



Daily Mirror  
**WORLD CUP**  
**RALLY**  
Wembley - Mexico City  
April 19 May 27





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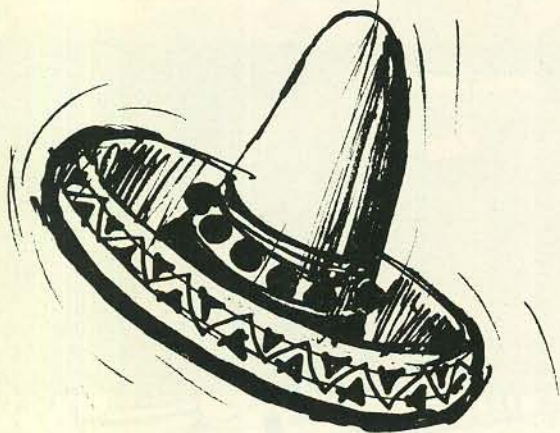
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# MAXI GO TO MEXICO!

Congratulations to  
Rosemary Smith, Alice Watson,  
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and the Ladies Prize  
in the World Cup Rally  
driving an Austin Maxi  
with the reliability and durability of

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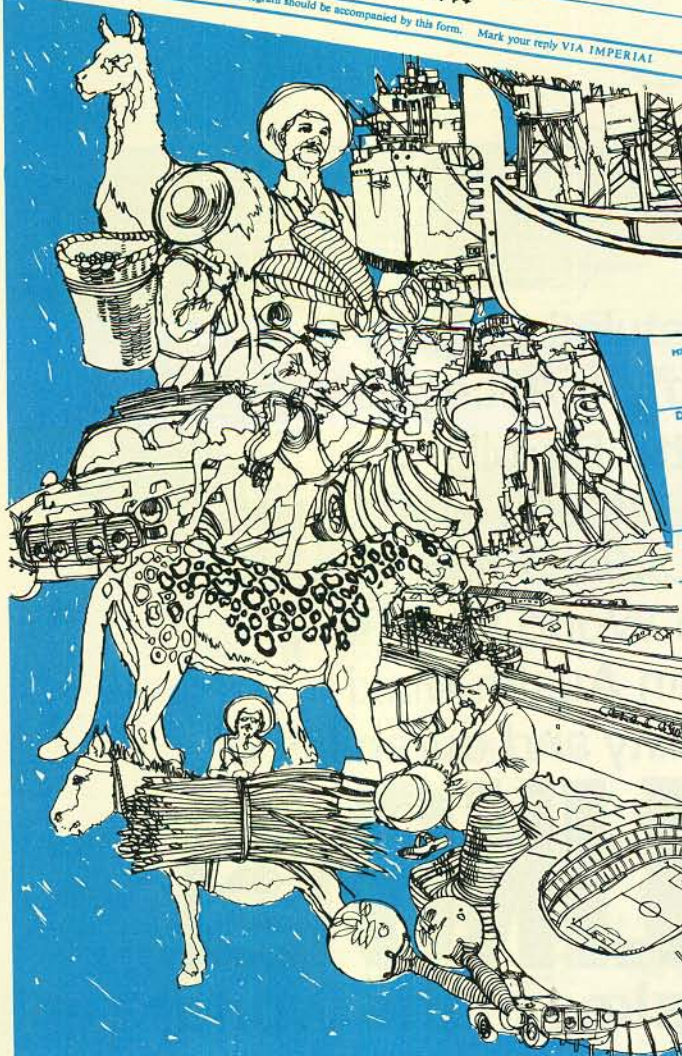
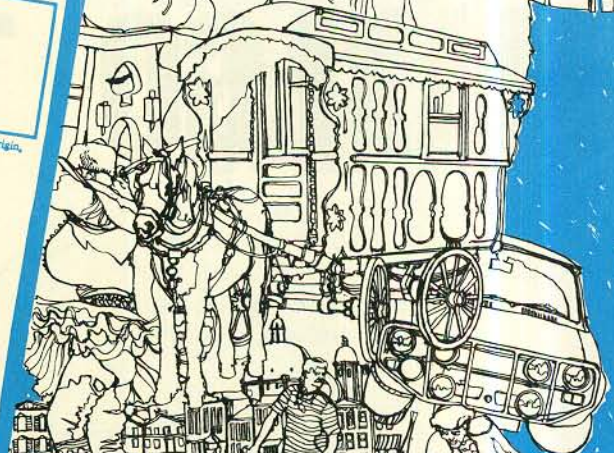
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LUCAS BIRMINGHAM -

WE'VE WON SOME BIG PRIZES -

2nd and 4th Overall Triumph 2.5 Pls. 1st and 2nd Ladies' Prize  
1st Austin Maxi, 2nd Morris 1800 1st 1301-1600 cc Class Austin Maxi.  
1st and 2nd 2001-3000 cc Class Triumph 2.5 Pls. 2nd Team Prize  
1800s. 2nd and 3rd Private Entrants 1800s.  
Of 96 starters, 26 finished; 7 were British Leyland Cars.  
4 British Leyland cars in the first 10 finishers.

BRITISH LEYLAND \*\*\*\*\*

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## POST OFFICE OVERSEAS TELEGRAPHS TELEPHONE MESSAGE

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CONGRATULATIONS ON A MAGNIFICENT EFFORT STOP  
WE MAKE A GREAT TEAM

LUCAS

# LUCAS

Petrol Injection, Lighting, Starting  
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To a rousing cheer from the crowd of 25,000, Sir Alf Ramsey flagged off the first of the 96 cars from Wembley Stadium at the start of the incredible World Cup Rally. It was an ignominious start for car number 1, Buchanan-Michaelson's Triumph 2.5 PI, which had to stop in Olympic Way to have a blocked injector changed and later was booked for speeding. A festive scene surrounded the Wembley pitch, with 30 different makes of decorated cars from 22 countries waiting their turn, to a background of 'pop' music. Later cars were flagged away by Hugh Cudlipp and Edward Pickering of IPC. Special cheers greeted Prince Michael, Paddy Hopkirk (10-1 favourite at Ladbrokes), Jimmy Greaves and the women's crews, and 'Gelignite' Jack Murray left to a fusillade of firecrackers. Crews enjoyed a pleasant, sunny run to the Dover ferry, cheered along the route by 200,000 people. *Cover picture: Ken Tubman's 11th placed 1800 on the San Remo Prime (Photo by COLIN TAYLOR)*

## BRITISH LEYLAND STARTERS

Car	No	Crew	Entrant	Finished
Triumph 2.5 PI	1	R Buchanan-Michaelson R Fidler J Bullough	R Buchanan-Michaelson	Retired Alpine Prime (EUR), fuel injection problems
Triumph 2.5 PI	39	A Lloyd-Hirst B Englefield K Baker	A Lloyd-Hirst	Retired Parana Prime (SA), front suspension damaged
Triumph 2.5 PI	43	A Cowan B Coyle U Ossio	British Leyland/ Football Assn.	Crashed on Grand Premio Prime (SA), car wrecked, crew injured
Triumph 2.5 PI	88	B Culcheth J Syer	British Leyland/ Football Assn.	2nd overall, 1st class 4 (2001-3000 cc)
Triumph 2.5 PI	92	E Green J Murray H Cardno	British Leyland/ Motor	Retired Trans-Argentine Prime, holed engine block
Triumph 2.5 PI	98	P Hopkirk T Nash N Johnston	British Leyland/ Football Assn.	4th overall, 2nd class 4 (2001-3000 cc)
British Leyland 1800	3	P Jopp W Cave M Kahn	Peter Jopp (Sunday Mirror)	Retired near Chiclayo, Peru clutch and rear suspension trouble
British Leyland 1800	32	K V Tubman A J Welinski R McAuley	Ken Tubman	11th overall, 3rd private owner, 7th class 3 (1601-2000 cc)
British Leyland 1800	34	C Penfold E McNally P Jones	H C Penfold	Retired, Parana Prime (SA), holed sump
British Leyland 1800	41	Capt J Rugge-Price C Morley-Fletcher Major P Beaver	Special Motor Repairs Ltd	Retired SA before first Prime, engine failure

Above: The British Leyland works team pose at Abingdon with their 4 Triumph 2.5 PIs, 2 Austin Maxis and a Mini Clubman before the start of the great trek to Mexico. With Competitions Manager Peter Browning in the centre is Winston, the World Cup bulldog mascot (Picture by British Leyland Photographic). Left: The Peter Jopp/Willy Cave/ Mark Kahn 1800 entered by the Sunday Mirror climbs the starting ramp alongside the famous Wembley turf. Right: Bobby Moore makes the starting order draw at the Café Royal. Below: Andrew Cowan's Triumph is flagged away, destined for a tragic accident in South America (Pictures by COLIN TAYLOR)



Car	No	Crew	Entrant	Finished
British Leyland 1800	54	R Redgrave P Cooper R Freeborough	Reg Redgrave	9th overall, 2nd private owner, 6th class 3 (1601-2000 cc)
British Leyland 1800	55	Lieut Comdr J J Mitchell Lieut A S G Evans R/P/O J Taylor	The Royal Navy	Retired half-way through SA
British Leyland 1800	73	R A Robertson A Pett D Franks	Grants of Croydon	Failed on Parana stage (SA), retired
British Leyland 1800	91	Jean Denton Liz Crellin Pat Wright	Woman Magazine	18th overall, 2nd ladies' crew, 11th class 3 (1601-2000 cc)
British Leyland 1800S	95	R C Eaves W D Cresdee F Bainbridge	W D Cresdee	Hit tree on Serbian Prime (EUR), car wrecked
Austin Maxi	20	Patricia Ozanne Bronwyn Burrell Katrina Kerridge	Marshall (Cambridge) Ltd	Retired Pampas Prime (SA), out of time after being stuck in mud
Austin Maxi	70	Capt M G Thompson Prince Michael of Kent Capt N Clarkson	The Royal Hussars/ 17/21 Lancers	Retired Rio Grande Prime (SA), driveshaft, suspension, damaged in crash
Austin Maxi	74	Rosemary Smith Alice Watson Ginette Derolland	Evening Standard	Ladies' Award winner, 10th overall, 1st class 2 (1301-1600 cc)
Austin Maxi	96	T Kingsley P Evans M Scarlett	British Leyland/ Autocar	22nd overall
Mini Clubman	59	J Handley P Easter	BBC Grandstand	Engine blew up, San Remo Prime (EUR)
Austin Mini-Cooper S (4 door)	89	A Keefe J Conroy	Conroy Motors (Finchley) Ltd	Retired Serbian Prime (EUR)



# Mexico 1

Below: After his drive of a lifetime to take the big Triumph 2.5 PI to 2nd overall, an elated Brian Culcheth with co-driver Johnstone Syer on his right, releases the tension after the finish. Brian, at 32 a veteran of dozens of classic international rallies and a finisher in the London-Sydney Marathon, proclaimed this to be the toughest and greatest rally he had ever done. 'The car was

magnificent. Our only problem was a flat tire. I paid the mechanic to change it. I did not know the man.

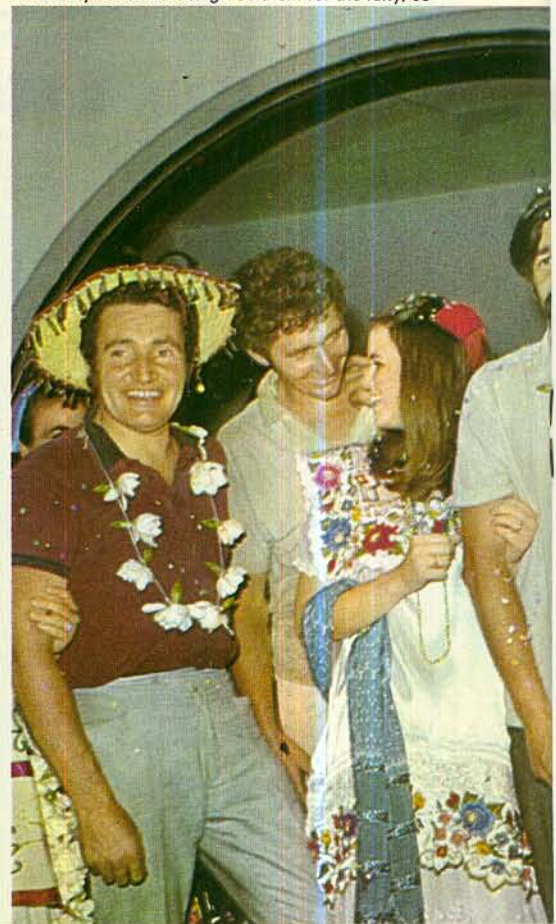


Above: Jubilant Ladies' Award winners, Austin Maxi drivers Ginette Derolland, Rosemary Smith and Alice Watson (l to r). Rosemary's comment on the rally: 'Fabulous. An experience I'm awfully glad I had. It was tough, rough, hard-going and I think it very good for British Leyland that they produced a car like the Maxi and whilst still so new, without

doing much to it, made it into an award winning finisher for this rally. Our only troubles were punctures and a loose fan belt!' Below: Jean Denton (blonde in foreground), Liz Crellin (behind Jean) and bespectacled Pat Wright, crew of the Woman Magazine Morris 1800, 18th overall and 2nd Ladies' Award.

Below: Surrounded by beautiful girls, 'begarlanded' Paddy Hopkirk, Neville Johnston, Tony Nash, 4th overall, Triumph 2.5 PI. Paddy's comment back in England: 'A very well organised rally, and the Triumph was even stronger than we thought it would be. The South American roads weren't a quarter as rough as on the recce—all countries had made a special effort to grade them for the rally, so

parts were 3-up was the decision. Mikkola's Dust was work—it was but 5 hours.





# finish

The successful British Leyland drivers enjoy the colourful hospitality in the tiny Mexican resort of Fortin, finish of the most gruelling rally ever

icent and everything went according to plan. ly problem apart from routine replacements utch hydraulic trouble, soon repaired.' He tribute to the team of British Leyland Com- ns Department mechanics led by Douggie and Tommy Wellman, who built the cars and edible work throughout the rally in some of et arduous conditions known to man.



like a Saturday afternoon sprint. Going a mistake because of the extra weight, but on was right at the time. Culcheth and oth showed 2-up to be right in the event. the big problem, making it very hard as alright when in front or for 5 minutes, s! Andrew's (Cowan) accident didn't help

matters in the closing stages—we were all very sad.' His only adverse criticism on the Rally: 'It was a wee bit too long—so long I hardly recognised my baby daughter when I returned, and the finish proved an anti-climax.' Paddy won £10 from Ford Competitions Manager Stuart Turner who bet him that Triumphs wouldn't finish in the first 5!



## Final positions

Position	First Driver Car	Nationality	Penalty Time (Hours)
1	H Mikkola <i>Escort</i>	Finland	9-7
2	B Culcheth <i>Triumph 2-5 PI Mk II</i>	GB	10-25
3	R Aaltonen <i>Escort</i>	Finland	10-46
4	P Hopkirk <i>Triumph 2-5 PI Mk II</i>	GB	12-26
5	T Makinen <i>Escort</i>	Finland	14-31
6	J Greaves <i>Escort</i>	GB	19-31
7	P Vanson <i>Citroen DS 21</i>	GB	22-3
8	S Zasada <i>Escort</i>	Poland	23-59
9	R Redgrave <i>Morris 1800</i>	GB	24-42
10	Miss R Smith <i>Austin Maxi</i>	GB	30-35
11	K V Tubman <i>Austin 1800</i>	Aust	32-36
12	L Potapchik <i>Moskovitch</i>	Russia	34-66
13	W Bendek <i>BMW 2002</i>	Bolivia	35-14
14	R Channon <i>Lotus Cortina</i>	GB	36-43
15	A D Rees <i>Hillman Hunter</i>	GB	37-50
16	A Katz <i>Mercedes</i>	Germany	38-5
17	G Holm <i>Moskovitch</i>	Russia	38-52
18	Mrs J Denton <i>Morris 1800</i>	GB	39-16
19	G Perkins <i>Peugeot</i>	Argentina	40-46
20	S Tennishev <i>Moskovitch</i>	Russia	41-5
21	R Janssen <i>Datsun</i>	Holland	46-1
22	T Kingsley <i>Austin Maxi</i>	GB	46-25
23	D Harris <i>Escort</i>	GB	66-8

### Ladies' awards

- 1 Smith/Watson/Derolland *Austin Maxi*
- 2 Denton/Wright/Crellin *Morris 1800*
- 3 Trautmann/Perrier *Citroen DS 21*

### Class awards

- under 1300 cc Harris/Butler *Escort*  
1301-1600 cc Smith/Watson/Derolland *Austin Maxi*  
1601-2000 cc Mikkola/Palm *Escort*  
2001-3000 cc Culcheth/Syer *Triumph 2-5 PI*

### Private owners

- 1 Vanson/Turcat/Leprince *Citroen DS 21*
- 2 Redgrave/Cooper/Freeborough *Morris 1800*
- 3 Tubman/Welinski/McAuley *Austin 1800*

Left: Relaxation for two of the Rally officials, Secretary of the Rally and 'High Road' columnist John Sprinzel (left) and Graham Robson at the end of the most hectic weeks of their lives



# EUROPE



## WORLD CUP RALLY WON ON MINILITES



Congratulations to  
**BRITISH LEYLAND**  
2nd, 4th and Ladies Award.

Minilite Magnesium Wheels  
were on 12 out of the  
first 15 cars to finish.  
Well over 1,200 Minilites  
were supplied for the  
World Cup Rally

# MINILITE MAGNESIUM

**the world's strongest lightest safest wheel approved by  
leading motor manufacturers**

**Tech Del Ltd 32-36 Telford Way London W.3. England**





Above left: John Handley and Paul Easter check over their Mini Clubman at Monza. Left: Servicing before embarkation at Monza for the Grants of Croydon 1800, a finisher in last year's London-Sydney Marathon. Above: Lloyd-Hirst's Triumph 2.5 PI. Bottom of page: The Evan Green Triumph before its crash (Pictures by COLIN TAYLOR). Below: Prince Michael made an impressive rally debut in the Maxi, finishing 39th at Lisbon (Picture by HUGH BISHOP)



Opposite: Brian Culcheth's Triumph 2.5 PI on the San Remo Prime



Off the car ferry at Boulogne and the first European check point cleared, the rally began in earnest with a 1,530 mile journey ahead to Sofia.

Speeding through France, West Germany, Austria, Hungary and Yugoslavia the route was misleadingly easy with passage controls at Saarbrücken, Munich, Vienna, Budapest and Belgrade giving tired crews time to grab food and sleep.

Deteriorating roads in Bulgaria were a foretaste of the rough Primes which were to follow after Sofia, by which time an Escort, a Fiat and a Beach Buggy had dropped out. British Leyland cars were still trouble free apart from a slight water leak on Prince Michael's Maxi and a noisy differential on the Lloyd-Hirst/Englefield/Baker Triumph 2.5 PI which developed when they lost a wheel soon after leaving Boulogne. Eight cars, including Eaves/Bainbridge/Cresdee (1800) who missed the Saarbrücken passage control, had lost time at Sofia.

Two thousand enthusiastic people in Sofia saw the cars leave for the first Prime, the Montenegro, which replaced the snow-blocked Pec-Titograd. Between Titograd and Kotor the new route was over narrow mountain roads with drops of up to 5,000 feet, descending into Kotor through a series of terrifying hairpins still open to normal traffic. Only 65 minutes were allowed for this 50 mile tight tarmac section and six cars cleaned it including the Cowan Triumph to share the £250 prize money.

In the middle of this Prime the Sunday Mirror 1800 of Peter Jopp had a fire in the boot when a loose wire shorted across the battery. It was extinguished just in time to save the petrol tank.

On through Dubrovnik along the coast road and then inland on unsurfaced roads to the rugged Serbian Prime. Dramatically the Bob Eaves 1800 was wrecked against a tree with the crew cut and bruised. Woman Magazine's 1800 (Jean Denton/Pat Wright/Liz Crellin) collided with two small boys on a bicycle in a quiet village and though the boys were unhurt and the girls blameless a peace offering was necessary. Three bogged down lorries and a collapsed bridge meant that no-one cleaned the Prime.

For the Ladies' Prize battle was joined between Rosemary Smith (Maxi), Jean Denton (1800) and Claudine Trautmann (Citroen), a rivalry which continued to Mexico. On this Prime the British girls finished on top.

At Monza, Culcheth and Hopkirk in the Triumphs were equal 6th and while crews snatched a few hours sleep mechanics worked rectifying the hazards of the Serbian terror before motoring south to the mountainous San Remo Prime over the Passo di Toglio. Here tragedy struck the BBC Grandstand Mini Clubman of John Handley/Paul Easter (8th at Monza) which expired with a broken piston. The target time for San Remo proved easy, 23 cars cleaning it including all four works Triumphs.

Into France and the route followed the traditional Monte Carlo rally roads to the start of the Alpine Prime at Quatre Chemins. Winding over gravel covered Alpine rally roads this tightly timed 60 mile Prime was declared "uncleanable" yet five cars finished within the 90 minute limit. Here Number One, the 2.5 PI of Buchanan-Michaelson/Fidler/Bullough, retired, troubled first with shock absorbers and then retiring with fuel injection problems.

Disaster also struck the Triumph of Australians 'Gelignite' Jack Murray and Evan Green and Motor man Hamish Cardno when a front wheel flew off and the car plunged into the trees near Greolieres. Miraculously after rescue and repairs they continued the rally two and a half hours later running on five cylinders because of a broken valve guide.

There was more trouble for the British Leyland team when a lorry load of spares from Abingdon failed to reach the Portuguese Prime because of document trouble at the Spanish border. Five cars cleaned the Prime over the very fast forestry sections of the TAP Rally leaving a 160 mile run into Lisbon where 71 of the original 96 cars were embarked for the long sea crossing to Rio.

The leader board at Lisbon was filled by three makes as had been predicted, two British Leyland, four Citroen and four Fords in the first ten, the Triumphs being well placed for the start of the South American section. Culcheth/Syer were sixth (32 minutes lost over 4,500 miles), Hopkirk/Nash/Johnston eighth (39 minutes lost), Cowan/Coyle/Ossio eleventh (55 minutes lost), Evan Green's accident cost him dearly for he was back at 69th (1011 minutes lost). Trautmann's leading Citroen had lost only 5 minutes, Triumphs lay 3rd in the manufacturers team prize, 1800s 4th and Maxis 5th; Rosemary Smith and Jean Denton were second and third for the Ladies award.



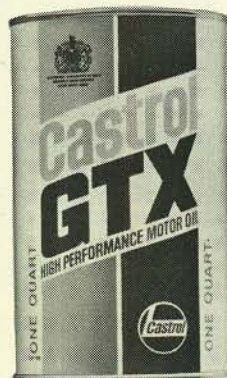


# Ladies First

## for Rosemary Smith & Castrol in the World Cup Rally.

Rosemary Smith, Alice Watson and Ginette de Rolland, in the Evening Standard sponsored Austin Maxi, have won the Ladies award in the World Cup Rally. On Castrol, of course!

And it's successes like this over more than sixty years that have helped to create the best oil for today's motorist. An oil backed by the same advanced technology and experience that protected Rosemary Smith's Maxi on the long journey to Mexico. Castrol GTX.



***The Engine Protector***



# South America

Of the 98 starters 71 arrived at Rio but 7,000 miles from the start at Espartillar, with 4 Primes negotiated half the starters had dropped out—at the same rate throughout there would have been no finishers!

The 125 mile Parana Prime saw Trautmann's Citroen passed by the Fords and the retirement of Penfold's 1800 with a holed sump and Lloyd-Hirst's 2.5 failing to make it on time. The Maxi of Prince Michael hit a bank during the Rio Grande Prime, broke a drive-shaft and retired with Nigel Clarkson at the wheel.

Cowan and Culcheth took first and second place in the Uruguay Prime and it was after only 6 miles of this stage that Trautmann rolled at a bridge to end his attempt. At this stage Culcheth was equal 12th.

On arrival at Montevideo Culcheth had reached fourth position with Hopkirk 7th and Cowan 10th; Redgrave (1800) was making a fighting come-back to 14th position and Rosemary Smith (Maxi) in 17th position was leading in the fight for the Ladies' award. Claudine Trautmann (Citroen) was 20th, 33 minutes behind the Irish driver.

Although 19 cars cleaned the Pampas Prime the Maxi of Tish Ozanne/Bronwyn Burrell/Tina Kerridge retired, clogged down in the mud.

It was on this first leg in South America that the Red Arrows Maxi was involved in a collision with a Ford Popular and sustained damage to the front suspension. Jean Denton's 1800 had a brief encounter with a dead cow dislodged from a cart by an earlier accident.

On the Trans Argentine Prime Evan Green's 2.5 retired with a holed block and on the Chilean, Gran Premio and Bolivian Primes the battle grew hotter between the Triumphs and the Fords. It was in the Gran Premio Prime that tragedy was only just avoided when Cowan's 2.5 rolled over a drop completely destroying the car. All three crew were injured and taken to hospital but made good recoveries. Ken Tubman's 1800 lost roughly three hours assisting at the incident, while Redgrave's 1800 lost its wind-screen after hitting a horse.

The Bolivian Coffee Prime, at times over 14,000 ft high, almost finished Hopkirk's challenge. The rocky surface caused the 2.5 to break a quill shaft, but the British Leyland mechanics hitched a lift in Bill Bengry's Rolls to effect replacement.

At the La Paz night halt Culcheth's 2.5 had its screen replaced—an Escort screen being fitted with lots of tape and goo.

The run to Lima included the Route of the Incas Prime, and was to drastically alter the leading positions. Culcheth, 18 minutes down on the leader in this 560 mile stage, longest in the rally, was 3rd and Hopkirk 4th. At Lima, however, Redgrave had climbed to 7th, Rosemary Smith 12th, Tubman 14th, and Jean Denton 20th.

Before reaching the Ecuador Prime Peter Jopp had the bad luck to have the clutch on his 1800 finally give out only hours from Buenaventura.

It was on this Prime too that Hopkirk put up a very good time to tie with Mikkola for fastest place. After the Prime, however, he lost an hour when he crashed after running on front brakes only for a long period.

At Cali awaiting the boat to Panama Culcheth had consolidated 3rd place with Hopkirk 4th, Redgrave 8th, Rosemary Smith 11th, Tubman 12th, Jean Denton 19th and Terry Kingsley 23rd. The leading position for the Ladies' Prize was now with Claudine Trautmann who had swept four hours nine minutes ahead of Rosemary. All the British Leyland cars survived the Costa Rica Prime with Hopkirk 1st and Culcheth 3rd. With nothing to lose and everything to gain the Triumphs really let their hair down on a rough stage and Rosemary Smith clipped 34 minutes off Claudine Trautmann's time in an ailing Citroen. Culcheth was now in 2nd place overall and challenging Mikkola.

Between Guatemala and the Mexican border Claudine Trautmann's Citroen finally gave up the ghost to put Rosemary Smith in the lead of the women's section for the rest of the rally.

In the final Prime, the Aztec, Culcheth and Hopkirk held 2nd and 3rd positions to consolidate their overall placings of 2nd and 4th in which they were to finish at Fortin, a little further up the main road.



*Top: Incredulous South Americans, many of whom had walked miles to see the Rally pass, watch as British Leyland mechanics service Rosemary Smith's Maxi in typical barren surroundings. Competitions Department Superintendent Dougie Watts, in blue overalls, calmly supervises. Above left: Paddy Hopkirk's Triumph 2.5 PI streaks through an easier part of the Andes. Above right: Brian Culcheth/Johnstone Syer, their fantastic achievement being well described by Motoring News: 'The most meritorious performance of all must surely have been Brian Culcheth's fine drive into 2nd place in the big Triumph.' Below: Another magnificent result was the 9th overall placing of the Reg Redgrave/Phil Cooper/Bob Freeborough Morris 1800, prepared by British Leyland Special Tuning Department. Cooper and Freeborough are both experienced rallyists, but Redgrave had never done a rally in his life!*





# And they said the aeroplane would never fly.



**Austin Maxi Car 74  
Rosemary Smith, Alice Watson,  
Ginette Derolland.**

**Ladies' Crews Winner.**

**Class 2 (1301-1600 c.c.) Winner.**

They've said a lot of things about the Maxi in its first year on the road:

"The most sophisticated family car ever to roll off a British mass production line"  
Drive August 1969

"The Maxi is a car that will go a long way"  
London Evening News 24.4.69

"The Austin Maxi is clearly the product

of brave forward thinking" – Motor 3.4.69

"An advanced car in concept and design..." – Motor 2.8.69

Because there was so much to say about the Maxi, one of the things they didn't say much about was the Maxi's performance.

So it may come as something of a surprise to you to read of the Maxi's success in the World Cup Rally.

But it's no surprise to us.

The Maxi with its 5 speed gearbox, overhead cam engine, front-wheel drive and Hydrolastic® suspension is a born winner.

So now you know. The British spirit of adventure is alive and well at your Austin dealer.

