near Llanfair-ar-Bryn, and now the inward run began across the familiar ground of the artillery ranges towards Pentrebach.

The special absolute regularity section, included as a tie-decider and timed to  $\frac{1}{10}$  sec., was sited on the hairpins north of Ystradfellte, and here four cars bettered the bogie time of 60 secs., these being the two Austin-Coopers of Norman Harvey and John Griffiths, with 57.2 secs. and 56.4 secs. respectively, the Morris-Cooper of T. G. Lewis doing 58.6 secs.

John Williams's Mini-Minor got down to 58.3 secs. before starting the final section of the route, which took the 17 finishers more or less directly back to the finish at Hirwaun. **HOWARD BILEY.**

### Results

**Coronation Cup (First, General Classification):** Norman Harvey/Viv Corbin (Austin-Cooper). **Cross-Crouch Trophy (Best W.C.C.C. entry):** (John Griffiths/Des Tilley (Austin-Cooper)). **Barry Trophy (Best B.A.C. entry):** A. Reed-Gibbs/Keith Eustace (Classic). **Class 1 (Experts):** Ivor Thomas/Derek Tucker (Classic). **Class 2 (Novices):** Geoff Chick/Bob Warrington (Vauxhall Victor). **Team Award:** Ivor Thomas (Ford Classic), F. Gillard (Austin 1500).

### Coming Attractions

**3rd-4th March.** West Essex C.C. Clover Leaf Rally. Starts Barn Restaurant, Braintree, Essex, at 8.30 p.m.

**4th March.** Shenstone and D.C.C. National Production Car Trial. Starts, Barkers Café, Streethay, near Lichfield, at 10 a.m.

Morgan 4/4 Club Team Driving Tests. Starts, Honeybourne Aerodrome, near Evesham, Worcs, at 11 a.m.

**10th-11th March.** Blackfriars M.C. Crocus Rally. Starts at Chesham, Bucks.

U.H.U.L.M.C. Rosette Rally. Starts, Beedens Garage, London Road, Northampton, at 9 p.m.

**11th March.** M.G.C.C. Speed Trial, Brands Hatch, near Farningham, Kent, at 1 p.m.

Cambridge U.A.C. Speed Trial, Snetterton, near Thetford, Norfolk.

### THE SHUNPIKER RALLY Win For McBride/Barrow (109E Anglia)

THIS restricted rally was held on 17th-18th February. The start controls at Newton-le-Willows and Bromsgrove opened at 7 p.m., and full road-books and time schedules were available to competitors immediately upon signing-on, allowing plenty of time for plotting and choosing the route. Peter Procter's was the first car away at 8.30 p.m., on the main road run to Control 1 near Shrewsbury, where the two routes combined. The route then led via a time check at 118/301241 to a refuelling halt at Meifod. An interesting innovation on this run-in was that there was no time allowance for refuelling; competitors were, however, allowed to book in at Control 1 and the time check up to the "40" average early, and thus had as much time for a break as they could make up on the 30 average. A novel way of eliminating the usual hanging about at a C.M.P. The "meat" of the rally started about 11 p.m. near Meifod. The first few sections were over fairly well-known territory, then competitors found that the only way to reach a control in the time allowed was to use a recognized "non-goer" near New Mills at the bottom of Sheet 117. Those who investigated this found that the ford, although still deep, was now concreted, and the rest of the road had been recently resurfaced. Who said there couldn't be any more "new" ones on 117! Eventual winners R. McBride/D. Barrow (109E Anglia) managed to clean this section, but dropped their first minute on the one immediately following.

The weather overall had been fine, with none of the ice and snow which the organizers had been hoping for, but on the footpath "goer" to Rhyd competitors encountered dense fog, which caused many late penalties. Incidentally, this "footpath" on 7th Series maps is shown as a perfectly good road on the 6th Series!

At the end of the first of the five sectors (117/883001 from E) McBride had still only dropped one minute, while R. Wilson, G. Allen (both Austin-Coopers) and F. Grange (Anglia 105E) were all close behind with four minutes down. However, F. Grange was soon out of the running, navigator Yvonne Hilton taking him to the first control in Sector C instead of Sector B—by the time they discovered their mistake they were well out of time, so retired.

Sector B led over the N.W. corner of 128 on to 127, then N. and W. from Ponterwyd towards the first special stage near Talybont. Here again competitors were plagued by fog, and many went wrong at the unmarked junction to Dipas Farm at 127/742824. There were crowds of spectators out at various points on the route, the organizers having promoted an extensive publicity campaign amongst the locals—other organizers would do well to follow suit to help eliminate the bad feeling and complaints which often follow rallies. At Salem, in fact, competitors could not go wrong since all roads other than the route were completely blocked by spectators.

The first special stage was over the white roads to the N.E. of Talybont; naturally it was full of T junctions and hairpins, and also tended to become rather loosely surfaced at the most inopportune moments. Best time over this stage was put up by L. Jemson (TR3A)

with 1 min. 28 secs. penalty, closely followed by McBride with 1 min. 31 secs.

The route then passed via a neutral section through Machynlleth back to 117/883001 from W., this being the end of Sector B. By this time McBride had moved well into the lead with 3 mins. 31 secs. down, his closest challengers still being Allen (19 mins.) and Wilson (19 mins. 58 secs.).

After the rest halt for petrol and refreshments near Dolgelly, competitors had two sections of 12 and 10 minutes over the mountains to the second special stage which was on a closed loop on the old Trawsfynydd artillery ranges. Again no one was clean, the best time being by Wilson (23 secs. late) closely followed by McBride with 31 secs. Major Twist in a B.A.M.A. Champ had a fantastic run here, dropping only 1 min. 23 secs. and being sixth fastest of the whole entry. T. Paton (Morris-Cooper) wrong-slotted, despite the very clear route-marking, tried a hand-brake spin, went off the road and in consequence lost 3 mins. 16 secs. However, he made up for this by putting up best time (55 secs. late) on the third stage over the Bwlch-y-Groes and Eunant, which followed a fairly easy tour via B4391, Parc and Llanuwellyn. Second best time on this stage was by Jemson (1 min. 21 secs.) closely followed by McBride (1 min. 22 secs.).

The route then wound generally northwards with a series of sections which became tighter and tighter, culminating in a two-minute section from 108/197431 to 202444 (N.W.). The correct route was via 199440, but many tried the non-goer at 198447 and lost time, perhaps the most notable being McBride who dropped 10 minutes. Following on immediately after this came the fourth special stage over the quarries just north of the Horse Shoe Pass. Best time here was again put up by L. Jemson (25 secs. late) followed by novice A. Robinson (Austin 7) with 45 secs. late.

The route then went west to Llanfihangel, and north through the Clocaenog to the finish of the rally at Star Crossing, followed by breakfast, the results and the award presentation at the Mollington Banastre Hotel. The general consensus of opinion was that this had been a well-planned, well-organized rally, and was one to look forward to next year. The fact that every gate on the route was open (by arrangement with the interested farmers) and that the organizers' promise that "the locals will be out cheering instead of waving weapons" was fulfilled helped in no small way to form this favourable opinion. GEM.

#### Results

1, R. McBride/D. Barrow (109E Anglia), 16-14; 2, G. Allen/B. Hughes (Cooper-Mini), 25-21; 3, R. Wilson/J. Hopwood (Cooper-Mini), 41-17; 4, J. Whitehead/E. Rowlands (Volvo), 47-18; 5, J. Oldham/F. Davies (Mini), 52-18; 6, Dr. Opie/K. Leckie (M.G.A.), 58-29. **Class Awards:** G. Allen/B. Hughes; R. Wilson/J. Hopwood; R. McBride/D. Barrow; P. Kendall/G. Lees (Land-Rover); Major D. G. Twist/2nd Lt. G. W. Jones (Champ). **Novice Award:** R. B. Bowker/A. J. Fox. **Team Award:** McBride, Wilson, Allen.

GEOFF MABBS, who suffered very severe injuries in a car accident near his home in Keynsham a couple of weeks ago, is now on the mend. After a very successful season in 1961 Geoff has had little luck in 1962 and will be out of rallying for some time to come.

### THE HAGLEY AND DISTRICT LIGHT CAR CLUB

#### Regularity Decides Hagley Evening Rally: Outright Win for John Burton

THE Hagley Car Club's popular mid-week closed rally this year centred on the Cleobury Mortimer area and started near Bewdley at 7 p.m. Approximately 30 competitors took part and this included four crews entered by the Queen's Own Warwickshire and Worcestershire Yeomanry, T.A., driving Land-Rovers in a Special Class (C).

The 70-mile course was indeed most difficult, utilizing quiet but twisting narrow country lanes of good surface. Several fords were included in the course, there being 20 controls in all, with a secret control to ensure compliance with the Road Traffic Acts.

In addition, a regularity section was included which comprised a short run of just over one mile between two controls, through extremely difficult lanes and incorporating a steep hill-climb. It was this that was to decide finally the winner for, while the majority of competitors lost a lot of time on the road, two got through with clean sheets to the finish at Park Attwood Hotel, Bewdley. Both John Handley (Mini) and John Burton (M.G.A.) arrived unpenalized after a splendid run, and it was the latter who was declared the winner on the basis of regularity. Less fortunate was R. J. Martin (Mini) who holed his sump in one of the fords and retired while clean at the halfway stage.

The winner of the opposite class for novices was P. Walford (Riley 1.5), being one of the few novice entries who did not lose a great deal of time on the road.

As John Handley did not win the Narkover Cup, he was declared the experts' class winner, followed by Tim Baker (Sprite) with 20 marks lost. Runner-up in the novices' class was P. H. Griffiths (Mini) followed by P. Nokes (Mini). Excellent driving was shown by Sgt. E. Sutton in his Land-Rover, who lost only 320 marks and took the special award for Class C. Thus, what was declared to be a most successful event ran out and competitors congregated at the Park Attwood Hotel for an evening meal. M. T.

#### Results

1st, Narkover Cup: J. Burton (M.G.A.), 0 marks lost. Dunster Cup (Novice): P. Walford (Riley), 140. **Experts' Class:** 1, J. Handley (Mini), 0; 2, T. Baker (Sprite), 20. **Novices' Class:** 1, P. H. Griffiths (Mini), 220; 2, P. Nokes (Mini), 320. **Class C:** Queen's Own Warwickshire and Worcestershire Yeomanry, T.A., Sgt. E. Sutton (Land-Rover), 320.

THE 1963 Racing Car Show will be held in the West Hall of Olympia from Friday, 25th January, to Saturday, 2nd February, 1963.

By moving the show to this new hall at Olympia the size of the show will be increased by 15,000 sq. ft. This extra space will enable the organizers to present a much larger central display of racing cars.

Increased space will also be available for exhibitors and for the now famous "Motor Racing in Miniature". Several innovations will be incorporated in next year's miniature circuit and greatly increased viewing facilities will be provided for the public.

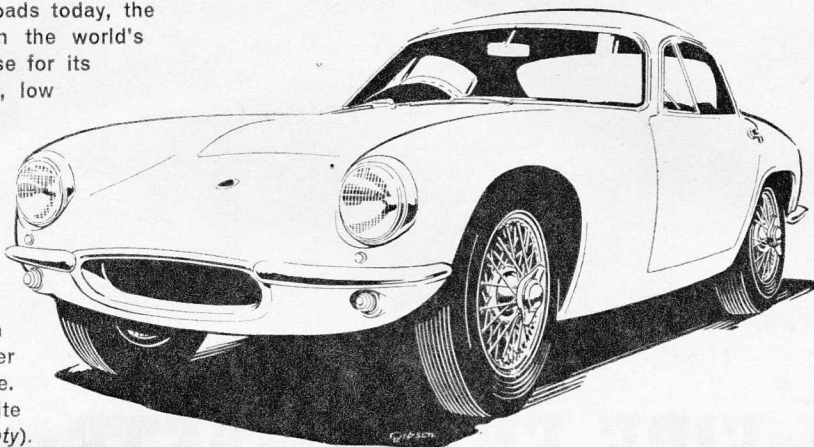
Planning of the 1963 show is now well under way and in due course an illustrated brochure giving full particulars will be sent to all past exhibitors and R.A.C. affiliated motor clubs.

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## EAST SURREY MOTOR CLUB



## MARTINI RALLY 17/18 MARCH

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LONDON MOTOR CLUB  
MID SURREY AUTO CLUB  
SEVENOAKS AND DISTRICT MOTOR CLUB  
SUTTON AND CHEAM MOTOR CLUB

We are pleased to announce THE EAST SURREY MOTOR CLUB'S "MARTINI RALLY" which this year is to be held on the 17th/18th March, 1962. As before, this will be a tough and exacting rally on approximately 250 miles of metalled roads, demanding full concentration from both driver and navigator. The navigation will be straightforward, and will include six-figure map references, and route cards of the Tulip type. The only navigational device required for plotting will be a romer.

The entrance to all Time Controls will be clearly marked by red and yellow reflector boards, and the exit by a yellow flag. All route checks will be visible without leaving the car.

As of last year, there will be a special award, with replicas, for the most efficient Control, which you, the competitor, will be asked to judge.

Farnborough, Hants, has been chosen for the start and finish, to avoid the heavily "black-spotted" areas of South-East England.

Any special tests will be used solely to determine ties.

Petrol will be available at the start and finish, and at a halt not more than 150 miles from the commencement.

To make the best use of the course of darkness, there will be no conventional supper stop with an organised meal. Drivers, however, will be given the opportunity to rest after the refuelling stop.

The venue for the start and finish will be The Queen's Hotel, Farnborough, Hants, where an evening meal, prior to the event, can be laid on by previous arrangement with the hotel.

THE EAST SURREY MOTOR CLUB'S "MARTINI RALLY" has never failed to attract a full entry, and you are, therefore, advised to submit your entry form without delay.

APPLY TO YOUR CLUB SECRETARY FOR REGULATIONS  
OR TO SECRETARY OF THE MEETING

M. H. Sherwell, 19 Grosvenor Road, West Wickham, Kent. (Springpark 2366)

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#### THE WINNING CREW

The Martini Challenge Trophy

Two Silver Replicas

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#### THE LEADING E.S.M.C. CREW

The E.S.M.C. Martini Challenge Trophy

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The Martini Rosebowl

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#### AWARDS OF MERIT

a. Two First Class Awards to next 8 in the results

b. Two Second Class Awards to next 8 in the results

#### FINISHERS AWARDS

To all remaining entrants who finish the event within specified time

#### TEAM PRIZE

Six awards

#### \*THE LEADING NOVICE CREW

Two Trophies

#### \*THE LEADING E.S.M.C. NOVICE CREW

The E.S.M.C. Novice Cup

Two Replicas

#### \*THE LEADING ALL-LADIES CREW

Two Trophies

#### \*THE LEADING MIXED CREW

Two Trophies

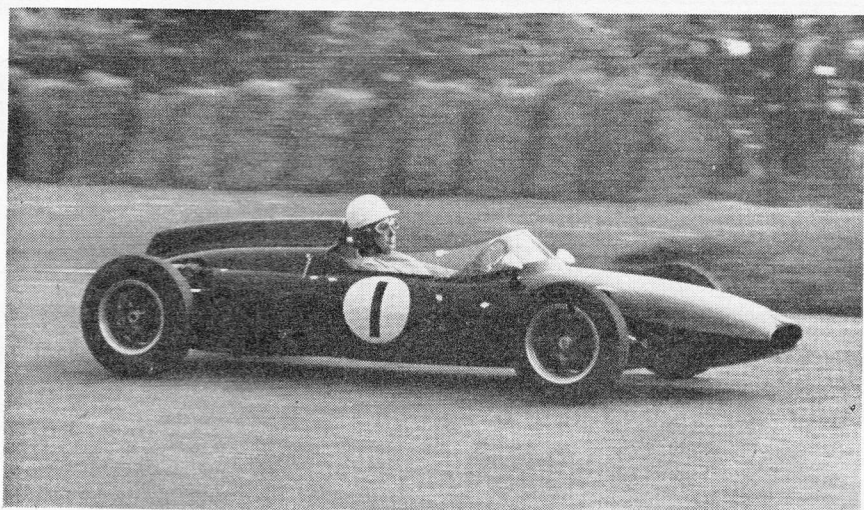
#### \*THE LEADING CREW FROM EACH INVITED CLUB

Two Trophies

\* Subject to not less than 8 entries

No Crew may win more than one prize other than the Team Award

Rally Championship Members of the Association of Central Southern Motor Clubs



LUKE DUFFY at speed in his Cooper-Ford at Phoenix Park.

## EIRE ENTHUSIASTS: LUKE DUFFY

Continuing BRIAN FOLEY'S Irish Profiles



LUKE DUFFY is a married man of 46, and runs a thriving garage business in Dublin. He first started motor racing in 1960 with a 499 c.c. J.P.-J.A.P. Luke is no newcomer when it comes to speed, for he first started racing way back in 1935, on a 500 c.c. Norton in the Dublin "100" in Phoenix Park. Luke raced bikes extensively right up to the outbreak of World War II, and in 1939 he set the Phoenix Park lap record at *circa* 97 m.p.h., when winning the 500 c.c. scratch race. His first race after the war was on a two-stroke Scott in the Ulster "100" at Clady. In 1948, Luke won the 500 c.c. championship over the Carrigrohane circuit in Cork, which at that time was also used for car racing. His last motor-cycling appearance was in the Carradowre "100" in 1949. Luke raced Nortons, Rudges and the howling Scott during his motor-cycle days.

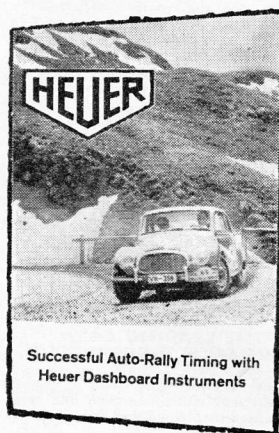
The little red J.P. was his first racing car and, in his own words, he "spent more time walking and pushing than racing". Nothing can be more frustrating and annoying than a temperamental racing machine, and so with these thoughts in mind, Luke ordered himself a Formula Junior Cooper-Ford in 1961. His first outing was at Kirkistown, and he does not particularly like this circuit—probably due to an excursion on the straw bales at Kirkistown in September last! At Cluntee, in September, he was third in the open handicap, and was only beaten by Templeton's Lotus 20 by one-half m.p.h. for the fastest junior lap.

His favourite circuit is Dunboyne, which he thinks is a real drivers' course. Cluntee also rates very high with Luke. He definitely does not like hill-climbing, and considers them far too dangerous and certainly not worth the risks involved. Luke once had a particularly nasty moment at Enniskerry hill-climb on a motor-cycle.

He hopes to have a five-speed gearbox for the Cooper for this season, and if he can get away from his business he may do a few English and Continental meetings. Above all, Luke gets a real kick out of motor racing and, although he may not be the fastest driver on the circuits, he always finishes.



LUKE DUFFY (right) chats with the Irish M.R.C. officials, Barney Manley, Jim Cassidy and Bob Kenny.



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**THE VALENTINE RALLY**

JOINTLY promoted by Southport M.C., Waterloo M.C. and Wirral Eagle M.C. this event started at Wades Mere Brow Hotel and Garage, near Southport, the first competitor departing at 6.30 p.m.

The organizers, Bob Woods and Frank Murgatroyd, wisely sent off the faster machinery first, an entirely straightforward, fast "no nonsense" type of rally having been promised.

The references were spot on, marshalling was of a high standard and the event was run at a genuine 30 m.p.h., there being no pruned mileages. It was obvious that the method of "sorting" was based on short, sharp sections and plenty of them, in fact, out of 19 time controls to be visited only four had a time allowance of more than eight minutes.

Due to considerable comment recently amongst novice entrants from local clubs, the organizers introduced a novel idea, namely that the novices were instructed to miss out T.C.s 5, 6, 9 and 13. The object being to enable them to avoid the more difficult sections, keep in the rally and arrive at the final control within the maximum lateness period. It was felt that this would provide them with more general experience and encouragement, rather than become lost in a maze of white roads. These competitors, therefore, were only eligible for the novice and/or team award.

T.C. 1 was situated two miles from the start on a white road parallel to B.5246 (Rufford Road), followed by a five-minute section along another white road, the entrance to which being somewhat easier to find than that to T.C. 1; the next three time controls being at six-, seven- and eight-minute intervals. Competitors had by now skirted Rufford, Burscough, Scarisbrick and Halsall, the pace being consistently hot. T.C. 6 to T.C. 7 was a three-minute section, followed by six-, ten-, seven- and four-minute sections which guided the entry between Aughton and Lydiate to the Bickerstaffe area and the Rainford By-Pass.

In winter, in the late evening, the By-Pass is very quiet and the organizers took advantage of this to place three time controls, on white roads adjoining the By-Pass, at seven-, five- and three-minute intervals. The entrances to the latter two controls being a bit tricky, this part of the rally proved to be a "sorter".

The route then turned north-east to T.C. 14 near Upholland and there followed a further two short sections of three- and five-minute duration in the

Roby Mill area. Thereafter competitors skirted Parbold and Rufford to T.C. 16 on a white road alongside the A.59, this slot proving difficult for some, as it is immediately adjacent to a transport café and resembles the car park, and not the entrance to a road. The rally ended at Mere Brow, the last two time controls being of five- and two-minute duration, the former up a white road which many found difficult to locate. The usual post-mortem took place at Wades Motel where competitors voiced the opinion that it had been an excellent event, the "no-nonsense" variety being most favoured these days.

N.F.M.

**Results**

1 (Tie) N. Bowdler/I. Gough and C. Irving/M. Skuttard, 0 penalties; 2, A. Sowden/Mrs. A. Bradbury, 20; 3, B. Stephens/R. Skuttard, 40. **Team Award:** N. Bowdler/C. Irving (Southport Motor Club).

**E.U.M.C. DRIVING TESTS**

THE Edinburgh University Motor Club held a restricted driving test meeting on Sunday, 18th February, at East Fortune airfield, a vast disused expanse of runways near Haddington. The club received a large entry of 57, which included a motley collection of cars ranging from Dan Rintoul's Armstrong-Siddeley Sapphire to the vintage specials of Tom Irvine and F. Pilditch, which unfortunately were competing in the same class as the Sprites and M.G. Midgets and had therefore no chance.

In the Mini class, the hot favourites were the Coopers of Boyd Tunnock and John Sword but last year's driving-test champion, Jim McCaig in his Morris-Mini, had other ideas and eventually won the class with a rip-roaring performance in each of the four tests. But even his performance was not good enough and the eventual winner was David Hall in his Sprite.

The second and third place in Class 1 went to the Cooper-Minis of John Sword and Boyd Tunnock respectively. Class 2 was a hotly contested one for the Sprites and Midgets and in it were the only two lady drivers Agnes Mickel (Mark 2 Sprite) and Cynthia Bickers (Herald). The first place in this class went to the overall winner, David Hall, second place went to E. Heralds (Midget) and third place to Drew Dodds (Sprite).

Class 3 was for the medium-sized family cars and included Ford Anglias, Volkswagens and Heralds. The first place in this class went to A. P. Gray (Herald), the second place to K. Ross (Herald) and the third place to D. Munro (VW).

The fourth class was for the M.G.As, Alpines and TRs, and the winner was Duncan Paterson (M.G.A) who won last year's driving test championship in the sports car class. There was a tie for second place between John Pascoe-Watson (TR3) and Bobby Longmuir (Alpine). The result was decided by the timing in the first test and second place went to John Pascoe-Watson.

Class 5 contained the heavy stuff, including the Sapphire, Bob Richardson (Porsche), the Hillman Huskies of Agnes Mickel, Gray Mickel and A. Young, and the Volvo 122S of J. Jackson. Expert handling put Gray Mickel into first place with the Husky, Bob Richardson was second in the Porsche, and Agnes Mickel was third in a Husky.

The tests themselves had been well laid out and each one had its own challenge of manoeuvrability and speed. The provisional results were:—

**Class Winners:** J. S. McCaig (Mini), 162.3; D. R. Hall (Sprite), 163.2; A. P. Gray (Herald), 183.5; D. Paterson (M.G.A), 163.4; R. G. Mickel (Husky), 192.1. **Overall Classification:** 1, D. R. Hall (Sprite), 160.5; 2, J. S. McCaig (Mini), 162.3; 3, J. C. A. Sword (Cooper-Mini), 163.2. **Team Award:** J. S. McCaig (M.G.A) and J. C. A. Sword (Cooper-Mini).

**PETERBOROUGH M.C.  
DINNER AND DANCE**

THE annual dinner and dance, and presentation of awards, was held in the Fitzwilliam Ballroom of the Angel Hotel, on Thursday, 15th February, when 200 members and friends had a first-class evening. The principal guests were the Mayor of Peterborough, C. W. Swift, J.P., and the Mayoress; Sir Harmar Nicholls, member of Parliament for Peterborough, and Lady Nicholls; John Bolster, one of the Club's Vice-Presidents and John Sprinzel. The Club Chairman, G. H. Woodcock, was in the chair in the absence of the President.

Speeches were short and to the point, and none in serious vein. The Club was proposed by the Mayor, in his usual excellent manner, with the response by the Chairman. Committeeman John Cracknell very ably proposed the toast to the visitors, with John Bolster and Sir Harmar Nicholls replying in their usual witty manner.

The vast array of silverware which graced the top table was very well presented to the winners by John Sprinzel, but several of the main trophies were not collected as the recipients were ill. Dancing continued in full swing to the excellent music of Jan Ramsden's Band, until "Auld Lang Syne" at 1 o'clock.



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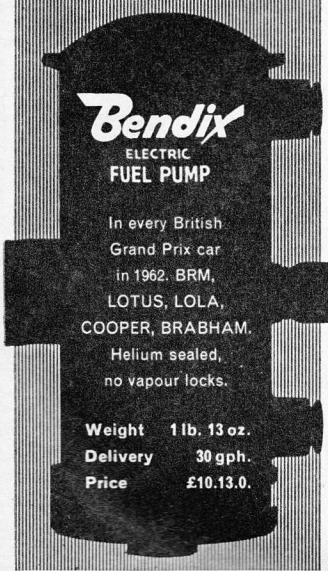
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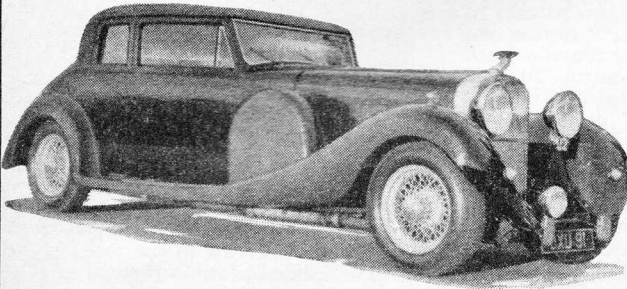
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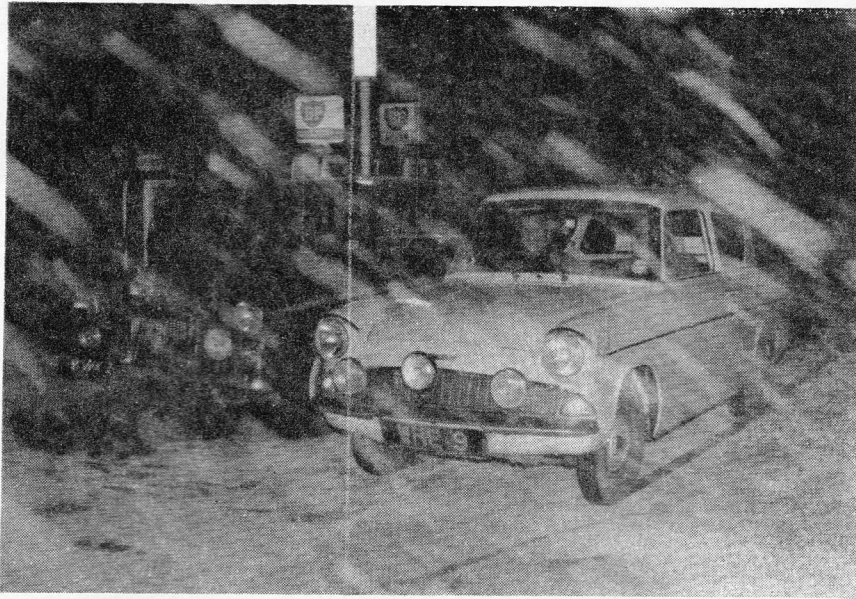
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## Wintry "Seven Dales" Rally

**A Win for Eric Jackson/Ken Joseph (Anglia)**

THE lot of an organizer is not an easy one these days with no clipped mile-ages, hotter-than-ever chariots, and navigators with impeccably marked maps. Noel Donevan, John Hanson, and Ken Deakin, the Clerks of the Course for the De Lacy Motor Club of Pontefract, were lucky that all navigators slipped up on the approach to Control 2 and that snow, ice, a blizzard and a sharp left-hand corner after Control 43 sorted out the experts, so finding a winner on the road.

The 91 entries were divided into Experts, Semi-Experts and Novices. Notable among the Experts were Hughie Rorke and Jim Wood, both in 3.8 Jaguars, Eric Jackson in an Anglia with a Classic engine and David Pollard and Peter Procter in an ex-works Alpine and Rapier respectively.

The start of the rally was from Eric Jackson's Garage at Barnsley. All route details were given 90 minutes before the start, cars were scrutineered and everybody given a chance of attempting to break the noise meter on loan from the R.A.C. There was much discussion among navigators about the correct route to Control 2 at West Wood, as there was a wide choice of white roads and the option of two level crossings or a bridge to cross the railway line and only 4 mins. allowed.

The first car off at 11 p.m. was the Procter/Kempley Rapier, trying to break a run of bad luck, including three retirements on the three previous week-ends. Kempley was soon lost on the white roads approaching Control 2 and Procter lost six minutes here. The stage was a little rough and there were a few gale damaged trees perilously hanging about 12 feet over the road. All competitors lost time here, Pollard/Baines losing two minutes, Jackson three minutes, Roger Sutcliffe/Roy Dixon (VW), four minutes, Mike Marsden/R. Thorpe (Herald), eight minutes and Guy Wood, navigated

by David Lincoln (organizer of the Dusk 'til Dawn Rally), five minutes.

After Control 2 there was a series of reasonably tight three- and five-minute sections on Sheet 102 just west of Sheffield in the Bradfield-Ewden area. Procter stopped to replace his fan belt on a five-minute rection, but was not late. Jim Wood was reported to have run the big ends in his Jaguar, Hugh Rorke/Barry Wallwork retired with undisclosed maladies and Alan Rathmell lost his sump plug. These sections presented little trouble to the Experts and the route now moved south on to Sheet 111 and competitors were soon in the middle of a snow-bound Peak District. There was just enough snow to make the roads interesting, but there were also patches of ice to be found—A. T. Crusher and D. H. Gamble in a Rapier found a patch near Taddington at Control 20 and finished the rally embedded in a wall.

The route used most of the well-known white road sections around Honllinsclough and Fawfieldhead and there was a cluster of five controls around the famous "Tunnel" near Butterton. Details of the hidden tunnel were given to competitors, along with details of some "nongoes", in the final instructions. For those not familiar with the "Tunnel", it is to be found at ref: 111/091578 and has the peculiarity that if one approaches this spot from the west and wishes to turn off right down the white road through Kirksteads, one has, in fact, to turn left off the road and hairpin left through a tunnel and go underneath the approach road. On this series of sections, Jackson lost 1 min., Pollard lost 2 mins., Procter was clean and E. Moore/D. Robertson in a Minor lost their car over the edge and are reported to be in the river on the Ecton Hill gated road section.

There was a petrol halt of 15 minutes at Friden and then the route continued north up Great Hucklow and into a

*SNOW! The Eric Jackson/Ken Joseph Ford Anglia pulls away from the petrol halt on the Seven Dales rally in the teeth of a blizzard.*

second series of tight sections, just west of Sheffield. The roads were extremely icy on these sections and there was one particularly icy 90-degree corner at 102/272943 after Control 43. Procter slid straight on and stopped with his rear wheels two feet off the road; finding he could not reverse up hill, he decided to "do a Carlsson" and drive through the rough. The attempt just failed and he was now bogged down 40 yards farther downhill and about three yards off the road. Jackson arrived at the corner, took three lines, but stayed on the road; at this stage Jackson was equal first with Procter. Next to arrive was Jack Anderton in an Anglia and he went off at Procter's spot. Mike Wheatley in a Mini managed to spin round on the corner, stay on the road and carried on. Procter made a deal with Anderton to push him out in return for a tow. Anderton was pushed back on to the road just in time for Phil Cooper in a Cooper-Mini to go off in the same place, but he kept his foot down and regained the road. Later on, Geoff Baker rolled a Mini on this corner.

Jackson lost a further 2 mins. on these sections and David Pollard retired with engine trouble. Mike Wheatley, who had lost his silencer, was excluded from the results, along with two other competitors at a secret noise control. Breakfast was ready on arrival at the finish at the De Lacy Rally House at Ferrybridge, after competitors had visited 51 controls in 190 miles. General opinion at breakfast—an extremely good rally.

M. KEMPLEY.

### Results

**Overall Winner:** Eric Jackson/Ken Joseph (Anglia/Classic), 6 m. **Expert:** 1. Ted Masheder/E. Peters (SAAB), 15 m.; 2. Roger Sutcliffe/Roy Dixon (VW), 17 m. **First Class Awards:** M. Hall/P. Millman (VW), 20 m.; Mike Marsden/R. Thorpe (Herald), 21 m.; Phil Cooper/Derek Kirkley (Mini-Cooper), 23 m.; Neil Taylor/Arthur Deacon (TR3A), 24 m. **Semi-Experts:** J. T. Potts/B. Potts (Herald), 21 m.; 2. Paul Taylor/Tony McMahon (Sprite), 1 fail, 48 m. **First Class Awards:** J. G. Ashton/T. Dawson (VW), 1 f., 81 m.; D. I. Bradshaw/H. B. Barton (A-Mini), 1 f., 85 m. **Best Novice:** C. Jolly/H. Lyne (Anglia), 53 m. **Best De Lacy Member:** Mike Marsden. **Team Award:** 1. Masheder, Marsden (De Lacy); 2. Sutcliffe, John Oldham/Frank Davies (Mini) (Knowldale).

### EASTERN COUNTIES MOTOR CLUB

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For an event such as this the weather could well have been much worse; the storms of the preceding few days had abated, leaving the eight tests practically dry. This proved to be rather unfortunate as many competitors completed some of the tests unpenalized.

### Results

**Class Winners:** H. J. Bone (Triumph Herald); H. E. Sergeant (Volkswagen); K. E. Kent (Triumph TR2); A. C. Westwood (Cannon).

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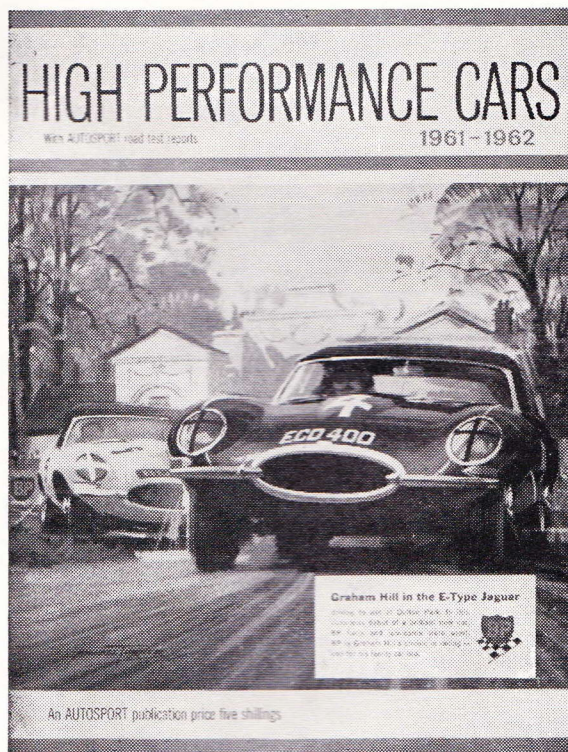
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