

one more time!

YET again a Mini-Cooper 'S' has won Europe's most famous winter motoring event, the Monte Carlo Rally. By winning this year Rauno Aaltonen has at last won the prize which has for so long eluded him, whilst his co-driver Henry Liddon shares the winning car for the second time in four rallies. A similar car, driven by Paddy Hopkirk and Ron Crellin, was placed sixth overall.

Following the victories in 1964 and 1965, and the almost victory in 1966—when three Minis led the field only to be disqualified on a technicality, this year's performance reaffirms the position of the Mini as the world's best rally car.

In straight competition against the clock the Minis beat the world's most highly developed rally cars fairly and squarely to prove once more that there is no substitute for what BMC calls 'Creative Engineering'.

Rauno Aaltonen and Henry Liddon pictured on their way to Monte Carlo. The roof rack which was used to carry some of the spare wheels was removed for the later special tests.





ANOTHER success by BMC with its Mini-Coopers in the Monte Carlo Rally makes this the fourth successive year in which these formidable little cars have led this best-known of all rallies for Britain. The wonderful performance of Rauno Aaltonen and Henry Liddon follows a trail of victories which started back in 1964 when Paddy Hopkirk gave Britain its first win for many years in this classic test of man and machine. Battling through the snow and ice which turned the French Alps into a skating rink Hopkirk defeated much more powerful cars in a display of skill and endurance.

In 1965, Timo Makinen, the 'flying Finn', ploughed through even worse weather conditions than those Hopkirk had beaten in the previous year to put the Mini in the record books for the second year running. Pushing the little car through snow-drifts which at times were higher than its bonnet, Makinen proved that the Mini's win in the previous year had been no flash in the pan, and that the road-holding and power of the 1275-c.c. Mini-Cooper 'S' were superior to any other on the difficult and dangerous timed sections over the Alpine passes.

1966 saw Makinen repeat his performance of the previous year, beating all the opposition on the timed tests, only to have victory taken from him by the fact that his car's lighting system, along with the others in the team who had finished in second and third places, infringed the rules in the manner in which the lights dipped. Thus what would have been BMC's greatest achievement, with Minis in the first three places, became their bitterest disappointment—although sportsmen all over the world expressed the view that morally, victory was fairly and squarely gained by the Minis.

Despite last year's unfortunate result, the BMC team, headed by Competition Manager Stuart Turner, was back ready to compete in this year's Monte with a team of three cars driven by Timo Makinen and Paul Easter, Rauno Aaltonen and Henry Liddon, and Paddy Hopkirk navigated by Ron Crellin.

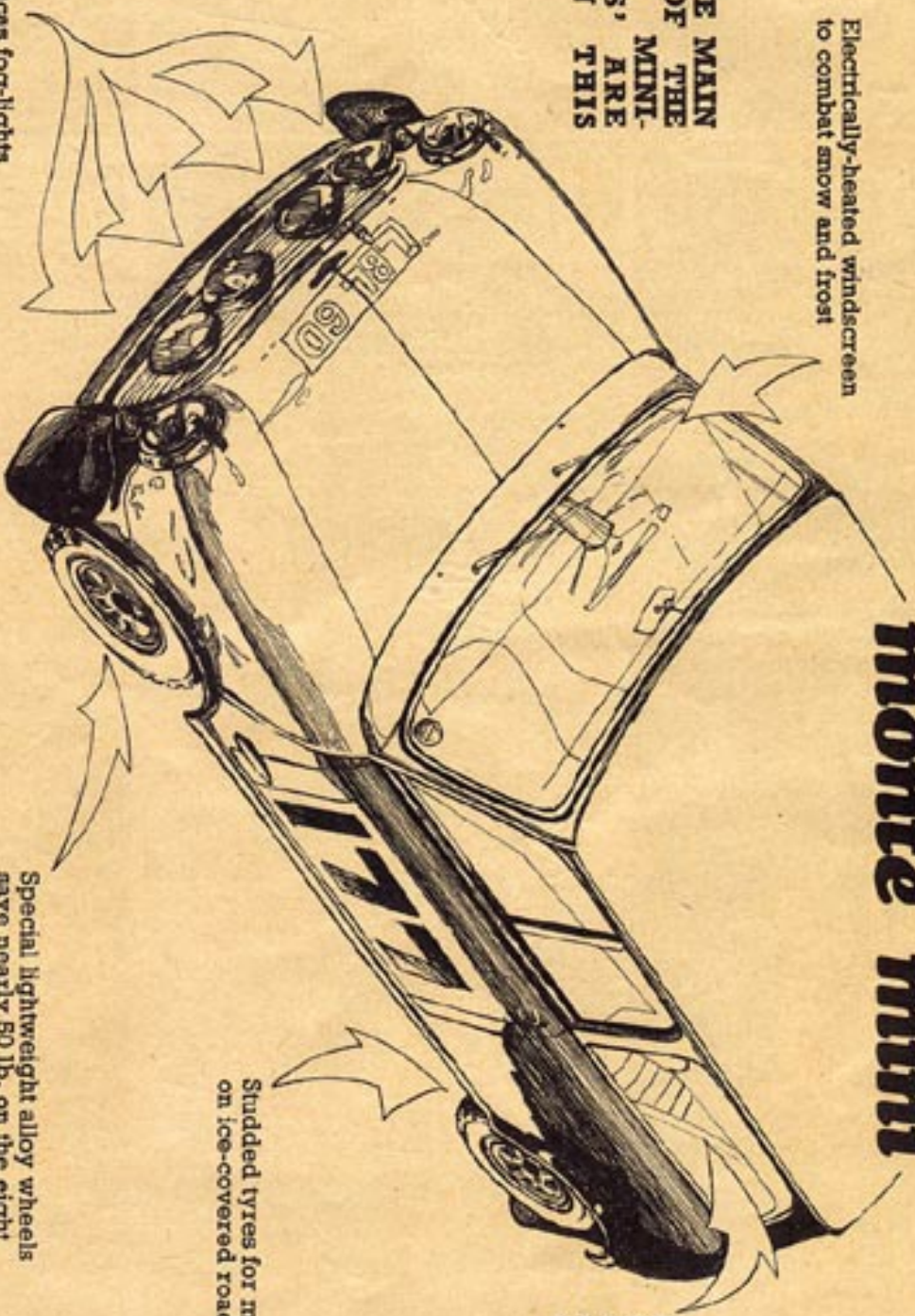
After a rally which started in weather conditions which were not as severe as usual, the Minis again proved in the snowstorms of the final sections that they are the finest cars in rallying—the most arduous branch of motor sport.

Anatomy of a monte mini

Electrically-heated windscreen
to combat snow and frost

**SOME OF THE MAIN
FEATURES OF THE
SUCCESSFUL, MINI-
COOPER 'S' ARE
SHOWN IN THIS
DRAWING**

Four powerful Lucas fog-lights
for complete vision



Spare wheels
for the mountain
circuits are
mounted on the
rear seat

Studded tyres for maximum grip
on ice-covered roads

Special lightweight alloy wheels
save nearly 50 lb. on the eight
wheels carried by the car

Tough rubber flaps keep the headlights
and windscreen free of splashes



PADDY HOPKIRK. Thirty-three years old, is in terms of competition experience, the senior member of the B.M.C. Rally Team, having started his competition career in 1950 whilst he was still at Trinity College, Dublin.

He joined the B.M.C. Team in 1962 with the intention of driving the Austin-Healey 3000, but soon found that the Mini was the ideal car for him. Proof of this came with his win in the Monte in 1964. Equally at home in racing and rallies, his record successes covers such classics as Le Mans, the Targa Florio, Sebring, the French Alpine Rally, the R.A.C. Rally and the Acropolis Rally, in all of which he has achieved class wins and positions in the first three.

Engaged to be married in June, Paddy concentrates on his thriving accessory business when he is not competing for B.M.C.

RON CRELLIN is well-known as a competitor and organiser in British club rallies and it was his success in this field which led to his being invited to join the B.M.C. team as navigator of Paddy Hopkirk in 1966.

In British Rallies, Ron won the British Trials and Rally Driver Association Gold Star in 1962 and in the field of International he has gained class places in the Tulip Rally and the R.A.C. Rally of Great Britain. During his first season with B.M.C. he navigated Paddy to an outright win in the Austrian Alpine Rally and third place overall in the extremely tough Acropolis Rally.

Ron is an estate surveyor and valuer in Birmingham and is married. He is thirty-six years old.



RAUNO AALTONEN is 28 and lives in Turku, Finland with his wife, daughter, and a son who was born as Rauno was driving his way to fourth place in last year's R.A.C. Rally. He is in business with his father selling cars, motorcycles, bicycles and boats. Starting his competitive career when he was only 12, he first took up speedboat racing. When he was 16 he started racing motorcycles and turned to car racing when he was 18. His record in Finnish rallies brought him to the attention of B.M.C. and he joined the works team in 1962. Since then he has won nearly every classic European rally at some time (including the Spa-Sofia-Liege, acknowledged as the toughest of all rallies) but an outright win in the Monte Carlo Rally has so far eluded him although he was third overall in 1963 and a member of the winning team in 1964.

HENRY LIDDON. When 34 year old Henry Liddon isn't out rallying for B.M.C. he spends his time selling their products for a Bristol garage. Married, with two daughters, Henry has been competing in rallies since he was 21.

He won the South-West navigators Championship three times and in 1963 he was invited to join the B.M.C. team. He was regular navigator to Paddy Hopkirk for three years, during which time they won many top-class rallies, including the 1964 Monte Carlo. This year he has been navigating for Rauno Aaltonen and Tony Fall and has been successful in the Circuit of Ireland, the Tulip Rally, the Czechoslovakian Rally, the Geneva Rally and the French Alpine Rally.



TIMO MAKINEN. The best-known of B.M.C.'s Finnish drivers is 28 year-old Timo Makinen, winner of the Monte in 1965 and leader of the trio of Minis which were disqualified from the first three places last year. These two are the most famous wins in a competition career which has included successes in races and rallies all over Europe.

He learnt his driving technique on the gravel roads of his native Finland, which also enabled him to perfect his fantastic control of a car in ice and snow. Behind the wheel his exuberant personality shows itself and the many enthusiasts who saw Timo on last year's R.A.C. Rally will agree that he is one of the most exciting drivers of today.

Timo lives with his wife and young son in Helsinki, where he works for the local B.M.C. agent.

PAUL EASTER celebrated his 28th birthday on the first day of this year's rally. He lives in Old Stratford in Buckinghamshire and is a partner in his family's garage business.

Paul's first attempt at International rallying was in 1961 when he entered an 850 Mini in a series of rallies. His first rally with B.M.C. was the Tour de France in 1964 when he was called on at the last minute to replace Timo Makinen's navigator who was ill. The couple gained their first big success in the 1965 Monte when they gained an impressive outright win. They have continued in this manner ever since with an impressive array of wins and places.

