

The R.A.C. British Rally



Decisive Event in the 1961 European Rally Championship

ENGLAND is a terrible place in which to run an International rally, for it has more cars to every mile of road and more people to every square mile of land than almost any other country in Europe. It is hardly surprising, therefore, that the tough road sections of the 1961 International Rally of Great Britain are to be found mostly in Scotland and Wales. Faced once again with the task of organizing the final and decisive event in the 1961 European Rally Championship, the Royal Automobile Club has sought the co-operation of the Forestry Commission, which owns some truly horrible sections of road in Scotland and Wales, winding in and out of the trees up and down steep hill sides. These roads are not open to the public and tests staged over them, therefore, do not menace the public or interrupt traffic.

The 1961 European Rally Championship is at present in dispute between Hans Joachim Walter, who is driving a Porsche Carrera with John Sprinzel, and E. Bohringer who as usual will be driving a Mercedes 220SE and will be accompanied by that most promising rally driver, R. Aaltonen. Walter seems fairly certain of the title, however, for Bohringer can win only if Walter retires and the Mercedes finishes in the first three in the general classification.

As will be seen from the map on the following page the rally starts from Blackpool on Monday evening, heads northwards into Scotland via the Rest and

Be Thankful hill climb and various Forestry Commission sections on Tuesday to Inverness, where the competitors spend Tuesday night in bed. On Wednesday morning they tackle further Forestry Commission horrors before recrossing the Border into England, and proceeding via Scarborough and tests on the Mallory Park and Oulton Park circuits to Wales. After passing an uncomfortable Thursday night in narrow Welsh lanes and on Welsh Forestry Commission roads, the crews return to England to tackle a hill

climb at Prescott before heading south to the finish at Brighton.

After a good night's rest, the survivors undergo a one mile-long driving test round pylons and in and out of chicanes on Brighton's Madeira Drive between 11 a.m. and 4 p.m. on Saturday, November 18.

All these special tests, including the races round the various circuits, will be used only for deciding ties, for it is the aim of the organizers that this rally shall be won on the road.

The Entries

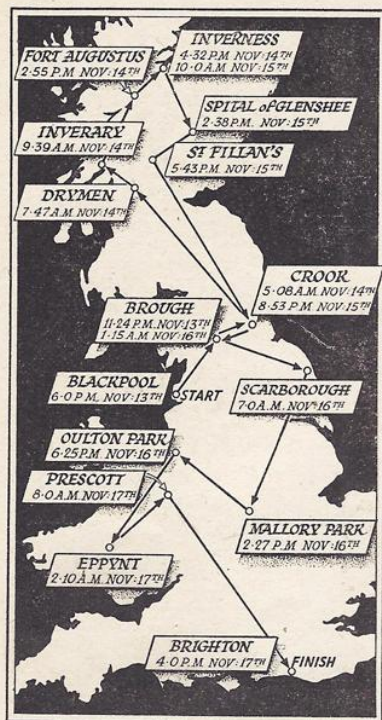
Car No.

1. Carlsson/Brown (SAAB).
2. Morley/Morley (Austin-Healey 3000).
3. Walter/Sprinzel (Porsche).
4. Miss Moss/Miss Wisdom (Austin-Healey 3000).
5. Seigle-Morris/Ambrose (Austin-Healey 3000).
6. Bohringer/Aaltonen (Mercedes 220SE).
7. Anderson/— (Volvo).
8. Walker/Steiner (Ford Zephyr).
9. Hopkirk/Scott (Sunbeam Rapier).
10. Harper/Hall (Sunbeam Rapier).
11. Hawkins/Elford (Austin-Healey Sprite).
12. Proctor/Robson (Sunbeam Rapier).
14. Boyd/Johnston (Austin-Healey Sprite).
15. Gold/Hughes (M.G. Midget).
16. Bolton/Shanley (T.V.R.).
17. Taylor/Crabtree (Ford Anglia).
18. Grimshaw/Melia (Austin-Healey 3000).
19. Lewis/Stone (Sunbeam Rapier).
20. Mrs. Hall/Miss Domleo (Ford Anglia).
21. Sutcliffe/Fidler (M.G. Midget).
22. Mabbs/Mabbs (Triumph Herald).
23. Miss Rosqvist/Miss Wirth (Volvo).
24. Eger/von Korff (Mercedes 220SE).
25. Michalkiewicz/Clarke (Triumph TR3).
26. Allard/Fisk (Ford Anglia).

Car No.

27. Burgess/Croft Pearson (Ford Zephyr).
28. Chambers/Marshall (Ford Anglia).
29. McBride/Barrrow (Ford Anglia).
30. Ray/Hopwood (Austin 7).
31. Astle/Roberts (M.G. Midget).
32. Nash/Steadman (Ford Anglia).
33. O'Connor-Rorke/Cuff/Kempey (Ford Zephyr).
34. Hiam/Holland (Morris Mini-Minor).
35. McElminney/Dixon (Volkswagen).
36. Spare/Bailey (Singer).
37. Richards/Davies (Ford Zephyr).
38. Baxter/Cave (Humber Super Snipe).
39. Piper/Ford (D.K.W.).
40. Wilson-Spratt/Thompson (Austin-Healey Sprite).
41. Bengry/Skeffington (Volkswagen).
42. Appleby/McGhie (Austin-Healey Sprite).
43. —
44. —
45. Jackson/Donovan (Ford Zephyr).
46. McCracken/McInnes (Ford Anglia).
47. Folts/Bishop (Austin-Healey Sprite).
48. Grant/Fisk (Triumph TR3).
49. Fraser/Holmes (Sunbeam Alpine).

(Continued overleaf)



The Entries (contd.)

50. Hunter/Exon (Morris Mini-Minor).
51. Galliford/Bennett (Morris Mini-Minor).
52. Major Baille/Allen (Vauxhall Velox).
53. Grimshaw/Ralphs (Sunbeam Alpine).
54. Merrick/Dougray (Jaguar).
55. Simister/Lichtensteiger (Ford Anglia).
56. King/Sproston (Ford Zephyr).
57. Humble/Day (Triumph TR3A).
58. Christie/McKenzie (Morris Mini-Minor).
59. Hill/Woodside (NSU).
60. Astbury/Harper (Morgan).
61. Lee/Sinclair (Riley 1.5).
62. McKechnie/Thompson (Morgan).
63. Shawzin/Barlow (Austin-Healey Sprite).
64. Steel/Morrison (D.K.W.).
65. Lt. Col. Hook/Aggleton (Vauxhall Velox).
66. Handley/— (Austin 7).
67. Thorne/Pratt/Cameron (Ford Anglia).
68. Skelly/Youngson (Ford Anglia).
69. Dorsett/Miss Cook (Morris Mini-Minor).
70. Bertorelli/Hill (Triumph Herald).
71. Hodson/Collinson (Ford Zephyr).
72. McSpadden/Armstrong (Volkswagen).
73. Mather/Beighton (Volvo).

74. Moon/Jordan (Peugeot).
75. Miss Seers/Miss Aldersmith (M.G. Midget).
76. Paton/Bryden (Fiat).
77. Willcocks/Smith (Triumph Herald).
78. Wall/Moody/Gray (Austin-Healey Sprite).
79. Ham/Warren/Cotton (Warwick GT).
80. Major Raper/Wyndham (Vauxhall Velox).
81. Nurse/Hughes (Austin 7).
82. Blankstone/Neal (SAAB).
83. Cawsey/Brown (Porsche).
84. Ivis/Reynolds (Austin 7).
85. Miss Cooper/Miss Block (Sunbeam Rapier).
86. Crossley/— (Morris Mini-Minor).
87. Tait/Wright (Triumph Herald).
88. Pardoyl/Davies (Triumph TR3).
89. Taylor/Phillips (Morris Mini-Minor).
90. Powell/Baker (Sunbeam Rapier).
91. Huntridge/Barrow (Austin-Healey Sprite).
92. Gould/— (Skoda).
93. —
94. —
95. Miss Walker/Miss Davies (Ford Anglia).
96. Wood/Wilkinson (Morris Mini-Minor).
97. Bainbridge/Cartwright (Sunbeam Rapier).
98. Ballard/Scuggs (NSU Prinz).
99. Cowan/Murray (Sunbeam Rapier).
100. Kimber/Bodley (Volvo).
101. Mackie/Spencer (Sunbeam Rapier).
102. Morrison/Finlay (M.G. A).
103. James/Johnson (SAAB).
104. Marsden/Thorpe (Triumph Herald).
105. Cook/Bowes (Sunbeam Rapier).
106. Capt. Moorat/Reynolds (Morris Mini-Minor).
107. Fitzgerald/Bausola (Ford Zephyr).
108. Miller/Miller (Austin-Healey Sprite).
109. Helm/Wright (Morris).
110. Gregson/Butler (Riley 1.5).
111. Elliott/Wright (Sunbeam Rapier).
112. Smith/Smith (M.G.A.).
113. Dewar/— (Austin-Healey Sprite).
114. —
115. Moreton/Davis/Russell (Volkswagen).
116. Pollard/Baines (Sunbeam Alpine).
117. Finney/Chippindale (Triumph TR3A).
118. Roy Evans/— (Sunbeam Rapier).
119. Hooper/Miss Hooper (Sunbeam Rapier).

Twelve Austin-Healey Sprites are taking part.



TO GET YOU GOING No. 15

For the Want of a Handle

NOW that the starting handle is a forgotten luxury of the past on many cars, difficulty in starting the engine can often leave the motorist with little alternative to calling a garage or motoring organization to his assistance.

Before completely giving up hope there are usually a few things worth trying when the self-starter "just won't" start the engine. Turning over the engine on the starter before switching on the ignition occasionally achieves success (this assumes a separate starter switch), and another possibility, if there is only the driver present and no suitable gradient, is to push the car until it is rolling slowly and then jump aboard and select second gear. As the clutch is let in, operate the starter. It is surprising how often this will make just that little difference between go and no-go.

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If the headlamps, horn, etc., work well but the starter motor turns slowly it may help to take it off (usually a matter of undoing the electrical connections and removing two set screws) and clean the commutator with a piece of petrol-soaked rag or very fine emery cloth. Check at the same time that the brushes are in good condition and clean.

Should it be necessary to call a garage, they will almost invariably start a car with a flat battery or recalcitrant starter motor by connecting another battery to the one on the car, using a pair of heavy cables fitted with stout clips. The two batteries should be connected in parallel, i.e., plus to plus and minus to minus. Should you have a second car this could easily be done at home and is particularly useful for starting cars with automatic transmission.



The B.M.C. Minis are popular entries.

120. Oldham/Davies (Morris).
121. Predoy/Lacey (Austin 7).
122. Makein/Woolf (Austin-Healey Sprite).
123. Rutherford/Fieldhouse (Volvo).
124. Worswick/Houghton (Ford Classic).
125. Roxburgh/Milligan (Triumph Herald).
126. Davies/Dart (Volkswagen).
127. Miss Smith/Miss Bigger (Morris).
128. Gray/Sanson (Porsche).
129. Richmond/Gething (Austin 7).
130. Clark/Oldham (Renault Gordini).
131. Miss Crossley/Thompson (Austin 7).
132. Smith/Wilson (Volkswagen).
133. Ross-Denby/Pilkington (Sunbeam Rapier).
134. Baker/Ross-Dallas (Austin-Healey Sprite).
135. Kell/— (Skoda).
136. —
137. Chamberlain/Mullen (Sunbeam Alpine).
138. Benson/Heaton (Triumph Herald).
139. Ward/Ward (Triumph Herald).
140. Woodcock/Clay (Sunbeam Alpine).
141. Casewell/Davenport/Austin (Jaguar).
142. Crawford/Butler/Henley (Sunbeam Rapier).
143. Ray/Stevenson/Boote (Sunbeam Rapier).
144. Bullough/Warburton (Sunbeam Rapier).
145. Stammers/Gibbs (Sunbeam Rapier).
146. Souster/Gahan/Bell (Humber).
147. Brackett/Oliver (Austin 7).
148. Burch/Benniman (Wolseley 1500).
149. Dacre Lacey/— (Jaguar).
150. Godfrey/Searle (Triumph Herald 1200).
151. Wortman/Quartermain/Ramm (Volkswagen).
152. Hunt/Cooper (Sunbeam Rapier).
153. Davey/Britton (Ford Anglia).
154. Hayes/Bate (Ford Anglia).
155. Day/Ramus (Austin-Healey 3000).
156. Harris/Warton (Simca).
157. Cooper/Pryor (Sunbeam Rapier).
158. Williams/Davies (Austin 7).
159. Telford/Handy (Morris Mini-Minor).
160. —
161. Chitty/La Trobe (Sunbeam Rapier).
162. White/Brown (NSU).
163. Carruthers/Ross (Ford Anglia).
164. Wheatley/Bowes (Morris Mini-Minor).
165. Gay/Paine (Austin 7).
166. Bennett/Clarke (Ford Zephyr).
167. Petch/Petch/Ostromoff (Triumph Herald).
168. Cotter/Martin (Sunbeam Rapier).
169. A. N. Other/— (Skoda).

The two-stroke Saab—last year's winner.

