The British Motor Corporation Ltd. ACHIEVEMENTS 1961-62
Front cover: One of the most popular outright wins of this year in international rallies was that of Pat Moss and Ann Riley in the Tulip. Perhaps it was because it was Ann’s last event, perhaps because a British small car took the laurels; whatever it was, the press and public were loud in their applause for the girls and their Mini-Cooper.
During the summer months my life seems to be spent busily flitting from 'horses to courses', being equally divided between show-jumping and rallying. Curiously I find it possible to become almost as attached to a car as to a horse, and I have a soft spot for Able, as the Competitions Department's Mini Cooper is called because of its registration letters, ABL. After collecting the Ladies' Award in the Monte Carlo Rally Able went on to win the Tulip Rally outright.

This made a fitting climax to the rally career of my partner in crime, Ann Riley, still known to us all as Wiz. We learnt our rallying together and I owe a lot to Wiz for her help (and bravery!) in sitting next to me over many, many rally miles.

I am often asked if the cars I drive on rallies bear any relation to those in the dealer's showroom. Well all modifications are strictly controlled by the F.I.A. (Fédération Internationale de l'Automobile), the controlling body of motor sport. There are two degrees of modification which usually affect the touring cars I rally.

Under Group 1 only minor modifications such as to carburettor jets, coils, plugs, fuel pumps, shock absorbers, etc., may be made. In addition, weight can be saved by replacing side and rear windows with Perspex and removing much of the trim, but the weight of extra spare wheels and rally paraphernalia more than makes up for this.

Under Group 2 much the same conditions apply, except that parts may be machined and polished, so that, for instance, the cylinder head may have its compression ratio raised.

Most international rallies cover well over 2,000 miles at high speed, so reliability is all important, and this is why rallies provide so much useful information for the manufacturer and help them design the cars you will be driving in the future.

Pat Moss
For only the second time in the history of the Alpine Rally one car survived the course without incurring a single penalty point, this being the Austin-Healey 3000 of Donald and Erle Morley (picture 2). In carrying off the Coupe des Alpes they chalked up Austin-Healey's thirteenth class win since the car was announced.

On top of this a privately entered Austin-Healey Sebring Sprite crewed by John Sprinzel and Willy Cave (picture 1) came second in Class II G.T.; and in Group 2, Class I a Morris Mini-Minor came first (picture 3) and an Austin Mini came second. These were crewed by Peter Galliford/W. Bennett and Margaret Mackenzie/Rosemary Sears respectively. The two ladies also achieved third place in the Coupe des Dames.
Silverstone
6-hr. Relay Race
12 August 1961

Austin-Healeys captured first and second places in this marathon sports-car race. Probably the biggest of the British Club Meetings, the 6-Hour Relay Race always attracts a large entry. A team of Austin-Healey Sebring Sprites driven by J. Sprinkel, I. Walker, P. Hawkins, and D. Seigle-Morris had a runaway win by over six laps from the Austin-Healey 3000 team cars driven by J. Gott and M. Bond. In taking the first two places the Healeys outpaced teams made up of virtually all the other British sports cars, including Jaguars, Sunbeams, and Triumphs.
Second only to the East African Safari for toughness, the Tanganyika 1000 Rally is a great trial of strength and durability for cars. Morris Distributors in Dar-es-Salaam, Benbros Motors Ltd., entered this Morris Mini-Minor in the 1961 event and came first in Class A, a fine performance by a non-works entrant. Drivers were Benbros employees Tom Ahtou and Billy Rocke, and this car has now completed two East African Safaris and two Tanganyika 1000s. Well done, Benbros, for keeping the B.M.C. flag flying in East Africa!
One of the greatest triumphs in 1961 was undoubtedly the class win of the David Seigle-Morris/Tony Ambrose Austin-Healey 3000 in the Liège. They were placed sixth overall, won their class, and were the highest-placed British entry—all this in a rally which boasted 85 starters and only eight finishers!
Tony Ambrose (left) and David Seigle-Morris (right) refresh themselves at the end of the punishing event; for them the victor’s laurels, but for 76 other drivers only disappointment.
Oulton Park Gold Cup Meeting  September 1961
Cooper-B.M.C. wins Formula Junior Race. Morris Mini-Minor first and second and Austin Mini third in Class in Saloon Car Race. (Below) Tony Maggs, in one of the Ken Tyrrell team of Cooper-B.M.C. racing cars, drove with precision and style to win the Junior Race. The saloons provided B.M.C. cars with the first three places in their Class. John Whitmore (opposite) won the race with his Morris, second was the Morris of Vic Elford (the B.M.C. rally driver), while third came the Austin of Miss Christabel Carlisle.
Snetterton 3-Hour Race
30 September 1961

'The miniature Le Mans' is what East Anglians call the Snetterton 3-Hour Race. It starts quite late in the afternoon and runs on into darkness, while a fun-fair and side-shows help to give the right atmosphere.

B.M.C. cars obviously found the atmosphere to their liking last year when they collected three Class positions in the big race and two Class positions in the Touring Car Race. In the 3-Hour Race Class 1001-2000 c.c. the South African Bobby Olthoff drove his 'MGA' Twin Cam into second place (picture 4), while two Austin-Healey Sebring Sprites driven by A. Hedges (picture 2) and D. Randall (picture 5) came first and second in the Up to 1000 c.c. Class.

'You can't keep a good Mini down' seemed to be John Whitmore's motto last season. In the Touring Car Race he ran out a clear winner with his Morris Mini-Minor (picture 1), while Christabel Carlisle, driving an Austin Mini (picture 3), came second in the Class and showed quite a lot of skill on the wet track.
Montlhéry

1,010 miles in 12 hours with a full load.

This was the outstanding performance put up by an Austin Mini Cooper at the famous Montlhéry circuit near Paris. The car, in completely standard trim, was one of the first production samples undergoing a routine speed check to ensure that the new model performs as well as the prototypes. The car was driven by Mr. Gil Jones, B.M.C.'s Chief Experimental Engineer, and carried three members of the Longbridge Experimental Department. At the end of the test all paid tribute to the remarkable behaviour and comfort of this incredible small car.
John Cooper's Racing Round-up

I was very pleased when asked by the British Motor Corporation to write a few words for their Achievements Book about the successes of my B.M.C. powered Juniors and, more recently, the Mini Coopers, as my association with them has always been a happy one. Of course, everybody realizes that to win motor races team effort is required, but B.M.C. can be justly proud of their part in our success with Formula Junior racing cars.

Their excellent 'A' Series engine (similar to that used in the Morris Minor and Austin A35) has been the motive power for a great number of wins and many places over the past 12 months in Formula Junior races around the world, while the B.M.C.-built Mini Coopers which I am racing this season have had a lot of success.

To give some idea how well the B.M.C. engine has served, perhaps I may quote some figures: in the period June 1961 to June 1962 B.M.C.-powered Cooper Juniors clocked up 19 firsts, 13 seconds, and 7 thirds in events as far apart as Mexico and Aintree, Sebring and Oulton Park, Dublin and Montréal, Leningrad and Monza—in fact, on every well-known circuit there is.

Already this season there have been 12 firsts, 7 seconds, and 3 thirds in major Saloon Car Races with the Mini Coopers, mostly when they are in the capable hands of John Love, John Whitmore, and Bill Blydenstein; but in New Zealand they were driven by Grand Prix drivers Bruce McLaren and the late Ron Flockhart.

I only hope that by furthering our success both the Cooper Car Company and the British Motor Corporation are helping in some way to show that the British Motor Industry is still the best in the world.
1961 R.A.C. Rally

In previous years the British R.A.C. Rally has been looked upon as a rather easy run with too much emphasis being put on special tests for deciding the winners. In 1961, however, the organizers came up with a route equally as difficult as the harder Continental events.

The irrepressible Pat Moss and Ann Wisdom (now Ann Riley) put up a brilliant performance with their Austin-Healey 3000 (opposite page) to win Class VI, come second overall, and win the Coupe des Dames, thereby being awarded the Birmingham Post Trophy. The three M.G. Midgets came second in the Manufacturers' Team Award and the two driven by Derek Astle/Peter Roberts (top left) and Mike Sutcliffe/Roy Fidler (bottom left) came first and second respectively in Class IV. Second to the Moss/Wisdom car in Class VI came the Austin-Healey 3000 of David Seigle-Morris and Tony Ambrose, while in Class I the Austin Mini of Jimmy Ray and J. Hopwood was placed second and won the Autocar Trophy for the best performance by a private entry.
During the 1961 season John Whitmore (who now drives for the Cooper team) drove a Morris Mini-Minor so consistently in race meetings all over Great Britain that he won the *Autosport* Saloon Car Championship. To do this he had to bring the Mini regularly into a Class position in each of nine major races against such opposition as Jaguar, Ford, Sunbeam, M.G., Alfa-Romeo, and Saab, to mention but a few.

As he was away driving a works 'MGA' in America John missed the first race counting towards the championship. Upon his return, however, he really set about the opposition with his little green car, and in the ensuing eight races he achieved four firsts, two seconds, and a third. The other race he had to drop out of whilst in the lead because of a small fault. The last two wins gave John an eight-point lead over his nearest rival and clinched the title for him.

Apart from the championship races, John drove the Mini in the 6-Hour Relay Race at Silverstone, where the 'Moore Mini' team finished fourth, and he also came second to a works-entered Saab at Roskilde in Denmark after driving the car to Denmark in a day.
1962 Mobilgas Economy Run

Scotland and the north of England were chosen for this year’s event, and with weather conditions anything but favourable for economy motoring even the experienced veterans were heard to remark that this was the hardest ever.

B.M.C. cars took the first four places in Class I (up to 1300 c.c.). Winner of this Class was H. G. W. Kendrick, Austin Cooper (picture opposite), with 58.68 m.p.g.; second D. H. F. Keen, Morris Mini-Minor, 54.53 m.p.g.; third M. J. Hewens, Morris Minor, 50.95 m.p.g.; and fourth N. J. Milne, Austin A40, 49.58 m.p.g.

In Class II (1301–2000 c.c.) the Wolseley 1500 driven by J. M. Reading (top right) achieved third place with an overall consumption of 41.18 m.p.g., while the big car Class III (over 2000 c.c.) brought the Wolseley 6/110 Automatic of E. Taylor (bottom right) a figure of 28.23 m.p.g. and third place.

Performance plus economy – that is B.M.C.’s motto!
Mini Coopers first, second, and third in Up to 1000 c.c. Class; Riley 1.5 first in Up to 1600 c.c. Class.

Alan Hutcheson, driving his Riley 1.5 (picture 2), successfully beat off the challenge of the Rootes-entered Sunbeam Rapiers, while in the Class below John Love and John Whitmore (picture 1) respectively took first and second positions with their Morris Mini Coopers.

Third in Class came the Austin Mini Cooper of Miss Christabel Carlisle (picture 3). Whitmore set up a new lap record of 72.97 miles per hour.
Silverstone International Trophy Meeting 12 May 1962

Morris Mini Coopers first, second, and third in Production Touring Car Race. During this meeting, which was run in showers of rain and with high winds affecting the handling of the cars, John Love (car No. 3 below) drove an extremely skilful race to win the Up to 1000 c.c. Class. John Whitmore (car No. 2) lost several places during the first lap when his car skidded on the wet track, but he pulled back through the field to take second place. Third was M. C. Clare in yet another Morris Mini Cooper. Love drove so fast that he finished only a few seconds behind the winning car of the Up to 1600 c.c. Class!

![Image of Morris Mini Coopers](image-url)
The greatest personal achievement by B.M.C. 's rally girls Pat Moss and Ann Riley came in the Tulip. It gave them their second outright win in an international rally, they won the Coupe des Dames for the third consecutive time in this event, and they were, of course, the best British entry. For Ann Riley it was a fond farewell to the rally scene (at least temporarily) for in December she expects her first baby and this was her last event. Below (picture 5) Pat and Ann are seen checking in at a control with their Morris Mini Cooper.

Other Class positions for B.M.C. made it their most successful rally of the season to date. Rauno Aaltonen and Gunnar Palm won Class B in their 'MGA 1600' Coupé (picture 1); Tony Fisher and Brian Mella, Austin Mini Cooper, came second; and Logan Morrison/James McInnes, Morris Mini Cooper (picture 2) came third in their Class after Moss and Riley; Tommy Gold and Mike Hughes came third in Class E in their Austin-Healey Sprite (picture 3); while the Donald and Erle Morley Austin-Healey 3000 won Class A with the Peter Riley/Derek Astle similar car (picture 4) right behind them.

As well as gaining an outright win and the Coupes des Dames B.M.C. also took six other Class positions.
Del Mar
Races U.S.A.

Ronnie Bucknum won his sixth consecutive race at Del Mar, California, in April, driving an Austin-Healey 3000. This car was prepared by Hollywood Sports Cars, and Bucknum's win lifted him to top place in the S.C.C.A. Pacific Coast Drivers Championship.

Malaysia Grand Prix

A regular winner in the Far East is K. T. Murphy of B.M.C. Distributors Malayan Motors Ltd., Singapore. Murphy's best win this season so far was in the Malaysia Grand Prix, where he beat all saloons and sports cars in his Class. His Morris Mini Cooper is seen here leading an 'MGA' and an Austin Cooper through one of the tricky bends.
1962 Acropolis Rally

An Austin-Healey 3000 finished eighth overall, won the Coupe des Dames, won the G.T. Class for cars over 1600 c.c., and was best British competitor in this gruelling rally. Pat Moss, driving for the first time with her new partner, Pauline Mayman, took all these titles in the Acropolis, a rally feared by many because of its tough going through Greece. Quite an achievement for a lone B.M.C. entrant!
1962 Alpine Rally

B.M.C. cars won so many awards in the Alpine that there is little room to say very much about it and list the winners! Suffice to offer our congratulations to Donald and Erle Morley for their second consecutive outright win in this event with their Austin-Healey 3000.

Now for the successes—as well as an outright win the Austin-Healey 3000s captured the manufacturer’s team prize and the first three positions in their class. The cars were driven by the Morley twins (picture opposite page), Pat Moss and Pauline Mayman (below right), and David Seigle-Morris and Tony Ambrose. The ladies also won the Coupe des Dames and came third overall.


A successful rally for B.M.C.!
Sommarnatten
6 July 1962

After their successes in the Midnight Sun Rally the Swedish B.M.C. team of Morris Mini Coopers won this gruelling cross-country race. First came Tom Trana and Mario Pavoni, second were Bengt Soderstrom and Bo Ohlsson.

Jamtrallyt
7 July 1962

The day following the Sommarnatten Tom Trana and Mario Pavoni drove their Morris Mini Cooper to yet another fine win, this time in the Jamtrallyt. This gave Trana an even greater lead in the Swedish Rally Championship.
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PHONE: 5351


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