

# Saab & Carlsson Win Monte Again!



ERIK CARLSSON cranks on his Saab, won Monte Carlo Rally for 2nd straight year. (Photo Henry Manney)

By JEAN DUPONT

MONTE CARLO — Erik Carlsson, a moon-faced 250-lb Swede, has won the Monte Carlo Rally in a 841 cc 2-stroke Saab for the second straight year. Last year, the big Swede won on clean roads. This year he accomplished his victory in the worst weather in years.

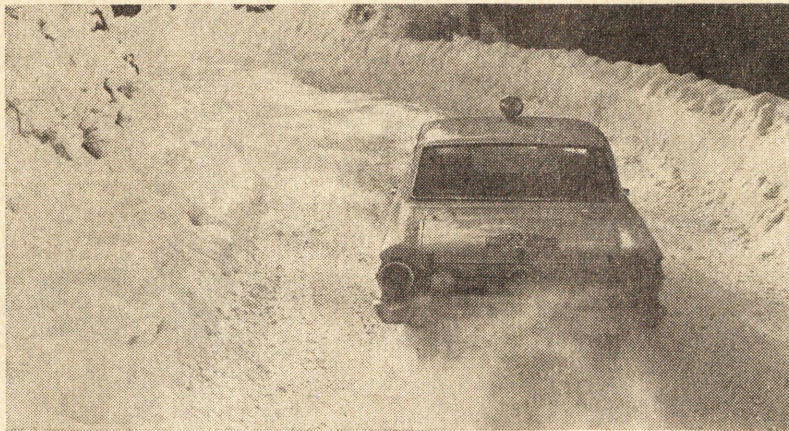
Carlsson came into the final stages with no penalty marks for the drive from Stockholm, hung on through the tests and emerged the victor ahead of the Citroen DS-19 of Toivonen/Jarvi. A Morris Mini-Cooper driven by Aaltonen/Ambrose was 3rd.

Out of the 296 cars that started, only 100 were listed as finishers. The weather was rough all over Europe this year, especially rough in the south, and those cars starting from Lisbon and Athens were eliminated before the competitors assembled at Rheims, France, for the final stages.

From Paris there were 80 starters and 28 finishers. Frankfurt had 20 starters and 3 finishers. Glasgow, 59 and 10. Monte Carlo, 32 and 8. Stockholm, 75 and 47. Warsaw, 11 and 6.

This year's Monte took on special significance for American enthusiasts when three 4261 cc Ford Falcon Sprints (Holman-Moody-ized Falcon with Fairlane V-8 engine, 4-speed gearbox, rugged suspension, big wheels, disc brakes) were entered amid much Detroit-style hullabaloo. Two of the three Fords finished the rally, the other was eliminated in snowdrifts in the Pyrenees near Lodeve. The Peter Jopp/Trant Jarman Falcon, which entered the final phase with a 13-min penalty incurred in the same area, was classified 35th overall. The other finisher, that of Swedish ice-racing champion Bo Ljungfeldt and Gunnar Haggbom, with 31 mins in the penalty column, was listed 43rd.

The two Falcons were the only finishers in Class 8 (Sedans over 3000cc). The Ljungfeldt Ford was



FORD FALCON SPRINT of Peter Jopp/Trant Jarman storm up Col de Turin. Ford team finished 2 of 3 cars entered, won class 8. (Photo Manney)

the outright winner of all six of the special tests and would have been the overall winner had it gotten through the earlier stages without penalty.

American Trant Jarman, who co-drove with Britisher Jopp in the leading Ford Sprint, said that the car performed perfectly. The Ljungfeldt/Haggbom Falcon was plagued with clutch trouble early, had that replaced, then suffered brake trouble. The Ford service network was a thing for Europeans to see—heated garages (while most worked in the frosty outdoors), complete servicing equipment, and the constant whirr of motion picture cameras while floodlights glared as Ford Public Relations got the raw film for a movie no doubt soon to be available.

The 3rd Ford entry, the female team of Anne Hall and Margaret Mackenzie came to grief on the Col de Lunas when, after stalling in 8-in melting snow and black ice, the car would not re-start and was eliminated.

The Coupe des Dames was won by the Mercedes 220-SE team of Ewy Rosqvist and Ursula Wirth

despite Miss Rosqvist's being slightly injured by an out-of-control Volvo while spectating at the final tests.

No announcement has yet been made by Ford whether they will continue to participate in international rallies during the rest of the season.

1. Carlsson/Palm (Saab), 2. Toivonen/Jarvi (Citroen DS-19), 3. Aaltonen/Ambrose (Morris Cooper), 4. Bianchi/Ogier (Citroen DS-19), 5. Neyret/Terramorsi (Citroen DS-19), 6. Hopkirk/Scott (Morris Cooper), 7. de Lageneste/du Genestoux (Citroen DS-19), 8. Dahl/Haag (Volvo), 9. Andersson/Karlsson (Volvo), 10. Verrier/Alec (Citroen DS-19), 11. Bohringer/Lang (Mercedes 220-SE), 12. Vilkas/Vinola (Mercedes 220-SE), 13. Makinen/Carlisle (Austin-Healey), 14. Gele/Soisbault (DKW), 15. Gjolberg/Karlan (Skoda), 16. Rosqvist/Wirth (Mercedes 220-SE), 17. Harper/Hall (Sunbeam Rapier), 18. Mabbs/Wood (Austin Cooper), 19. Greder/Delalande (Ford Zodiac), 20. Osterberg/Edenring (Volvo).

Class Winners—Sedan Classes: Up to 700cc, Behra/Behra (NSU); 700-850 cc, Carlsson/Palm (Saab); 850-1000 cc, Aaltonen/Ambrose (Morris Cooper); 1000-1300 cc, Gjolberg/Karlan (Skoda); 1300-1600 cc, Harper/Hall (Sunbeam Rapier); 1600-2000 cc, Toivonen/Jarvi (Citroen DS-19); 2000-3000 cc, Bohringer/Lang (Mercedes 220-SE); over 3000 cc, Jopp/Jarman (Ford Falcon).

Grand Touring Classes: Up to 1000cc, Morrison/Culcheth (Morris Cooper); 1000-1300cc, Jones/Morgan (MG Midget); 1300-1600cc, Allard/Fisk (Allardette); 1600-2500cc, Walter/Stock (Porsche); Over 2500cc, Makinen/Carlisle (Austin Healey).

## McLAREN SCORES HOME WIN

CHRISTCHURCH, N.Z. — New Zealander Bruce McLaren had his first home win for the 1963 "Down Under" season when he won the Lady Wigram Trophy Race at Christchurch on Jan. 19 in his 2.7 Formula Libre Cooper-Climax.

Brabham placed 2nd in his 2.7 Brabham, finishing 30.3 sec behind McLaren after having stopped to take on more oil half way through the race. South African Tony Maggs was 3rd in a Bowmaker 2.7 Lola and New Zealander Angus Hyslop finished right on his tail in 4th.

Brabham and John Surtees (2.7 Lola) set equal fastest time of 1:16.6 during practice on the 2.116-mile airfield circuit with Brabham taking the pole position after a coin was tossed.

Surtees went burning off the grid ahead of everyone else and, after being passed by McLaren in the 1st lap, stayed 2nd until he retired on lap 29 with noises coming from the Lola gearbox.

Brabham nipped by McLaren a couple laps later and these two had put a lap between themselves and Maggs in the Lola before Jack went rushing to the pits for more oil in lap 44.

After Brabham lost more than a lap in the pits, McLaren was safely in front even though he too was having oil pressure bothers. He eased off to let Jack reel in about 3 sec a lap and won by just over half a minute. —Eoin S. Young

## Bruce Wins Again At Invercargill

INVERCARGILL, N.Z. — Bruce McLaren had his second home win in as many weeks when he followed his win in the Lady Wigram Trophy Race with a victory in his 2.7 Cooper-Climax at Teretonga Park near Invercargill on Jan. 26.

McLaren's main opponent in the later stages of the 75-mi race was Jack Brabham in his 2.7 Brabham-Climax but the abrasive surface of the 1.5-mi track caught the Australian out and, with 10 laps to go, he was nearly down to canvas on his right rear tire.

McLaren, Brabham, John Surtees (2.7 Lola) and Tony Maggs (2.7 Lola) shared the front row of the grid with Innes Ireland in the 2.7 Ferguson P-99 4-wheel-drive car behind them.

Surtees made the best of a bad start, led the first lap, then spun and retired after a couple pit stops to recharge his battery.

Brabham took the lead then, soon to be replaced by McLaren's Cooper. Bruce had pulled out 6 secs ahead of Brabham before the former World Champion had to drop his pace drastically when he realized how badly worn his rear tire was.

Maggs moved into 2nd when Brabham began to slow. Ireland also moved past the limping Brabham in the closing laps and thereby gave the Ferguson its first placing in its "Down Under" season. Brabham finally wound up 4th ahead of Angus Hyslop's 2.5 Cooper.

The traveling circus now travels to Sydney, Australia, for the Aussie GP at Warwick Farm on Feb. 10. —Eoin S. Young

Two more U.S. RRC events have been announced — Pensacola, Fla., May 26, and Road America 500, Sept. 8—to make a total of seven events in the new SCCA series. No details yet on the Road America event but the Pensacola "Fiesta of Five Flags" will have \$5000 prize money posted.

First prize for JAPANESE GRAND PRIX on May 3-4 will be 100,000 Yen. Don't look it up, it's only \$278. But organizers will pick up travel and shipping tabs for competitors. Thirty-six invitations have been extended and the sponsors hope that about 15 will accept.

New LOTUS 27 F-JR (or F-II) shown at London Racing Car Show was of monocoque construction like sensational Lotus 25 and a full 4 inches narrower than "old" Lotus 22 F-Jr. . . . ELVA MARK VII sports car was also shown. A development of the Mk VI, new car has 1150cc Climax engine . . .

## James T. Crow BRIEFLY...

SCUDERIA CENTRO SUD will return to racing this year. SIGNOR DEI has ordered two BRM V-8 engines and these will be used in Italian chassis, possibly de Tomaso's. No driver assignments yet but MASTEN GREGORY came to international prominence in a Centro Sud 250F Maser, didn't he?

Latest on LOTUS-FORD team for Indy says the Ford engines will have double-overhead cams and put out more than 400 hp and a new type 37A Colotti, 4-speed gear box JIM CLARK's car will be entered by Lotus, DAN GURNEY's by Gurney, thereby leaving Ford of Detroit a way out (if they poop) or a way in (if they do well). Ah, Detroit.

More about Indy. MICKEY THOMPSON will have four cars there, two new, two from last year, all with aluminum push-rod engines, all entered by HARVEY ALUMINUM. No firm driving assignments yet except for Southern Californian BILL KRAUSE . . . JIM KIMBERLY of Chicago will enter two rear-engined cars, the Thompson car of last year plus another . . . San Francisco's KJELL QVALE will enter the Indy Cooper with an Aston Martin engine and, probably, PEDRO RODRIGUEZ, driving . . .

INNES IRELAND, who will be driving a Holman-Moody Ford at the Daytona 500, is also rumored for a Thompson car at Indy . . .

### About New Cars

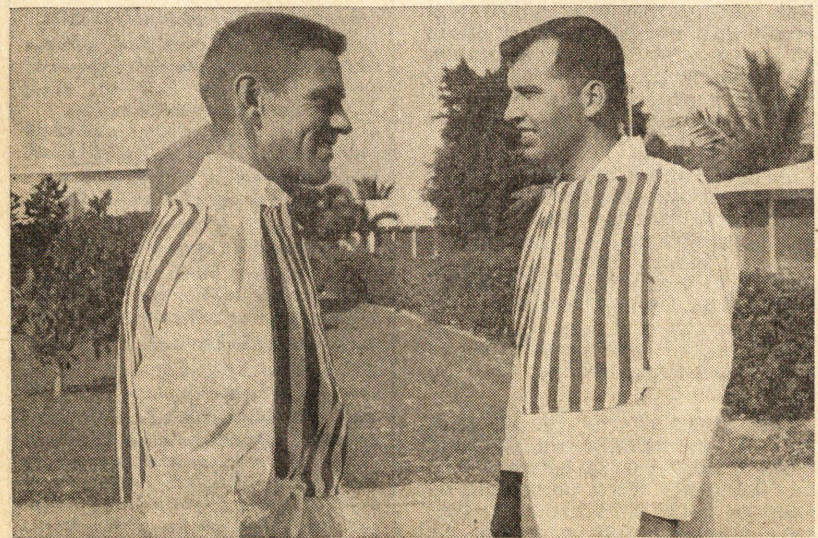
COOPER F-JR at London's Racing Car show had BMC's "hydro-elastic" suspension. No reason it won't do a great job for the Jr version and also appear on the F-I car later . . . ABARTH will be introducing a 1600 GT car with a 4-cyl, 5-main engine . . .

PANHARD, perennial Index winner at Le Mans, won't run in the 1963 24-hr race. Late changes in prototype rules left too little time to build a new car to fit the rules.

GRAHAM HILL, now doing the celebrity bit as World Champion, recently had his tonsils out and photos of Graham in striped pajamas made the British papers. Graham and CHRISTABEL CARLISLE will be driving BMC Spridgets at the Sebring 3-hr for GT-I cars (under 1000cc) on March 22.

There are a total of 747 clubs affiliated with Britain's ACN, the Royal Auto Club, and a total of 18,790 competition licenses are in effect.

## New Duds for Sebring Workers



NEW JUMPERS to be worn by flag personnel at Sebring are modeled by Chief Flag Marshal Tom Scott (left) and his Assistant, Jim Nowlin. All key course personnel will have appropriately marked jackets for this year's 12-hr on March 23. (Photo C. J. Wick)

## USAC Catching on About Soft Tread

INDIANAPOLIS — New revisions to USAC regulations show that the round-track racers are catching on about rubber compounds. A new rule requires that championship-type cars racing on paved tracks must use tires of the same compound hardness during the race as during qualifications.

This includes Indy so one supposes that the road-race-oriented won't be able to slip into a set of high-hysteresis tires for qualifying and then change to the longer-wearing variety for the race.

Other revisions made to the regulations during the annual USAC meeting last month included changes to bring USAC stock cars into line with NASCAR regulations, including the 428-cu-in (7000 cc) maximum displacement rule.

USAC president Tom Binford was returned to the same office for his 6th consecutive term. Henry Banks was also re-appointed USAC Director of Competition.

## See Europe the Way You Want to See It ROAD & TRACK TOUR May 30-July 1

A COMPLETE TOUR PACKAGE—COMPLETE DOWN TO COCKTAIL PARTIES AND WINE WITH MEALS—TRAVEL BY SAS JETS, SHORT-HOP CARAVELLES, EUROPE'S FAMOUS NIGHT TRAINS AND DRIVE-YOURSELF CARS . . .

England, France, Holland, Belgium, Germany, Switzerland, Italy, Spain . . . London, Amsterdam, Brussels, Stuttgart, Paris, Geneva St. Tropez Turin, Venice Oriented to the Tastes of the Enthusiast—Visits to Lotus, Mercedes-Benz, Porsche, plus the Italian Auto Factories—Dinner and Floor Show at the Lido in Paris—On the beach at St. Tropez.

and

These Competition Events: Grand Prix of Belgium at Spa, British Club Races at Crystal Palace, Practice and the 24-hr Race at Le Mans, plus the Mont Ventoux Hillclimb.

Personally Conducted by Dusty Mahon, that International Bon Vivant and Raconteur

I Wanna Go Dept., Road & Track, Box 1757,  
Newport Beach, Calif.