



RACING IN THE UNITED STATES

SEBRING "12 HOURS" ENDURANCE RACE

Castrol-lubricated Porsche cars filled the first two places in the Index of Performance with an Osca third.

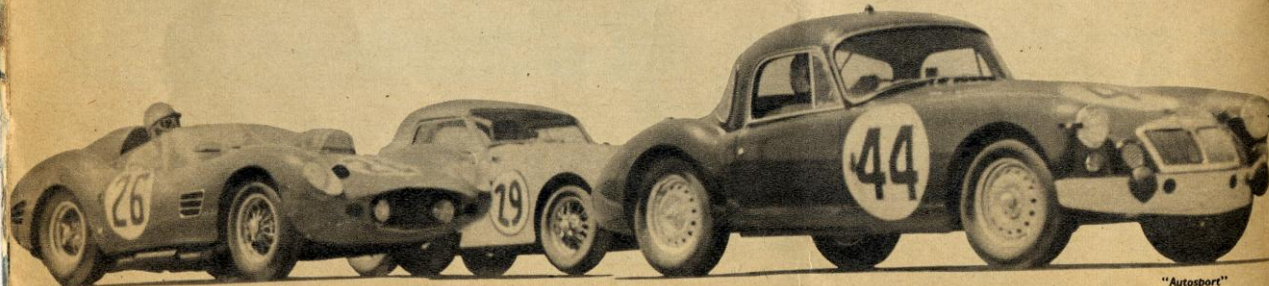
The winner of the important 1600 c.c. G.T. class in the "12 Hours" Race, the Messrs. Parkinson-Flaherty, M.G.A. Coupe, which finished 16th overall, leads a Ferrari and Triumph. The M.G.A. was timed at 113 m.p.h. down the straight and ran faultlessly for the entire 12 hours. After the race it ran even faster—a test run after the race showed that it was actually 10 m.p.h. quicker than when the race started.

As Marcus Chambers reported in 'Safety Fast'—"racing obviously improves the cars as well as the breed!"

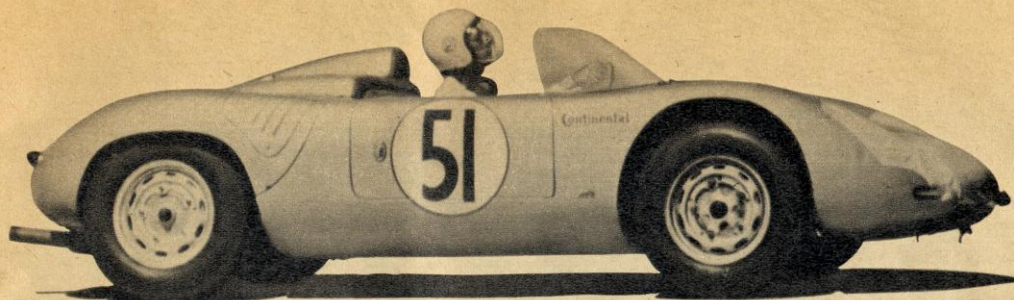
Amongst the smaller cars, first and second class places for 1000 c.c. sports racing cars were won by two Sprites entered by the Donald Healey Motor Company and driven by Buzetta-Carlson and Colgate-Leavens. Paul Hawkins and Cyril Simson claimed 3rd place with their Sebring Sprite.

In all, 9 of the classes were won by Castrol-lubricated cars at the Sebring "4 Hours" and "12 Hours" races.

BELOW. The 1600 c.c. G.T. Class winner in the "12 Hours" Race: Parkinson and Flaherty drove this M.G.A.



"Autosport"



ABOVE. No. 51, Porsche RS 61, the first car to cross the finishing line in the Index of Performance.

"Autosport"

BELOW. The Austin-Healey Sprite of Joe Buzetta and Glenn Carlson.



R. Polatowski



R. Polatowski

ABOVE. The Ed Leavens—John Colgate Austin-Healey Sprite in action.

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JOHN 'TEAM SEBRING' SPRINZEL TALKS ABOUT 1961



The start of the 4-Hour Grand Touring Race at Sebring, Florida.

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Pioneer News



"For Team Sebring, of course, the racing season nearly always starts at Sebring, and in 1961 we did very well there considering the opposition. What was more, we even persuaded a very well-known brother and sister to race against each other in identical cars — for the very first time!

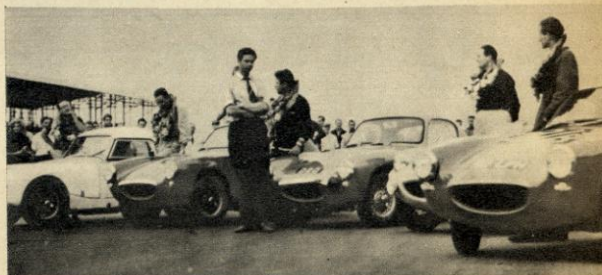
In the "Four Hours" G.T. race, Sebring Sprites occupied every position from 3rd to 8th overall and two of these same cars, joined by Donald Healey's open 'Sports' Sprite, took the first three places in the "Twelve Hours" Race for 1000 c.c. class Sports-Racing Cars.

The next highlights of the season were Ian Walker's impressive run of successes with class wins and lap records galore. I will never forget his performance in the G.T. race at the Brands Hatch International in June, when he held sixth place overall from the very first corner, finishing ahead of the entire two litre class!

Meanwhile, my first love had not been neglected — International Rallies. My most enjoyable outing of 1961 was on the Tulip Rally. Tommy Gold and I in equally matched Sebring Sprites were battling tooth and nail with Eric Carlsson whose Saab fell out of the picture just before the

halfway stop at Monte Carlo with a sheared distributor drive. That left Tommy and I only one second apart on the scoreboard! You can imagine the tension in our old rivalry and on this occasion, in spite of all co-driver Mick Wood and I could do, Tommy pulled away to score a magnificent class victory some forty odd seconds in front of us. As Tom's car was in the Healey Team they won the coveted Manufacturers' award. Soon after this, I took a class 2nd in the Alpine Rally where Willy Cave and I also helped the Healeys to two Team trophies.

Shortly after that, Ian Walker and I led a team of six



The winning Austin-Healey Sebring Sprites after the Six Hour Relay Race.



TOP. John Sprinzel and Ian Walker just before the G.T. race at the Brands Hatch International in June.

BELOW. John Sprinzel, PMO 200, and Tommy Gold in the Tulip Rally.

JOHN 'TEAM SEBRING' SPRINZEL (Continued)

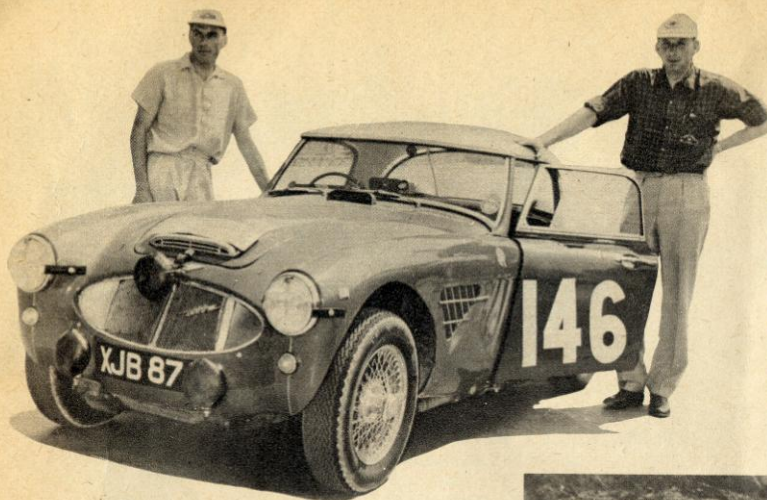
'Sebrings' in the major Club event of the year — the Six Hours relay race at Silverstone. We had a most enjoyable outing and a runaway win by over six laps from the big Healey and Jaguar teams. Next, an expedition to the fabulous Nurburgring for the 500 Kilometres Race gained both the Team and Manufacturers' Prizes for our Team Sebring.

I really enjoyed 1961 and if 1962 is even half as successful, then I am sure that all the hours of work and effort by our 'hero' mechanics and the drivers of these Sebring Sprites will again, be really worthwhile."



Ian Walker's Sebring Sprite which had such a successful season.

Oulton Park	April 15th	Class G.T. win & record.
Crystal Palace	May 22nd	Class G.T. win & record.
Brands Hatch	June 3rd	Class G.T. win & record.
Silverstone	July 8th	Class G.T. win & record.
Brands Hatch	August 7th	Class 2nd G.T.



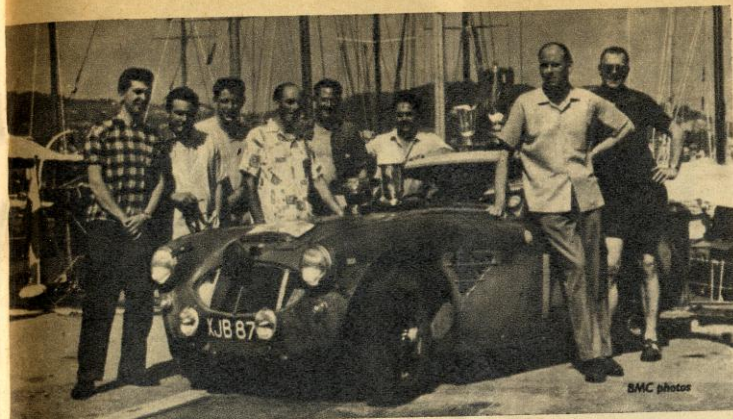
AUSTIN-HEALEY WINS 22nd INTERNATIONAL ALPINE RALLY

The course: 5 days to negotiate close on 2,000 miles including the most difficult passes in the Alps and the Dolomites—acclaimed, this year, as the most difficult Alpine Rally ever devised. **The competition:** most of the might of the International rallyists—64 crews driving Alfa Romeo, Porsche, Citroen, Mercedes, Sunbeam and Saab.

THE RESULT: 27 out of 64 crews finished, 1st place to the Suffolk farmer twins above, the Morley Brothers, with their "Ecurie Safety Fast" Austin-Healey 3000—the only car to complete the Rally *without incurring even one penalty point*. And the first time that a British crew in a British car has headed an official "Alpine" General Classification.

RIGHT. Dust, noise, sun and flying stones.

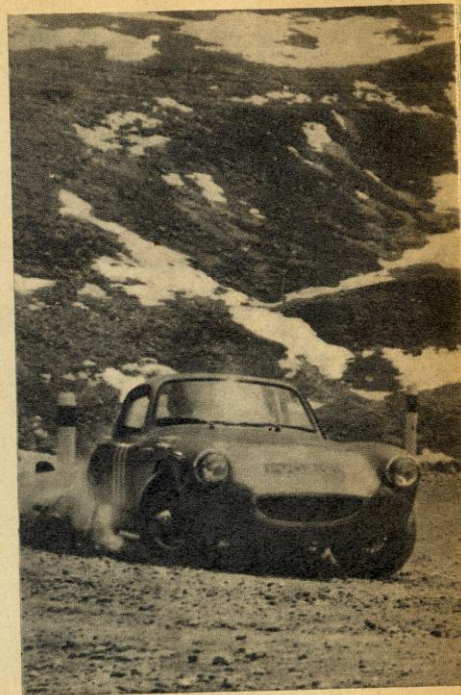
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ABOVE. Sun, sea, success—and lots of "it-wasn't-so-bad-after-all." In this victory line-up on the front at Cannes where the rally ended, are, far right, John Gott, the 1961 B.M.C. Team Captain, second and fifth from the right, the Morley twins. The happy onlookers are not "typical waterfront Frenchmen"—they are actually the Abingdon Competitions Department crew who played such an important part in the outright win.

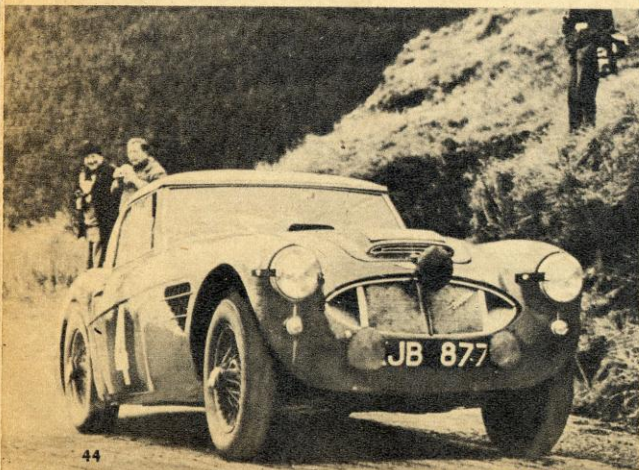


RIGHT. John Sprinzel slides his Sebring Sprite round one of the many hairpin bends. In spite of a flat tyre on one of the sections, Sprinzel and Willy Cave finished second in their class.



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R.A.C. 10th INTERNATIONAL RALLY OF GREAT BRITAIN



"The Autocar"



"The Autocar"

PAT MOSS WINS LADIES CUP IN AUSTIN-HEALEY AND IS 2nd IN GENERAL CLASSIFICATION

The famous Pat Moss-Ann Wisdom team had one of their toughest fights to date in the 2,123 mile long British rally. They had to keep in touch with the "flying Carlsson", to hold off the ever-present challenge from Peter Harper, and to battle continually with the determined Anne Hall-Valerie Domleo Ford Anglia which finished close behind them in the Ladies Cup.

TOP. Second to Pat Moss in the class for G.T. cars over 2000 c.c., the Seigle-Morris Austin-Healey 3000 passes through Brookhouse, Nr. Lancaster.

LEFT. Pat Moss accelerates the Austin-Healey 3000 out of the hairpin on the "Rest-and-be-Thankful" Hill Climb.



"The Motor"

LEFT. Anne Hall, in the little Ford Anglia, strives to capture the Ladies Cup lead from the powerful Austin-Healey of Pat Moss. Here, Anne is cornering on the limit at Oliver's Mount, Scarborough.

BELOW. After 25 years—M.G. Midgets are back in competitions. Mike Sutcliffe and R. Fidler's Midget was second to the D. Astle-P. Roberts' M.G. Midget, which won the class for G.T. cars up to 1300 c.c.



"The Autocar"



"Topix"