

# AUTOSPORT

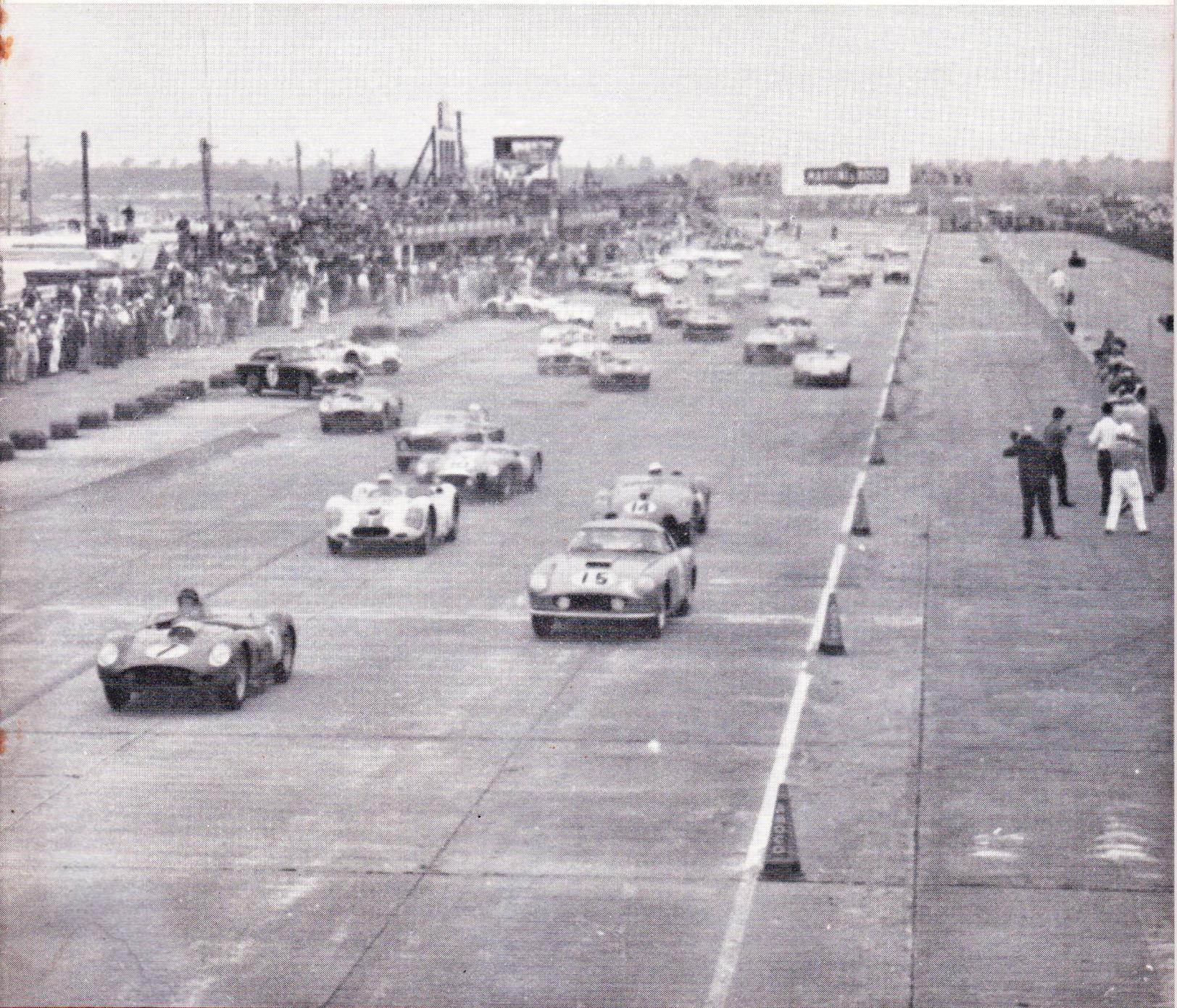
MARCH 27, 1959

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EVERY FRIDAY  
Vol. 18 No. 13

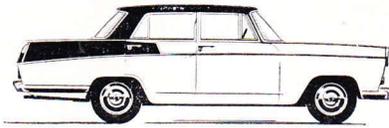
BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the G.P.O. as a Newspaper



## IN THIS ISSUE

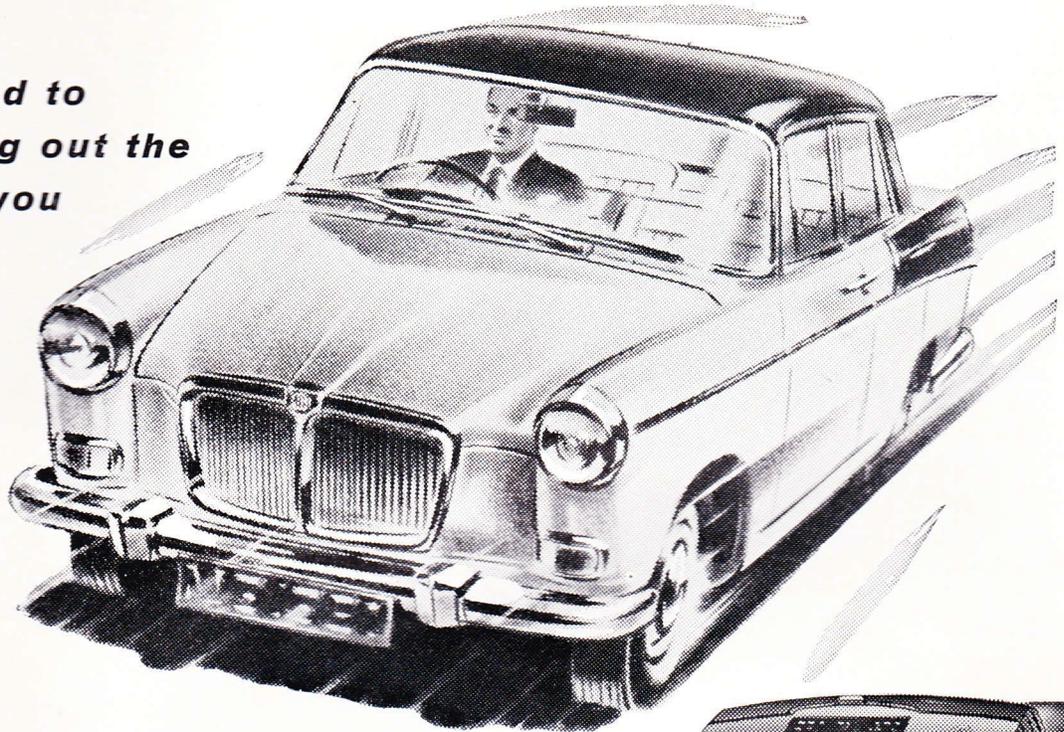
SEBRING 12 HOURS INTERNATIONAL SPORTS CAR RACE—FULL REPORT AND PICTURES  
JOHN BOLSTER TESTS THE ALFA ROMEO GIULIETTA S.V. : SNETTERTON SPRING MEETING



# completely new

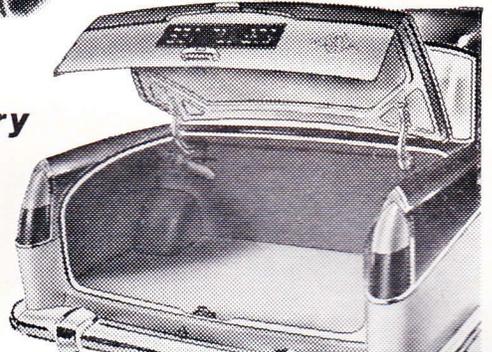
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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 18 No. 13

March 27, 1959

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## EDITORIAL

### FIRST ROUND TO FERRARI

THE first of the season's sports car championship races has been won by Ferrari, cars of this marque taking five out of the first 10 places. Once again the Maranello concern drew its victory from the combination of Phil Hill and Olivier Gendebien, who were teamed to drive the car which gained an overwhelming victory at Le Mans last year. Britain's main hope for Sebring was pinned on the Lister-Jaguars, but by comparison with the Ferraris the cars were definitely underpowered. It was considered before the race that the chief threat to the larger cars would come from the incredibly fast Porsches, and this indeed proved to be the case. Cars of this make took third, fourth, fifth, eighth and tenth places, giving them an equal "score" on the first 10 with Ferrari. Britain's pride, however, need not take too great a tumble. Although lacking on power, the Jaguar engines proved themselves to be thoroughly reliable and indeed this was a feature of the race, 48 cars completing the race out of a total of 65 starters. Most impressive, too, were the performances of the Lotus Elites, the A.C.-Bristols, to which fell the first three places in the 2-litre class and the team prize, and the Austin-Healey Sprites. These last made a most decisive entry into sports car racing, taking the first three places in the 1,000 c.c. class. British Dunlop disc brakes, too, were given nothing but the highest praise by all the Ferrari drivers after this, the most testing of races so far as brakes are concerned.

### EASTER GOODWOOD

EASTER MONDAY brings, as usual, an enormous programme of motoring sport and as in previous years the major meeting of the day, and the first international meeting of the European season, is at Goodwood. Main event there is, of course, the 100 miles race for Formula 1 cars and there is a most impressive entry. British enthusiasts have always looked upon this race as a finger, pointing the possible pattern of the coming Grand Prix season. This year there are no Vanwalls, but the new Cooper-Maserati will be there, as will Rob Walker's Cooper, powered by an entirely new 2½-litre Coventry-Climax engine. B.R.M.s will be in the hands of Schell and Bonnier, and Maseratis come from the Scuderia Centro-Sud and private owners. The Bourne concern will obviously not have been letting the grass grow under its feet during the winter, and an improvement on the form the cars struck last season could well make them a very serious challenge to the Ferraris this season. The Walker Cooper will not have its B.R.M. engine at Goodwood, but will undoubtedly be very fast with the larger engine and in the hands of Stirling Moss can only be looked upon as a favourite for Monday's race.

### OUR COVER PICTURE

THE FIRST OF THE YEAR. The date: 21st March, 1959. The place: Sebring, Florida. The time: ten seconds past ten o'clock. The flag has fallen and the field rockets away from the Le Mans start to begin the 12 hours race, the first of the International Sports Car Races to count for the 1959 World Manufacturers' Championship.

# SPORTS NEWS

## SHOOTING STICKS

READERS whose curiosity has been aroused by the advertisements describing "Sportac" shooting sticks will have an opportunity of inspecting and buying them in each of the four main enclosures at Goodwood on Easter Monday.

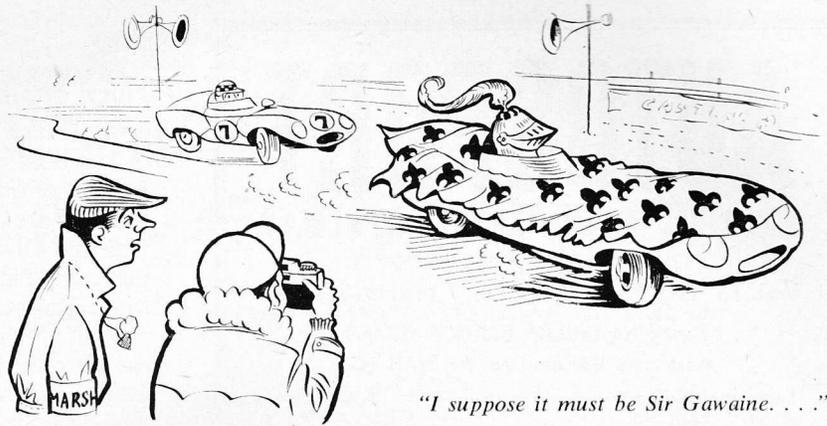
A JOINT memorial to Mike Hawthorn and Peter Collins will be unveiled by Lord Brabazon of Tara after he opens the new extension to the Montagu Motor Museum at Beaulieu, Hampshire, on 5th April. The museum was opened to the public on 25th March.

JOHN PRINGLE, of Bangor, Co. Down, has bought the Rob Walker F1 Cooper-Climax with which Maurice Trintignant won the Monaco Grand Prix last year. He will drive the car tomorrow in the race meeting organized by the 500 Motor Racing Club of Ireland at Kirkistown.

AS a little light relaxation several well-known road racing experts are to exercise their talents on the quarter-mile long stock car racing track at West Ham on Good Friday at 7.45 p.m. These novices will be Dennis Taylor, Graham Hill, George Wicken, Jim Russell, Cliff Davis and Count Stephan Ouvaroff. The organizers of this event say: "This will call for a different type of driving from that to which they have become accustomed".

RON FLOCKHART and Hugh Langrishe have gone into partnership as automobile engineers at 41 High Street, Ascot. The new firm will specialize in high-performance cars and have a staff of mechanics who are fully experienced in this work and in race preparation. Ron will spend as much time at the garage as his racing commitments allow. The firm have been appointed Standard and Triumph retail dealers.

THERE will be hot competition for the Formula 2 British Empire Trophy, which will be competed for over 40 laps of the Oulton Park circuit on 11th April. The British Racing Partnership have



"I suppose it must be Sir Gawaine. . ."

entered two Cooper-Borgwards to be driven by Ivor Bueb and George Wicken. The Cooper factory will use Coventry Climax engines and their cars will be driven by Jack Brabham and Bruce McLaren. Lotus, using the same engine, have been entered for Cliff Allison and Graham Hill. In addition to these factory cars there will also be a strong private entry. Two sports car races and a 500 c.c. race are also included in the day's sport.

ARRANGEMENTS for the 43rd annual 500-mile race at Indianapolis are well under way. Apparently a favourite for this event, which counts towards the World Championship, is A. J. Foyt, of Houston, Texas, who is to drive a "flat engine" Dean Van Lines Special in the race which is to be held on 30th May. Foyt was a member of the American team which came to Monza last year for the Two Worlds Trophy 500-Mile Race and was placed sixth.

THE Mobilgas Economy Run takes place this year on 18th-22nd April. Organized by the Hants and Berks M.C. over a course of 1,065 miles, the object of the exercise is, of course, to achieve the distance on as little petrol as possible. There is an entry of 40 cars embracing 26 different models of current British manufacture. The winner is calculated by applying the formula: weight of car and passengers multiplied by distance covered and the result divided by the amount of petrol used.

THE programme for the International Trophy meeting at Silverstone on 2nd May will comprise the 50-lap trophy race for Grand Prix cars, two sports car races of 17 laps each for cars up to 1,100 c.c. and up to 3,000 c.c., two 12-lap races, one for production touring cars and one for grand touring cars.

THOMAS COOK AND SON, LTD., the travel agents, of Berkeley Street, Piccadilly, London, W.1, have again arranged for facilities for travellers wishing to go to Le Mans for the classic 24-Hour Race. They can cater for those wishing to travel by rail/sea, coach/air or by car and can book hotels, grandstand seats, etc. Readers wishing further information should write to the above address.

ENTRIES for the Polish International Rally, which will be run from 5th-10th May, close on 15th April. They should be sent to Automobilkklub Krakowski, 17 Rynek GI, Krakow. There will be classes for touring cars (normal and improved) and Grand Touring cars (normal and improved). The rally, which is 2,560 kms. long, is in three stages.

SCUDERIA HANSEAT, Hamburg 13, Harvesthuder Weg 78, have organized a sports car drivers' course which will take place on the Nürburgring from 16th-19th April, 1959. The course includes some high-speed lappery on the 'Ring, films, lectures and instruction by Richard von Frankenburg and Taffy von Trips. Included in the entry fees are all sorts of social occasions, hotel accommodation and food. Inquiries to the Scuderia Hanseat at the above address.

RONNIE ADAMS will drive a new 2.6-litre Humber Super Snipe and Peter Harper, Peter Jopp and Paddy Hopkirk will drive Hillman Huskies in the East African Coronation Rally which starts on 27th March. Cars and crews face a 3,200-mile long journey round three of Africa's highest mountains—Mount Kenya, Mount Elgon and Kilimanjaro. Rocol, Ltd., the manufacturers of "Moly-speed" molybdenum disulphide are to present a silver rosebowl and a cheque for £50 sterling to the competitor who puts up the best overall performance while using their product.

SUCCESSOR to "Time to Stop", the popular film about Girling brakes, is being made. Here the production team plans a shot. Discussing the matter are Bernard Coaling, Dick Bush, Allen Harvey, Bill Hartley, Jack Fitte and Eric Luscott-Evans.



ONCE more the racing season is with us and, while the curtain has been raised, it is only this week-end that things really get under way. If the weather is fine so much the better but, come rain or sunshine, there will be plenty of motoring sport to suit every taste all over the country.

Race organizers, always on the lookout for circuits, have found two new ones with which to usher in the season. Tomorrow (28th March) the B.R.S.C.C. hold the first meeting at Rufforth, near York. This new circuit is located some four miles from York and eight miles from Wetherby on B1124 and racing starts at 2 p.m. The thriving 250 M.R.C. have the other new circuit—at the R.E. Training Ground, Eelmore Plain, Aldershot, Hants. So far this circuit has only been approved for 250s and Berkeleys, so these will, of course, be the only cars competing at the meeting, which starts at 12.30 on 29th March.

Easter Monday is a busy day and there is sport of all kinds all over the place. At Goodwood, the B.A.R.C. start the European International season with a programme which should give some definite pointers to the drivers and machines likely to figure in the 1959

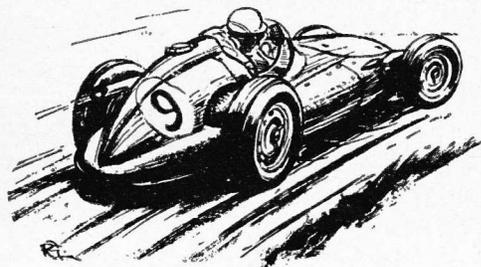
Gregory and Michael Taylor will be among the field.

The next event, the Sussex Trophy for sports cars of over 1,100 c.c., should, from the entry, be a really close fought affair. Heading the list is the Scuderia Centro Sud Maserati of Gerini; Ecurie Ecosse cars are a Lister-Jaguar and a Tojeiro-Jaguar, to be driven by John Lawrence and Masten Gregory, although who will drive what has yet to be decided. Five other Lister-Jaguars will be driven by Bruce Halford, Ivor Bueb, Bill Moss, John Bekaert and Jonathan Seiff. Aston Martins will be in the hands of John Dalton and Jean Bloxham (with DB3Ss) and Graham Whitehead (with a DBR1). The most powerful cars in the race should be the three Lister-Corvettes, which produce about half as much power again as most Grand Prix cars, and will be driven by M. Anthony, R. Brightman and J. Ewar. Veterans of the race will be two D-type Jaguars, with Mike Salmon and Maurice Charles up.

The Chichester Cup race, for cars under 1,100 c.c., produces the usual bevy of Lotus-Climaxes and among those who have, with some justification, pinned their faith to this marque are Keith

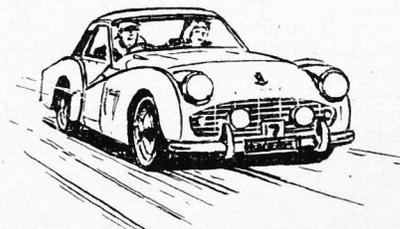
It should be a wonderful day's sport even if it pours, but, if the weather is more clement, it'll be wonderful! First race starts at 1.30.

With such a galaxy of stars and talent at Goodwood, one might think there would be little racing elsewhere—but over 100 drivers have entered for the Brands Hatch meeting on Easter Monday, where a nine-event programme features 105 laps of racing on the Ken-



tish circuit, which is probably unsurpassed for the view which spectators can have of all parts of the track from almost any given point. Top of the bill at Brands is the Easter Trophy race for 1,500 c.c. sports cars, which will be run off in two 10-lap heats and a 15-lap final. In this event the new Willment, powered by a twin cam 1,500 c.c. Climax engine, will make its début, driven by Ian Walker. Other cars in this event are John Brown's works Elva, test pilot Dizzy Addicott's Lotus and Chris Threlfall's Tojeiro. The "World Sports" Trophy race has attracted an entry of 35 Formula 3 cars, to be driven by such stalwarts as Tommy Bridger, Don Parker and Ian Raby. The saloon car race will see, for the first time, an Alfa Romeo Giulietta Sprint Veloce, driven by R. M. Shepherd-Barron, matched with a Lotus Elite, driven by Ian Walker. This should provide a spectacle of the greatest interest. The other main event in this meeting, which starts at noon, will be a *Formule Libre* race, for which a rare assortment of vehicles have been entered.

Farther north, the Nottingham Sports Car Club have a national meeting at Mallory Park starting at 1.30 p.m. This meeting will be of especial interest as it is the first round of the AUTOSPORT Championship.



The Liverpool M.C. have driving tests at Speke, near Liverpool, and for enthusiasts in the West Country, the West Cornwall M.C. have organized their first hill-climb of the season at Trengwainton, Madron, near Penzance. Across the water, the 1,500-mile Circuit of Ireland International Rally starts on Good Friday night and continues over the week-end, from starting points in Belfast, Dublin and Omagh.

This selection of motoring sport all over the country gives plenty of scope to everyone, so make up your mind where you're going, get there (and back) safely—and have fun!

MICHAEL DURNIN.

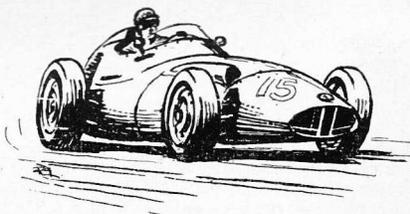
## EASTER PREVIEW

### A GUIDE TO WHERE TO GO AND WHAT TO SEE THIS WEEK-END

World Championship lists. The main event on this five-race programme is the Goodwood International "100" Race for Formula 1 cars and there is a most impressive entry. Harry Schell and Joakim Bonnier will drive B.R.M.s, Ramon da Silva Ramos and Gerino Gerini will have the Scuderia Centro Sud Maseratis while Giorgio Scarlatti and Ken Kavanaugh are to drive their privately entered Maseratis. Stirling Moss will have Rob Walker's Cooper-Climax with the new 2½-litre engine, the Cooper works cars will be driven by Masten Gregory, Jack Brabham and Bruce McLaren; Tommy Atkins's new Cooper-Maserati will have Roy Salvadori at the controls and Graham Hill will conduct one of the two works Lotus cars, the driver for the other being, as yet, un-nominated, while David Piper will drive his privately entered Lotus.

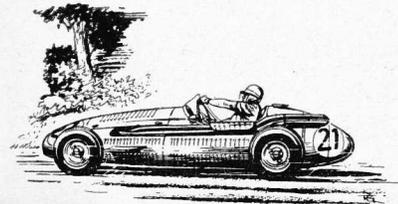
The Lavant Cup, for Formula 2 cars, also has a star-studded entry-list. Stirling Moss will again drive a Rob Walker car, this time a Cooper-Borgward, while George Wicken and Ivor Bueb will have similar cars entered by the British Racing Partnership. Then come no less than

Greene, John Campbell-Jones, Alan Stacey and Ian Walker. Next in numerical strength come the Elvas, with five entries. David Pell will drive one of these and the two works cars will be driven by Tom Dickson and Les Leston,



backed up by the Equipe California's J. Peters and T. H. Shaddick's car. Lola Cars, Ltd., have a team of three entered, to be driven by patron Eric Broadley and Peters Ashdown and Gammon, while there is one each of Moorland-Climax, Tojeiro-Climax and Victoria-Climax. In fact, as usual, the race is bound to be won by a Coventry Climax-engined car as all 24 competitors and the reserve are using these well-tried power units.

The saloon car race has become a deservedly popular aspect of British meetings and the one at Goodwood on Monday should be most exciting. Among the heavy metal in the over 2,600 c.c. class, Roy Salvadori, Ivor Bueb, Sir Gawaine Baillie, D. J. Uren and Tom Dickson will be driving 3.4 Jaguars. The 1,600-2,600 c.c. class is composed of Fords with one each of Peerless and 2.4 Jaguar, while the 1,300-1,600 c.c. bunch are more varied with two Borgwards, a Riley, a Wolseley and a Hillman. The small class has a predominantly Austin entry, including the yellow Team Speedwell cars to be driven by John Sprinzel and Len Adams, with competition from F. W. Marriot's Morris and Rudd Racing's Renault, driven by R. D. Jennings.



17 Cooper-Climaxes, three Lotuses and (perhaps) a Porsche driven by Wolfgang Seidel. What this event may lack in variety it should more than make up for in driving quality as, apart from the drivers already mentioned, Roy Salvadori, Jack Brabham, Keith Greene, Cliff Allison, John Campbell-Jones, Masten

*IN ONE WORD—BEAUTIFUL! The sleek, simple lines of the little Alfa make it undoubtedly one of the loveliest cars ever made.*

tively by a pair of sturdy trailing arms beneath, and above, just to the left of the light alloy centre section, there is a tubular triangular member with very widely spaced pivots. Obviously, immense trouble has been taken in locating the axle so that cornering and torque reaction forces may be well resisted.

Helical springs and telescopic dampers are the suspension medium all round. In front, the wishbones have a very wide base to give excellent stability to the car. The present steering column could not readily be transferred to the right, without interposing several universal joints in the shaft. Indeed, the Veloce engine has to be canted 8 deg. to

JOHN BOLSTER  
TESTS

## The Alfa Romeo Giulietta

The Sprint Veloce version of one of the world's most desirable cars

THERE are certain cars which are acknowledged throughout the motor sporting world as being thoroughbreds, and among these the Alfa Romeo Giulietta stands very high. Indeed, I would go so far as to suggest that, if a poll of the readers of AUTOSPORT were undertaken, the Sprint Veloce version would be voted just about the most desirable car that money can buy. This much-coveted model is the subject of the present road test.

As the concessionaires, Messrs. Thomson and Taylor of Cobham, Surrey, did not have a demonstrator of the latest Veloce type, I borrowed an immaculate example, which had only recently been run in, from a private owner, with their full approval. I have to thank Richard Shepherd-Barron for the loan of his delightful car, and for providing me with a memorable experience.

The Sprint Veloce is a two-seater coupé by Bertone of superb appearance, and in "Alfa-red" it really looks a picture. It is a practical car, with wide doors and ample luggage space, while a very large fuel tank allows for long non-stop journeys. The beautiful finish of every detail is a joy to behold. The machine is small and compact, but it is extremely sturdily constructed for continuous high-speed use on Continental roads. It is therefore not exceptionally light.

The engine is a magnificent piece of work. The sturdy counterbalanced crankshaft runs in five main bearings, an almost unheard-of refinement in an engine of only 1.3-litre capacity. The bore and stroke are virtually "square", and the three-ringed domed pistons run in wet liners. Naturally, the light-alloy head has the "four-per-pot" arrangement of holding-down studs, which is standard on all the best 2-o.h.c. engines.

The camshafts operate the inclined valves through inverted pistons. A two-stage duplex roller chain drive is employed, with a jockey sprocket on the upper run. The steel-backed main and

big-end bearings are of lead-bronze, with a lead-indium overlay. There is a large oil filter, and the light alloy sump has what is, in effect, an oil radiator beneath it. This is a separate ribbed compartment, containing a labyrinth through which all the oil must pass. It is detachable for cleaning.

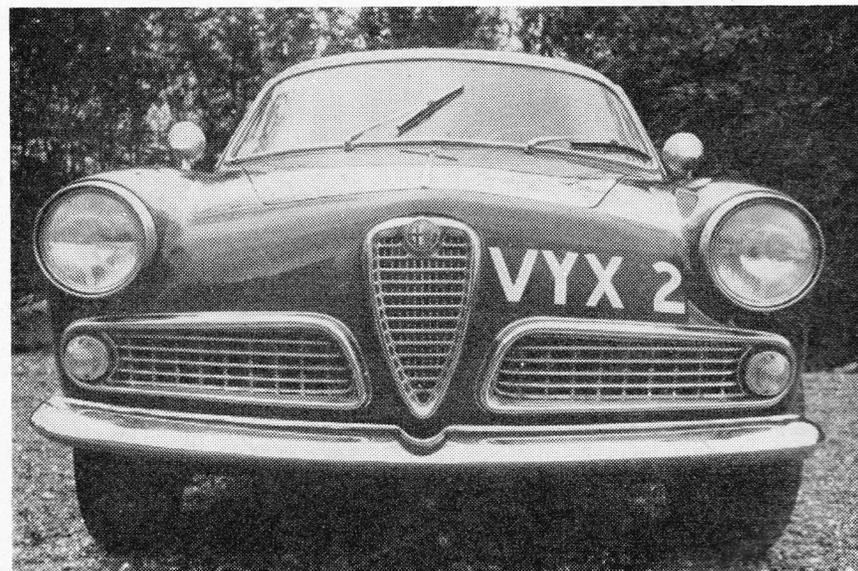
The Veloce engine is rated at over 90 b.h.p. at 6,000 r.p.m., but it can run considerably faster than this. It differs from the 70 b.h.p. Sprint engine in having a higher compression ratio and extremely radical camshafts, giving no less than 64 deg. of overlap. It also has two Weber twin-choke horizontal carburetters, which are fed from a cold-air box.

In the past, the gearbox has been the least satisfactory feature of the Alfa Romeo. Now, an entirely new box, with Porsche-type synchromesh on all four speeds, has been standardized. The propeller shaft is in two sections, the front end having rubber universal joints for damping. The rear axle is very light, being built-up with steel side tubes and a light alloy centre. It is located posi-

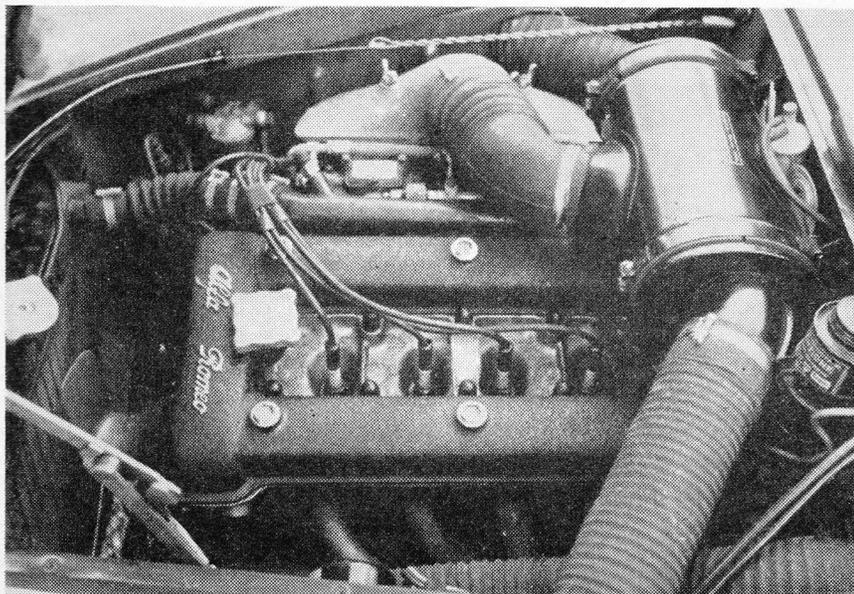
the left, for the big Weber carburetters fill the whole of the right side of the bonnet. The brake drums, with turbofins, are literally enormous for the size of the car. The two pairs of exhaust pipes do not join until they are about to enter the first of the two silencers.

This Alfa Romeo is thus a small sporting car of immense technical interest. When I took my seat, I found that entry is easy, and that the all-round visibility is excellent, aided by the deletion of triangular ventilating panels from the front windows. The rear windows may be opened slightly outwards to give a draught-free extractor effect. The driving position is very "Dr. Farina".

The engine takes a few moments to fire regularly on a cold morning, and twin batteries had been fitted to the test car for this reason. At all other times it is an instant starter, and idles regularly almost at once. At moderate speeds, the smoothness and silence are literally beyond belief, which I put down largely to the five-bearing crankshaft. As the revs. mount, a hard and purposeful note is heard, though the unit is



*ALTHOUGH a good deal of chromium is used at the front the result is pleasing and not vulgar.*



**POWER UNIT:** The twin-cam, 1,290 c.c. engine develops 94.8 b.h.p. at 6,000 r.p.m., which is a lot of horses from so small an engine!

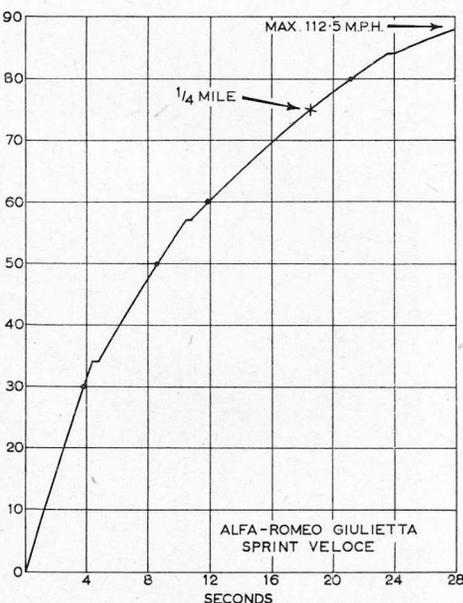
never noisy, and remains smooth throughout the range. The red mark on the rev.-counter dial begins at 6,750 r.p.m.

Naturally, a race-bred unit of this type does its best work above 4,000 r.p.m. It behaves impeccably in traffic, however, if one uses a little consideration with the accelerator pedal. The performance figures, as shown on the data panel and the graph, are really outstanding for a 1.3-litre car. However, I treated the clutch gently and observed the rev.-limit scrupulously as I was driving a private owner's pride and joy. With a little more brutality, my figures could be beaten.

The maximum speed of 112.5 m.p.h. is tremendous, and the little car certainly felt as though it was travelling. As is usual, the speedometer became rather gay at the top end, indicating as much as 125 m.p.h. The engine was running well within its limit and seemed entirely happy to maintain this considerable velocity. Around 90 m.p.h. is a very pleasant cruising speed.

The Alfa handles particularly well, especially on wet roads. The cornering

power is very high, and one gets a splendid feeling of being fully in command of the little machine. There is a certain amount of roll, but this is scarcely noticed from inside the car. The suspension, steering and roadholding are all of a very high standard. The rear suspension may appear complicated, but it achieves results that could never be approached by a conventional semi-elliptic layout. Larger cars can equal



**Acceleration Graph**

the performance figures of the Veloce, but they cannot be flung around with the abandon which one may employ with this machine.

It is necessary to emphasize that this is a meticulously constructed luxury car, and not an ultra-light machine which will need rebuilding after one season. The controls work beautifully, and in this connection one must give full marks (Continued on page 397)

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Alfa Romeo Giulietta Sprint Veloce 2-seater coupé, price £2,698 7s. including P.T.

**Engine:** Four cylinders 74 mm. x 75 mm. (1,290 c.c.). Twin overhead camshafts, 8.5 to 1 compression ratio, 94.8 b.h.p. at 6,000 r.p.m. Two twin-choke Weber carburettors. Coil and distributor ignition.

**Transmission:** Single dry plate clutch. Four-speed gearbox with central lever and synchromesh on all gears. Open two-piece propeller shaft. Hypoid rear axle.

**Chassis:** Platform chassis in unit with steel body structure. Independent front suspension by wishbones, helical springs, and telescopic dampers, with torsional anti-roll bar. Worm and roller steering with three-piece track rod. Rear axle on lower trailing arms and single upper triangulated member, with helical springs and telescopic dampers. Girling hydraulic brakes,

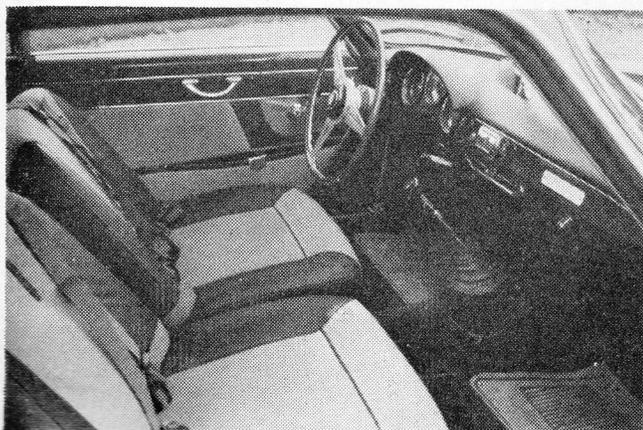
2 L.S. in front, in large light alloy turbo-finned drums. Bolt-on pierced disc wheels fitted 155 x 15 Pirelli tyres.

**Equipment:** 12-volt lighting and starting. Speedometer. Rev.-counter. Oil pressure and temperature, water temperature, and fuel gauges. Self-parking windscreen wipers and washers. Self-cancelling flashing indicators. Heater.

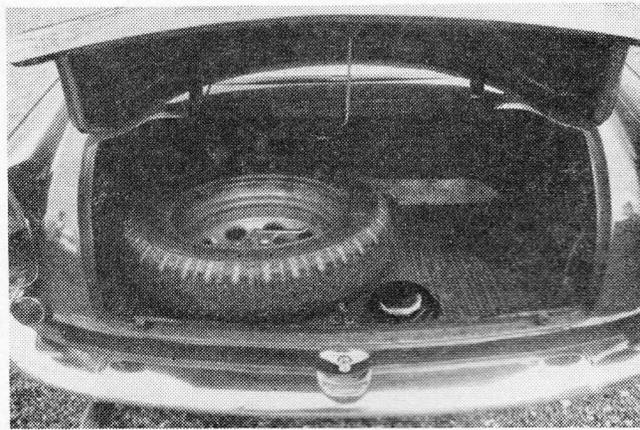
**Dimensions:** Wheelbase 7 ft. 6½ ins. Track 4 ft. 2 ins. Overall length 13 ft. 0½ in. Width 5 ft. 0½ in. Weight 18½ cwt.

**Performance:** Maximum speed 112.5 m.p.h. Speeds in gears: 3rd 84 m.p.h., 2nd 57 m.p.h., 1st 34 m.p.h. Standing quarter-mile, 18.4 secs. Acceleration: 0-30 m.p.h. 3.8 secs., 0-50 m.p.h. 8.6 secs., 0-60 m.p.h. 11.8 secs., 0-80 m.p.h. 21.2 secs.

**Fuel Consumption:** 25 m.p.g. (approx.).



**"THE DRIVING POSITION"** (left), says Bolster, "is very 'Doctor Farina.'" The gearbox is a delight with synchromesh on all four gears.



**THE BOOT** is not very large, and the spare wheel takes up a lot of space, but there is plenty of room behind the seats.



WITH Spring only one day old and weather conditions at their worst, the Snetterton circuit was very, very tricky last Sunday when the 1959 season got under way and there were probably more accidents, during the practising period and the racing itself, than the course has ever seen in a single day. Only one driver was injured but he, Percy Crabb, was rather badly hurt when the Chequered Flag Stable's new Cooper-Monaco got away from him on the home straight and completely disintegrated against the sleepers which guard the spectator area. He has broken his right arm and four ribs but, at the time of going to press, is reported to be on the mend. The only other human casualty was our own George Phillips, who was mown down by a gyrating 500 at Riches Corner and suffered bruises, abrasions and a broken ankle.

The meeting opened just as the rain stopped with a scratch race for sports cars, under and over three litres. After the alarms and excursions of the practice period the drivers were very sensibly treating the extremely treacherous track with the greatest respect and the race passed off without incident and with few changes of position once the field had settled down from the massed start. Ron Flockhart, driving the Ecurie Ecosse Lister-Jaguar of 3.8 litres, quickly took command of the race and drove impeccably to lead from start to finish, followed at a respectable distance by John Bekaert in a similar car which he is to drive throughout the coming season. His showing at this first appearance augurs well for the months to come; he drove fast and unspectacularly to hold a secure second place for the whole eight laps, refusing to be flurried by the strenuous efforts of Gerry Ashmore, in a D-type, to dislodge him from this position. Likewise, Jock Lawrence drove the other Scottish entry, the Tojeiro fitted with a

*THE START of event three. In the lead is Peter Ashdown (Lola) next to him is Tom Threlfall (Lotus) and behind them are P. Riley (Lotus), L. S. Jacobs (Lotus) and G. Morgan (Lotus).*

*FLYING FLOCKHART. Ron Flockhart hurries the Ecurie Ecosse Lister through a bend on his way to winning the first race.*

conditions, since its handling in the wet is not yet up to standard.

The next race was for 500 c.c. brethren, of whom there were very few, and Don Parker finally won unchallenged. The order on the opening lap was Parker, Philip Robinson, John Pitcher and Gordon Jones, followed by Shaw, Barnett and Longfield. Robinson was obviously not going to let Parker get away without a fight and for the next three laps he put up a stirring struggle, pressing Parker hard through Coram and twice passing him at the Hairpin but not having the speed to stay in front on the straight. On the fourth lap Pitcher visited the crops at the exit from the Esses but lost only one place in the doing. On the next lap Robinson unfortunately repeated this manoeuvre but stalled his engine and lost two places. A lap later he spun at the entrance to the Esses and lost the ground he had just made up. Nothing daunted, he set off once more, passing Pitcher on the next lap and Jones on the final tour, to finish in the second place from which he had come. Pitcher's car sounded ex-

## Snetterton Spring Meeting

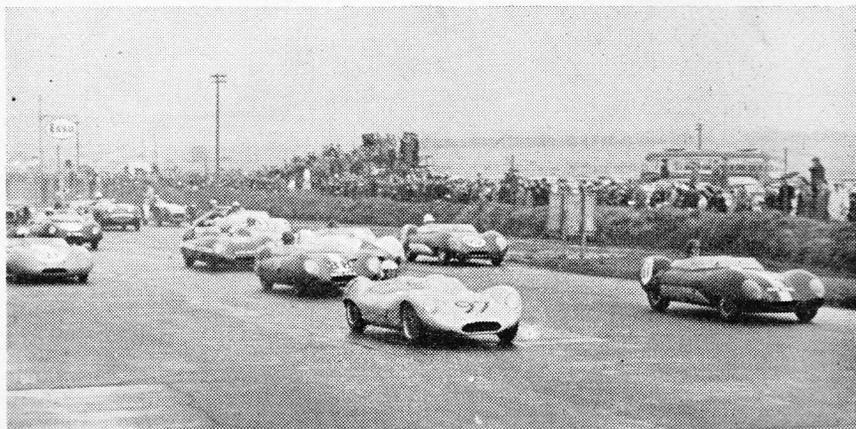
**New Season Opens in Norfolk with a Heavy Toll of Accidents**

*Photography by George Phillips and N. W. Tolley*

3.8 Jaguar motor, without fireworks to hold fourth place in the large-capacity class. This race also saw the first appearance of two Lister-Corvettes, driven by Brightman and Ewer; graduating direct from Aceca and Triumph respectively, they fortunately did not attempt to unleash the fabulous horsepower of these monsters. The smaller cars were dominated by the Lotus XV's of Michael Taylor and Douglas Graham. Behind them, Michael Bond drove a steady race in his new mount, the ex-Graham Whitehead DB3S, to take third place, while Dickie Stoop in the veteran Frazer-Nash mixed it with Ewer's Lister, pushing the big car hard through the corners but naturally unable to make any lasting impression on it. Jim Russell, who had been lapping at fantastic speeds during the week with his Cooper Monaco, withdrew the car in view of the

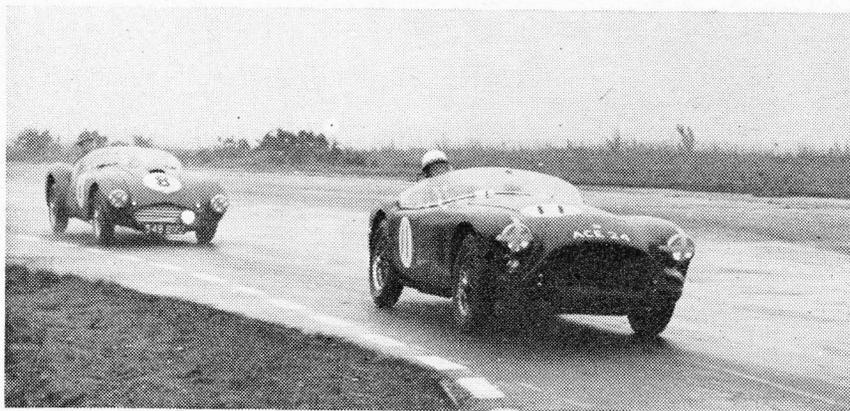
tremely rough at the end and would probably not have lasted another lap.

Next came the race for sports cars up to 1,100 c.c., what has always been regarded as a Lotus benefit. This time, however, there was a trio of new Lola cars in the field, one of which in the hands of B. Cox lost an argument with a marker drum at the Esses, while the other two, driven by Peter Ashdown and Michael Taylor, established themselves firmly at the head of the field and refused to be ousted. Unfortunately, however, Ashdown had jumped the start and suffered the statutory one minute penalty, but even this only put him down to third place. Peter Riley drove his Lotus well to finish third on the road and second officially, and Peter Gordon landed fourth place. Several newcomers such as M. Niven and a couple of Jim Russell's pupils kept their cars pointing the right



way but, on the whole, there were many, too many, incidents and accidents for comfort and only about half the field reached the finish. Alastair Belcher had no less than three accidents in the eight laps. The Lola machines were impressively steady and it will be interesting to see how they make out against the toughest opposition that Lotus can produce. At the other end of the scale, the Sprite of H. G. W. Elwes went astonishingly fast in complete control but was, of course, fighting above its weight.

The fourth race was the big event of the day, a 10-lapper for all comers with a lot of tempting prize money on the end. In essence it was, of course, a matter of large sports-racing cars against Formula 2 machines and Jim Russell in



**E. J. B. MITCHELL** (above) (A.C.-Bristol) hurries through a corner closely followed by P. H. Sutcliffe in the Team Triple "S" Sebring Frazer-Nash.



**MEMORIAL** (left) to the late Archie Scott-Brown was unveiled after the meeting by Archie's father. The inscription reads: "He represented everything that was best in the sport" — a fitting tribute.

his racing Cooper was right out on his own. On a track which had dried considerably but was still terribly treacherous he built up a colossal lead over Ron Flockhart's Lister and crossed the line at the end of the 10 laps just as the big car was entering Coram. Apart from this, however, the sports cars just had the edge on the Coopers, taking it by and large. On the opening lap Russell and Flockhart were followed by Summers and Greene in Coopers, Bekaert, Ashmore, Lawrence, Taylor (Lotus) and Campbell-Jones (Cooper). There was no significant change until the third lap, when the slippery surface on the outside of Coram caught out the polished Flockhart as he was lapping a slower car. He spun harmlessly but was passed by Summers as he got going again. Nevertheless, he was firmly back in second place on the next lap and was never again challenged. On the fifth lap John Bekaert got his Lister ahead of Keith Greene and a lap later they were both ahead of Summers, who possibly had an incident somewhere. Keith fought back strongly in the closing stages of the race but could not quite conquer the big car, which led him over the line by a fifth of a second. John Campbell-Jones, on the other hand, landed a blow for the Formula 2 cars by getting the better of Jock Lawrence's Tojeiro.

Finally, came the race for series production and grand touring cars in three capacity classes. Out in front Sir Gawaine Baillie led from start to finish in the 3.4 Jaguar with Jack Sears in close attendance in his new acquisition, the Austin-Healey 100-6 which did the four-

days-and-nights run at Montlhéry. Jack was wise enough not to try conclusions with the Jaguar on the corners, being content to sit and wait for the mistake which Baillie never made. In the baby class, however, Brian Whittaker of the newly formed Cambridge University team of A35s, found that his maximum speed on the straights was not up to his expectations and fell into the temptation of trying just that little bit too hard on the swerves. This resulted in an inversion at Riches Corner from which he happily emerged unscathed, but the car was

**Results**

**Eight-lap Scratch Race For Sports Cars**  
1,101-3,000 c.c.: 1, M. Taylor (Lotus XV), 79.49 m.p.h.; 2, D. Graham (Lotus XV); 3, M. E. S. Bond (Aston Martin DB3S). **Fastest lap:** Taylor, 81.95 m.p.h.

**Over 3,000 c.c.:** 1, R. Flockhart (Lister-Jaguar), 83.09 m.p.h.; 2, J. Bekaert (Lister-Jaguar); 3, G. Ashmore (Jaguar "D"). **Fastest lap:** Flockhart, 84.23 m.p.h.

**Eight-lap Scratch Race For 500 c.c. Racing Cars**  
1, D. Parker (Cooper), 75.92 m.p.h.; 2, P. Robinson (Cooper); 3, G. M. Jones (Cooper). **Fastest lap:** Parker, 77.61 m.p.h.

**Eight-lap Scratch Race For Sports Cars up to 1,100 c.c.**  
1, M. Taylor (Lola Climax), 78.80 m.p.h.; 2, P. Riley (Lotus XD); 3, P. Ashdown (Lola Climax). **Fastest lap:** Ashdown, 81.67 m.p.h.

**Eight-lap Scratch Race For Series Production and Grand Touring Cars**  
**Up to 1,200 c.c.:** 1, Dr. G. C. Shepherd (Austin A40), 66.23 m.p.h.; 2, Miss A. Shepherd (Austin A35); 3, G. Lawrence (Austin A35). **Fastest lap:** Shepherd, 68.54 m.p.h.

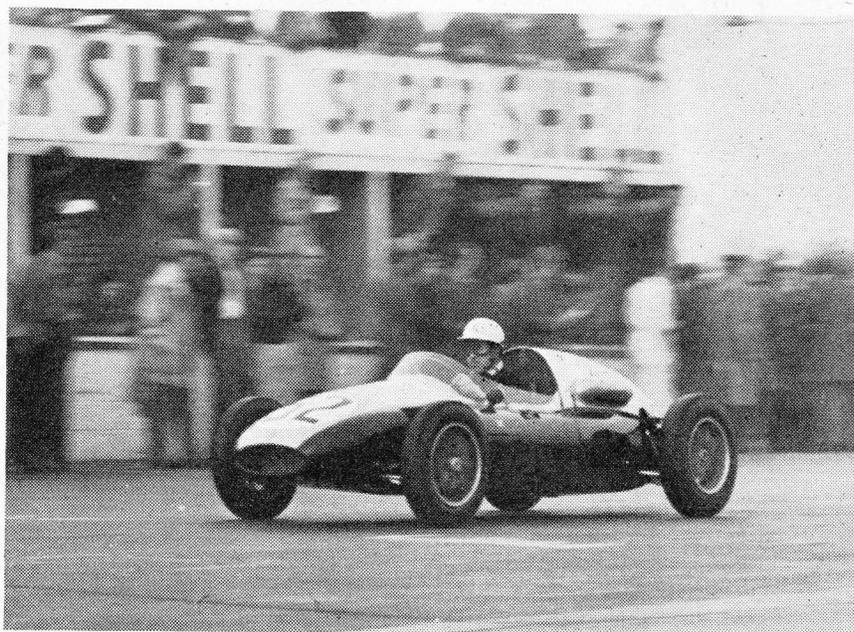
**1,201-2,000 cc.:** 1, J. H. D. Whitmore (Lotus Elite), 74.14 m.p.h.; 2, C. J. Lawrence (Morgan Plus Four); 3, A. T. Foster (M.G.A.). **Fastest lap:** Whitmore, 76.77 m.p.h.

**Over 2,000 c.c.:** 1, Sir Gawaine Baillie (Jaguar 3.4), 76.69 m.p.h.; 2, J. G. Sears (Austin-Healey 100-6); 3, R. A. Gibson (Jaguar XK 140). **Fastest lap:** Sears, 77.99 m.p.h.

**Ten-lap Scratch Race Formule Libre**  
1, J. Russell (Cooper F2), 87.03 m.p.h.; 2, R. Flockhart (Lister-Jaguar); 3, J. Bekaert (Lister-Jaguar). **Fastest lap:** Russell, 89.50 m.p.h.

rather severely damaged. In this class young Anne Shepherd was competing in her first circuit race with her father's A35; she drove magnificently to finish second to "Doc", who led throughout with the new A40. He now feels, inci-

(Continued on page 397)



**WINNER** of the Formule Libre race was Jim Russell, seen here passing the pits in his F2 Cooper.

THE trials brigade moved to the Cotswolds during the week-end for one of their last outings before settling down for the summer before mud-plugging begins again in the autumn. The occasion was Sunbac's Colmore Trophy trial, centred on Broadway, Worcestershire, and run as a combined event for trials formula cars and production machines. An excellent entry was obtained, the total among both classes being over 60. Formula cars and the production cars ran together, the latter having their own territory to cover while the "battlewagons" were faced with a series of hills more in keeping with their specialized nature.

Quite clearly it was not possible to watch both classes and it was to the formula machines that we gave our attention. The production cars found their morning sections much to their liking, and nearly the entire entry climbed the hills. In the afternoon, however, their own particular scene moved to Drapers Farm, where there was a different story to be told. Wily organizers stiffened things up after seeing their best efforts frustrated in the morning and, it seems, there was a higher percentage of failures here than earlier! Outstanding performances were given, I am told, by E. Hunt



fairly simple and straightforward affair but with a hidden sting in an extremely tricky start. At one point or another this one beat the entire entry and the best anyone could do was 7, this achievement being recorded by Tony Alldred, Bernard Dees and D. D. Render, who, together with George Holdrup, turned up with immaculate new Cannons—both painted in identical colours of light and dark blue!

Fish 4 was even more difficult. It started with a downhill section, which was followed by a very tight left-hand hairpin turn which was guarded by an

## Frank Lewis Wins the Colmore

Excellent Entry for Sunbac Sporting Trial

(Hillman Minx) and F. D. Woodhall (Renault Dauphine). Of the total entry, three competitors were excluded for infringing the minimum tyre pressure regulations.

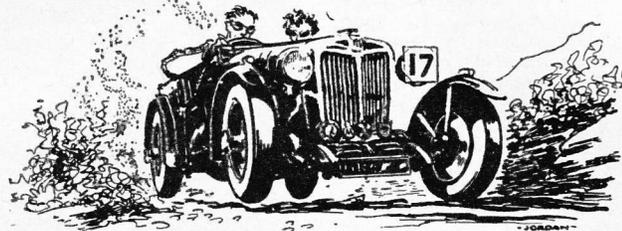
Now then, to the trials formula cars. First business for the specialists was at the top of Fish Hill—that is the long climb out of Broadway—where there was a close-knit series of six hills. All of them were very steep and most of them involved a little tricky cornering somewhere on the route.

First on the list was one of the most complex we have seen for some time—with the start on the side of a valley the route then wound round through a figure-of-eight, or nearly so. This one started things off very warmly indeed, for it involved almost everything that organizers can provide for trials drivers! Adverse cambers, downhill and uphill sections and very acute bumps which threatened to lift the front wheels clear—they were all there. Understandably, no one reached the top, and the best efforts reached only to 3. These included Peter Highwood, Rex Chappell, Eric Jackson, Reg Phillips, Bernard Dees, Frank Lewis—who ran out as eventual winner by a very clear margin—C. W. Pollard, whose Cannon is just as smart as ever, and David Price, now using an ex-Percy Barden car and apparently liking it.

Second hill was another very steep affair, which climbed a bank which must have been of the order of 1-in-1—immediately after a really acute left-hand turn. This gave much less trouble, however, and cleans were recorded by Rex Chappell, Eric Jackson, Reg Phillips, Bernard Dees and Frank Lewis. Then came the third hill, apparently a

obstructive tree. Once past the tree came the ascent, which was by no means easy itself. As it was, however, no one managed to find out about this because the left-hander stopped everyone. Best score here was 10, this being shared by Alldred, Frank Lewis, Pollard, Render and Holdrup. No one else got beyond 11, while of the early numbers, Tony Alldred was the only one to find even part of the answer.

Fifth hill was short and steep, curving to the right all the way to the top. Three cleans were scored on this one, drivers being Reg Phillips, Ron Kemp—



running a rebuilt car called, according to the entry list, KHECO—and Dave Render.

Last of the morning Fish Hill sections looked much more difficult than in fact it could have been, for 10 people made cleans and the rest, for the most part, climbed to the upper reaches. The hill started with a steep climb over a hump, then turned sharp right and up another steep bank. The organizers were obviously pinning their hopes on the corner but their evil hopes were frustrated. Those to get to the top were Rob Davis, Rex Chappell, Ron Faulkner, Eric Jackson, Reg Phillips, Ron Kemp, Pat Reynolds, with a fine

effort in a Dellow, Bernard Dees, Frank Lewis and C. W. Pollard.

From here a short road section led to a couple of hills known as Upanout 1 and 2. First of these started between two trees, ran up a steep mossy bank, over a level shelf and on over another moss-covered and root-bestrewn bank to the finish. This one gave little trouble and there were a majority of clean climbs. The same thing applied to the second of the pair, which was much more straightforward and involved a run along a curving, almost level path to climb a short steep bank at the end of it. Here we bumped into Mr. and Mrs. Lionel Mayman, who had, apparently, decided that trials was the one form of motoring sport in which they had not yet dabbled and had resolved to put the matter right forthwith. Pauline drove the car while Lionel bounced—less from

### Results

**Best Performance (Colmore Trophy):** F. T. Lewis (Cannon), 37 marks lost. **First Class Awards:** R. W. Phillips (Fairley), 55 marks lost; R. Chappell (S.C.S.), 56; B. H. Dees (P.A.B.), 61. **Second Class Awards:** A. D. Alldred (J.A.P.-Bassinet), 67; E. Jackson (Cannon), 72; C. W. Pollard (Cannon), 79.

**Langley Trophy (best relative performance in class):** E. Hunt (Hillman). **Production Class Winners:** D. Stokes (M.G.); W. B. Hercock (Triumph TR3); F. May (Standard 10) and R. Pow (Dellow).

preference than might be thought, and largely because he would not fit under the steering-wheel of the car! Rather more bad luck than anything else attended their maiden voyage and the fan contrived to chew a whole in the radiator, the Panhard rod broke adrift and one of the rear coil springs managed to unmount itself. In spite of all this they very creditably managed to finish!

About a mile away in the Saintbury area came the last batch of hills before lunch. These followed a varied pattern, with the same basic ingredients.

Some of them were steep, others twisty, and some a combination of the two. For the most part few people had any trouble with them, but among those that stopped the majority were Weston Wood 1, in which the only cleans were recorded by Reg Phillips, Ron Kemp

and Frank Lewis, and Saintbury, which foiled everyone except T. A. Marshall and J. Berry, both coming right at the back of the field.

Then came lunch at the Swan, back in Broadway, and afterwards the contingent returned to Weston Wood to try again! This time the first hill was cleaned by five people—Rex Chappell, Ron Faulkner, Reg Phillips, Bernard Dees and Frank Lewis. Unlucky Ron Kemp, who had been successful the first time, went astray somewhere or other on the second occasion. Weston Wood 2 again allowed cleans for the majority, but the remaining two hills, which had presented few difficulties in the morning,

were clearly suffering from a poorer lunch than that enjoyed by the competitors, and Weston Wood 3 only permitted four cleans—by Faulkner, Eric Jackson, Dees and Frank Lewis. The same story applied to Weston Wood 4, and this time the top four were Chappell, Reg Phillips, Frank Lewis and Alec Francis, supplemented by an initial clean by Alec Francis.

Then back to Fish Hill to attempt modified versions of the first six hills. Fish 1 was less severe than in the morning, and on this attempt six crews reached the top! These were Tony Alldred, Rex Chappell, Ron Faulkner, Eric Jackson, C. W. Pollard and George Holdrup. Fish 2 told much the same story as before, a total of seven cleans being scored and going to Alec Francis, Rob Davis, Rex Chappell, Reg Phillips, Pat Reynolds, Bernard Dees and Frank Lewis, who was clearly well placed for a win this week-end!

Fish 9—the third of the second climbs at the site, just in case you are confused—was by comparison with what followed a very tame affair consisting of a couple of stepped climbs on loose leaves. Most people scored cleans here,



and those who failed did so, for the most part, by virtue of too great an affection between the rear wheels of their cars and the course markers!

Fish 10 had been modified from its morning form to ease the acuteness of the left-hander. Nevertheless, very careful and accurate placing of the car was required if the turn was to be negotiated and, frankly, it looked impossible. It defeated the artifices of Ron Kemp's "fiddle-brake", and a most scientific approach from Rex Chappell was to no avail. Tony Alldred, however, proved that it could be done and swung the back end round with great skill to clear the tree. However, luck was not entirely with him and he spun to a halt on the upgrade which followed. He made 3, and since no one else had bettered 10. . . . Then Frank Lewis came along, and handled his car perfectly to negotiate the corner, clear the hill—and more or less clinch his position as winner, for this was the decisive hill.

The remaining two hills in the Fish series presented few difficulties.

It later turned out that Frank had won with a loss of 37 marks, clear ahead of the runner-up, Reg Phillips, who lost a total of 55 marks. One point behind came Rex Chappell in third place.

This was another splendid Sunbac event and another excellent trial. I was sorry to miss the production cars, and it is to be hoped that they enjoyed their half as much as the specialists enjoyed theirs!

MARTYN WATKINS.

## NEW C.S.I. BOMBSHELL

New Sports Car Regulations for 1960 making luggage space, high windscreen, 5 ins. ground clearance and 42 ft. turning circle compulsory

THE Commission Sportive Internationale has met in Geneva during the Motor Show, under the presidency of M. Augustin Perouse of France, to discuss the new Appendix C and J projects. This meeting having been arranged at only a week's notice, the R.A.C. representatives did not attend it.

The general impression amongst the delegates being that current sports cars are getting farther and farther away from the normal road cars, the decision was taken to impose upon the sports cars the same conditions which are requested from the Grand Tourisme cars. From the start of this new formula next season, the difference between a Grand Tourisme car and a sports car will only be that 100 of the former will have been built during 12 consecutive months, while the latter may only be a one-off prototype. To make the link possible the first step was to unify the cubic capacity classes and from then on the 750 c.c., 1,100 c.c., 1,500 c.c., and other classes will no longer exist. The new scale is: Class 1: up to 400 c.c.; Class 2: 400 c.c. to 500 c.c.; Class 3: 500 c.c. to 600 c.c.; Class 4: 600 c.c. to 700 c.c.; Class 5: 700 c.c. to 850 c.c.; Class 6: 850 c.c. to 1,000 c.c.; Class 7: 1,000 c.c. to 1,150 c.c.; Class 8: 1,150 c.c. to 1,300 c.c.; Class 9: 1,300 c.c. to 1,600 c.c.; Class 10: 1,600 c.c. to 2,000 c.c.; Class 11: 2,000 c.c. to 2,500 c.c.; Class 12: 2,500 c.c. to 3,000 c.c.; Class 13: 3,000 c.c. to 4,000 c.c.; Class 14: 4,000 c.c. to 5,000 c.c.; Class 15: over 5,000 c.c. The present classes will only remain in existence for record breaking.

The cars' minimum width shall be at least 100 cm. (39½ ins.) up to 1,000 c.c. and 110 cm. (43½ ins.) over 1,000 c.c., which is not difficult to reach as the current Appendix C was asking 120 cm. (47 ins.).

The windscreen dimensions will change as now the height is going to be 25 cm. (9¾ ins.), the width being at least 90 cm. (35½ ins.) up to 1,000 c.c. and 100 cm. (39½ ins.) over 1,000 c.c. The rear window must be at least 50 cm. (19¾ ins.) by 10 cm. (4 ins.) and the windscreen wiper has to be ". . . as efficient as the one which is necessarily fitted upon a saloon car . . ." even if the car is not a saloon. As these dimensions were already compulsory for the G.T. cars, it is only the sports cars which will have to change their windscreen and one can imagine Frank Costin already at work!

A proper luggage compartment is now being required and although its dimensions are not so great as the previous 150 litres which were in the current Appendix J, each car will have to be able to house within the bodywork in a suitable compartment, separate from the spare wheel, hood and tools compartment, a "luggage piece", of which the dimensions are: 65 cm. x 40 cm. x 20 cm. (26 ins. x 15¾ ins. x 8 ins.), the volume now being 52 litres.

The fuel tank capacity is restricted according to the size of the engine, the maximum allowed being: up to 1,000 c.c.: 60 litres (13½ galls.); up to 1,500 c.c.: 80 litres (17¾ galls.); up to 2,000 c.c.: 100 litres (22½ galls.); up to

3,000 c.c.: 120 litres (26½ galls.); over 3,000 c.c.: 140 litres (31 galls.).

This means that if a competitor does not want to stop for refuelling in, say, 400 km. (about 250 miles, the compulsory distance between two pit stops at Le Mans) the fuel consumption must not exceed 19 m.p.g. up to 1,000 c.c., 14 m.p.g. up to 1,500 c.c., 11½ m.p.g. up to 2,000 c.c., 9½ m.p.g. up to 3,000 c.c. and 8 m.p.g. over 3,000 c.c., which may be difficult to get from the big Corvette-engined sports cars of the unlimited class.

Although different tyre sizes front and back may be used, the wheels must be of similar dimensions.

All these conditions will be compulsory for both G.T. and sports cars, but for the latter class there are three more conditions which have not been made compulsory for homologated G.T. cars in view of their number of production. These additional requirements are: (a) minimum ground clearance in running order with the driver aboard: 13 cm. (5 ins.); (b) maximum turning circle: 13 m. (42 ft. 7 ins.); (c) duplicated braking system (two pumps actuated by the same pedal). Of these, only the first two, of course, will bring some problems but they are making many of the current sports cars (not only British models) obsolete without extensive modifications. They have been included upon the request of the Automobile Club de l'Ouest, which was advising the manufacturers to enter cars in its event which would comply with these specifications.

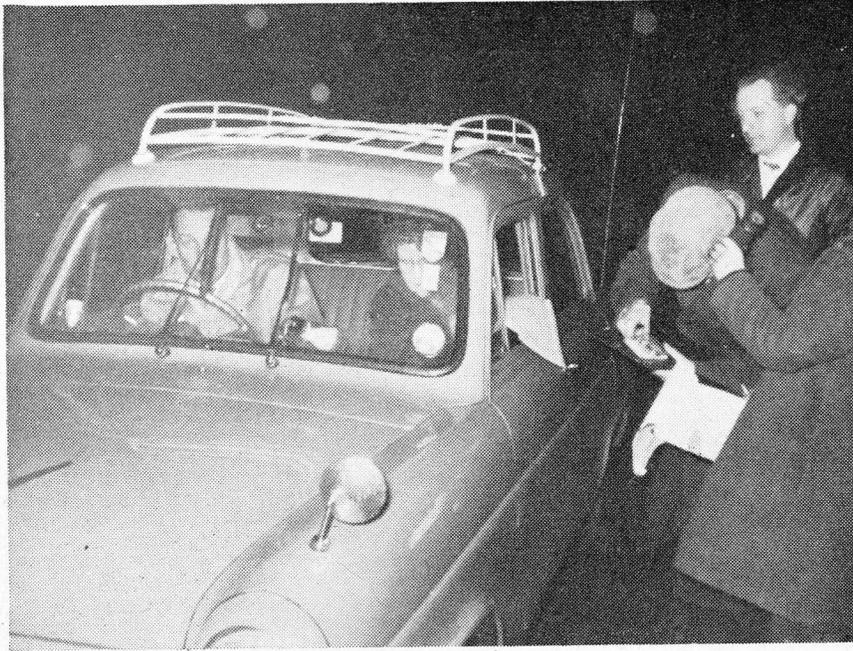
The funny thing is that the Lotus Eleven, which does not comply with these last rules, will still be eligible as it is homologated, provided it races as a "production G.T. car" and, of course, with the compulsory windscreen and luggage space!

The next effort of the C.S.I. will be a complete rewording of the Appendix C and J and only four classes will be left: (1) normal production touring cars; (2) competition production touring cars; (3) production G.T. cars; (4) special G.T. cars and sports cars. Therefore the sports-racing cars of the former Appendix C would be included in a sub-classification of the Appendix J. There would be limits to the tuning modifications allowed for the second group and according to the number of modifications the cars would eventually go into the third and fourth groups.

These decisions will be discussed again in Monte Carlo at the next meeting of the C.S.I. and they will be submitted to the F.I.A. for approval during the Rome meeting in May as well. They should be operative from 1st January, 1960.

The C.S.I. took another decision at the Geneva meeting, this being to form a committee to survey the European racing circuits. The members are: President, P. Nortier (Holland); Vice-President, F. Christen (Switzerland); Members (provided the following drivers give their approval), K. Kling (Germany), O. Gendebien (Belgium), M. Trintignant (France), P. Taruffi (Italy), Banti (Italy), L. Chiron (Monaco), and two British drivers to be nominated.

G. CROMBAC.



*CHECKING in at a time control in the third section, B. H. Hopkins (Ford Prefect) of the Forces M.C.*

#### EAST SURREY M.C.

## “MARTINI” RALLY

**J. Williamson/P. Cummings (M.G.) Win**

THE East Surrey “Martini” Rally was a resounding success. It was interesting, fairly stiff (but not ridiculously difficult) and it certainly lived up to its reputation of being a rally designed for the more skilful crews. Crisp organization and a positive army of marshals (there were over 100 stationed around the course) notable for their courtesy ensured that the proceedings ran without a hitch and made for a memorable competition.

I had arranged to travel in Lloyd Roberts’s Renault Dauphine, which was to be navigated by John Rogers, and duly met them at the start—the T.A. Headquarters in Coulsdon, Surrey. The rally started at 8.00 p.m., but as our number was 101 we were not scheduled to leave until 9.41. This gave me plenty of time to watch the earlier competitors departing and to note the efficiency which, from the first, became the keynote of the rally. Competitors’ cars were ushered off the road to check in and to run straight in to the scrutineers. With the minimum of delay, cars were then directed to the T.A. drill square where a bay had been allocated to each competitor, in order of departure.

The first stage, of 12½ miles between Coulsdon and Headley, had to be covered in 25 minutes and formed one of the section’s three parts. This was a fairly straightforward run over good B class roads and entailed visiting four route checks and a time control.

Seven-and-a-half tight and twisty miles to the west of Dorking formed the next stage, which had to be covered in 15 minutes, by way of two route controls and a time control leading into the third

stage, again of 7½ miles. Although this stage had to be covered at the usual 30 m.p.h. average, it was slightly complicated by the presence of five route checks before the time control. A certain amount of toing-and-froing was caused at one point because a side turning which we were looking for did not appear at the place where the map assured us it ought to be. The turning was eventually located, lurking in the shadowed depths of what appeared to be an ordinary pub car park. We reached this turning just in time to see a covey of competitors charging gaily past and getting themselves involved in a glorious flurry of reversings and three-point turns.

Section Two was an average speed run in which we were given a diagram with

a meandering line on it which had to be co-ordinated on the ordnance map. This line had various points marked on it at which questions had to be answered with information from road-signs and this entailed visiting eight route checks. An average speed of 28.5 m.p.h. was set for this section and there were two secret time checks to trap the unwary. This section wound around between Abinger and points west of Crawley. I was amazed by the speed with which John managed to co-ordinate the diagram with his map and the complete confidence with which he navigated “Robbie” down the tortuous lanes. His navigating instructions took a different form to those with which doing the Rallye Militaire with Paul Steiner and Ian Mackenzie had made me familiar. John’s instructions described bends in degrees as he reeled off distances in tenths of miles—distances to route checks, to corners, bridges and other features of the road. “Straight for two-tenths, then 40-degree right hander which tightens up on you and is immediately followed by 60-degree left-hander. Up hill (one arrow) three-tenths then hairpin left followed by route check after one-tenth.” Robbie checked these points off aloud as he passed them and focused the handlight on to the appropriate side of the road to pick up the route check as we reached it. These two have travelled some 10,000 rally miles together during the past 18 months and some idea of the perfection of their team work may be gathered from the fact that Robbie drove the car to the letter of John’s instructions, at whatever speeds were required to keep up the average, without a moment’s hesitation and never, in the course of the rally’s 250 miles, caused me a moment’s anxiety (and I am easily frightened by other people’s driving!).

Robbie does not use a Halda Speed-pilot, preferring to arrive at his “time elapsed/distance covered” figures by calculation. As both he and John were very fully occupied at the time, I was pressed into service to make these calculations. This entailed adding the distance covered to the odometer reading at the start of the section, allowing for



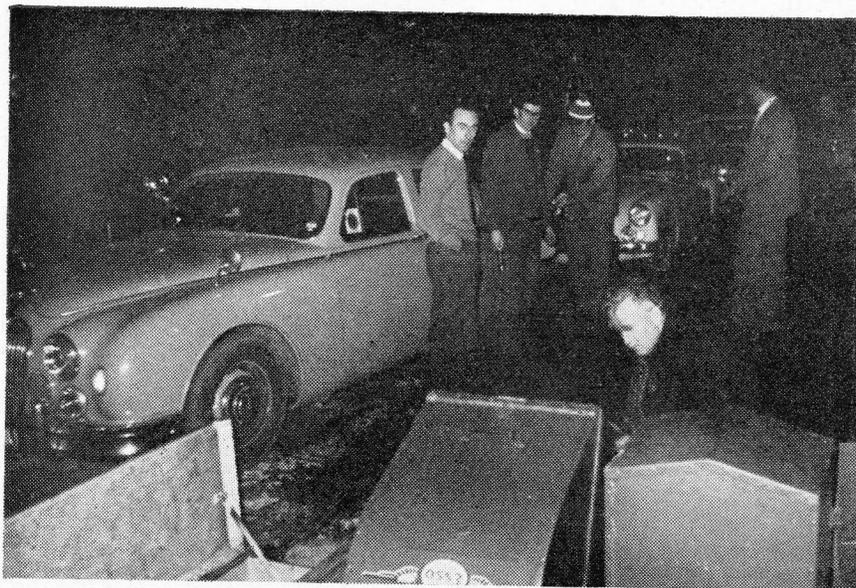
*STARTING test 2 at Shoreham Airport, W. Weeden (Austin A105) of the East Surrey M.C.*

*ARRANGEMENTS at all petrol points were first class. J. Gay (E.S.M.C.) refuels his Jaguar at Shoreham.*

odometer error by referring to a table which Robbie had previously prepared and writing the final figures in a list at intervals showing what distance we should have covered at one minute intervals throughout the duration of the section and writing them down opposite times checked from the sealed Ingersoll watch. The trick, I was told, is to keep one's calculations far enough ahead of one's actual position to allow the driver to be supplied with accurate information in plenty of time to slow down or accelerate in order to maintain the set average speed at any given moment. If all this seems to be complicated—it's probably because that's exactly what it is. At least to me. Oddly enough, I don't think our average speed was too wildly inaccurate!

After this, Section Three seemed quite restful, even though there were five route checks to find and tabulate during its 12½ miles. This was straightforward navigating which required steady but not over-exacting driving and we completed the first stage without undue bother. One or two competitors were stopped by the police near Handcross during this stage. Apparently this was merely a routine check-up to discourage any Saturday night over-indulgence in the local hostelrys by people who might be tempted to drive later and, when the police found that they had halted rally drivers, they soon sent them on their way with all good wishes, one policeman even signing a competitor's route card to certify that he had lost four minutes due to this delay!

After a time check near Horsham we entered stage two of the section. The route card for this was a series of reproductions from the map. These little maplets had then to be identified and plotted on the navigator's map to give the locations of the 10 sign-post route checks. The route formed an ess, from Horsham, through Nuthurst and Lower Beeding to a point east of Henfield where the time control at the end of the stage was situated. This was a very tricky stage and John had his work cut out to plot the checks and navigate Robbie through 27 miles in the 54 minutes allowed. The



last stage before the supper stop required us to find five route checks and a time control in the 11 miles of twisty roads between the beginning of the stage and Shoreham. It was again a very tight section and it required driving and navigation of a high order to finish in the stipulated 22 minutes, especially as it rained quite heavily.

It later transpired that none of the 120 crews managed to finish these first three sections clean.

After an excellent supper at Shoreham Airport, Robbie proceeded alone to do battle with the driving tests. These were staged in front of the main terminal building, in pitch dark and pouring rain. Time was short and we were unable to watch anyone else, but Robbie fairly rocketed through the four tests in one of the best times recorded.

Section Four was very tricky. This consisted of a list of 22 route check map references, which could be visited in any order, but complicated by the addition of four time controls to be visited at 12, 34, 70 and 100 minutes, respectively, after starting. The route checks were the words and figures on hydrant valves, sluice valves, sign posts and farm signs and the whole thing was very hectic.

However, John had our route plotted in a remarkably short time and all went well.

The route card for Section Five consisted of several reproductions from the map in four-kilometre squares. These had to be identified and plotted to allow us to cover the stage's 25 miles in 50 minutes. They turned out to form a loop via Horsham to a point North of Uckfield. This was pronounced a very sticky stage from the navigator's point of view, which, of course, cut down on the time available for driving. The second stage covered 25 miles and had to be covered in 50 minutes. It was in the form of a loop around Crowborough and in this distance 12 route checks and a final time control had to be plotted from a series of spot heights and map references. Information from sign-posts had to be collected as route checks and this was perhaps the most difficult stage on the whole rally, due to the complexities of plotting the route to take in 13 points in the limited time available.

The sixth and final section began with another line diagram to be plotted on to the map and required 27 miles to be covered in an hour. This diagram was more difficult to follow than the one for the average speed section and there were one or two very tricky spots, which resulted in many cars milling around in all directions at greatly reduced speeds. The last section was even slower and required 24 miles to be covered in an hour, while going through six route checks. This stage didn't seem to cause anyone any trouble and several cars had to dodge around Gatwick Airport, wasting time before crossing the finishing line.

The general opinion was that the rally had been stiff but not too stiff, that the organization had been superb and that this, the largest ordinary club rally in the country, had been an unqualified success.

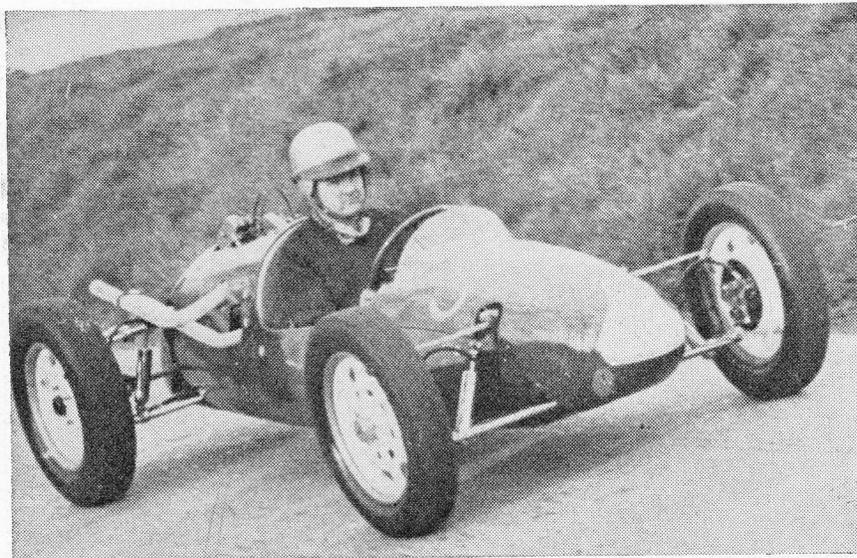
MICHAEL DURGIN.

#### Results

1, J. Williamson/P. Cummings (M.G. Magnette), 26.7 marks lost; 2, P. Steiner/B. Cumbers (Simca Aronde), 30.7 marks lost; 3, R. D. May/G. I. Coe (Morris Oxford), 33 marks lost; 4, W. French/R. W. Brown (A35), 37 marks lost; 5, L. Roberts/J. Rogers (Dauphine), 38.4 marks lost; 6, S. Clipston (VW), 47 marks lost.

*ASTRIDE a line on test 3. E. H. Paul (B.A.R.C.) stops his Morris Minor.*





## HILL-CLIMB SEASON OPENS AT LYDSTEP

Records Fall and Tony Marsh Makes Best Time of the Day

THE peaceful Lydstep Haven was aroused a little earlier this year so as not to inconvenience Easter week-end caravanners when Pembrokeshire M.C. held their opening hill-climb on 21st March.

The early start—unfortunately in the season, not the day—did not deter the enthusiasts, who turned up in force to break six of the hill's class records.

The hill was opened by the reigning champion, D. Boshier-Jones, who drove his friend and rival, Tony Marsh, up the hill in a borrowed TR3.

After this introductory run the event started with the unusual "motor-mower" noises of the Berkeley. Mr. Jameson did not, however, let any grass grow under his feet as his much-raced three-cylinder version succeeded in vanquishing two Healey Sprites with one excellent climb of 39.4 secs. His second climb was halted at the start by a sheared "diff" key.

Class 4—sports cars 1,101 c.c. to 1,500 c.c.—was enlivened by an excellent duel between J. Burke in his rapid Porsche Carrera and J. B. Banbury (a regular Lydstep type) in his Elva. The Elva came out on top by one-tenth of a sec., breaking the class record. It probably knows its own way up as brother Banbury drives it as well! He was third in this class.

In Classes 5, 6 and 7, the Welsh Dragon was again rampant. P. H. G. Cottrell's Lotus-Bristol carried off the class wins and records with climbs of 34.06 secs., 33.92 secs. and 33.90 secs. respectively.

In Class 5 Denis Jenkinson was second with two consistent runs, 36.09

secs. and 36.01 secs., in his much-travelled Porsche.

D. F. Evans's rapid Austin-Healey 100M was second in Classes 6 and 7, with climbs of 35.02 secs. and 34.36 secs.—the Le Mans kit certainly helped this car along.

"John the Law" Williams was well up, however, in the "fire engine" Allard.

In Class 7 it was good to see Nock's 1930 Speed Six Bentley, a most impressive machine but, of course, outclassed.

Classes 8 and 9 gave us some really spirited driving, the most impressive to watch being E. P. Foden in his beautiful Alfa Romeo Giulietta S.V. He turned out climbs of 37.59 secs. and 37.22 secs. which knocked spots off both class records—all on 1,290 c.c.! The record for Class 9, however, was again

*BEST TIME of the day, Tony Marsh (Cooper-J.A.P. twin) with a climb in 29.75 secs.*

shattered by both Burke's Porsche Carrera and Jenkinson's normal Porsche—helped along with a "works type" single big pipe exhaust system.

Among this glamorous and expensive machinery Roger Stephens's excellent climb of 40.70 secs. in an almost normal Riley 1.5 tended to be overshadowed—the only help he had was a 4.2 axle ratio. Roger's was the fastest "cooking type" car, being fourth in what really could have been a Gran Turismo class.

### Results

**Best Time of the Day:** A. E. Marsh, 29.75 s.  
**Best Time of the Day by a Lady Driver:** Miss P. Brock, 34.39 s.

**Racing Cars, up to 500 c.c.:** 1, J. B. Welton (Cooper), 34.08 s.; 2, Miss P. Brock (Cooper), 34.39 s.; 3, T. M. Norton (L.J.R.), 39.00 s.

**Racing Cars, up to 1,100 c.c.:** 1, A. E. Marsh (Cooper), 29.75 s.; 2, D. Boshier-Jones (Cooper), 30.32 s.; 3, A. T. Norton (Cooper), 33.11 s.

**Sports Cars, up to 1,000 c.c.:** 1, R. A. Jameson (Berkeley), 39.4 s.; 2, F. Jones (A.-H. Sprite), 39.87 s.; 3, G. G. L. Thomas (A.-H. Sprite), 40.45 s.

**Sports Cars, up to 1,500 c.c.:** 1, J. B. Banbury (Elva), 34.90 s. (Class record); 2, J. Burke (Porsche), 35.00 s.; 3, P. S. Banbury (Elva), 35.86 s.

**Sports Cars, up to 2,000 c.c.:** 1, P. H. G. Cottrell (Lotus), 34.06 s. (Class record); 2, T. G. Cunane (A.C. Ace), 35.64 s.; 3, D. Jenkinson (Porsche), 36.01 s.

**Sports Cars, up to 3,000 c.c.:** 1, P. H. G. Cottrell (Lotus), 33.92 s. (Class record); 2, D. F. Evans (A.-Healey), 35.02 s.; 3, T. G. Cunane (A.C. Ace), 35.36 s.

**Sports Cars, unlimited:** 1, P. H. G. Cottrell (Lotus), 33.90 s. (Class record); 2, D. F. Evans (A.-Healey), 34.36 s.; 3, R. E. B. Williams (Allard), 34.40 s.

**Saloon Cars, up to 1,300 c.c.:** 1, E. P. Foden (Alfa Romeo), 37.59 s. (Class record); 2, D. Boshier-Jones (Austin A35), 41.92 s.; 3, O. H. J. Davies (Minor), 42.56 s.

**Saloon Cars, up to 1,600 c.c.:** 1, J. Burke (Porsche), 36.09 s. (Class record); 2, D. Jenkinson (Porsche), 36.38 s.; 3, E. P. Foden (Alfa Romeo), 37.22 s.

**Saloon Cars, over 1,600 c.c.:** 1, A. T. Norton (Jaguar XK 150), 36.48 s.; 2, R. E. B. Williams (Aston Martin 2.6), 38.11 s.

In the racing car classes Tony Marsh really went to town with a fine climb of 29.75 secs. This was, of course, B.T.D. The record for the hill, however, still stands at 29.31 secs., a record set up by the late Ken Wharton.

David Boshier-Jones's beautifully  
(Continued on page 406)



*CORNERING on the limit is E. P. Foden's Alfa Romeo Giulietta Sprint Veloce. This combination set a new up to 1,300 c.c. saloon car record.*

**Road Test—continued**

to the new gearbox. It is light and quick in action, yet the synchromesh is unbeatable. With this type of engine, one often wants to engage bottom gear at quite appreciable speeds. The perfection of the synchromesh encourages one to do this, rather than let the engine labour while pulling away on second. This box is so much better than the old one that it transforms the pleasure of driving the car.

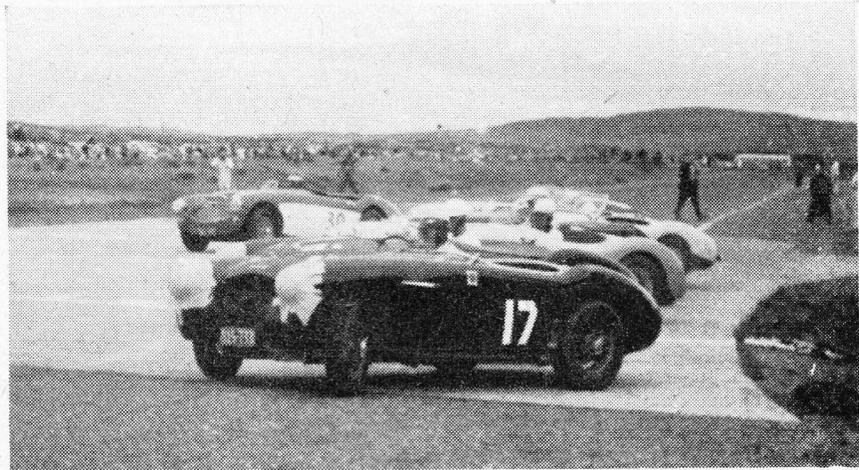
The very large brakes have the situation well in hand at all times. They are smooth and progressive, and the wheels are pierced to assist the turbofins in their dissipation of heat. Regrettably, the hand-brake is of the umbrella-handle type, which hardly seems worthy of the car. Another small point of criticism is the absence of a high-beam indicator for the headlamps, though there is an indicator for the sidelamps.

The kind of driver who likes to stay in top gear all day will have no use whatever for this Alfa, but the keen motorist, who enjoys making intelligent use of the box, will love every moment of his journeys. It is a pity that punitive import duties render this a car for the very few, for it is as enjoyable to drive as it is beautiful to look at, which is praise indeed.

**Snetterton—continued**

dentally, that the 35 is the better car after all and is threatening to return to it, which may put young Anne out of business! In the 2-litre class, J. H. D. Whitmore's Lotus Elite went tremendously fast to victory after Graham Warner's similar car was eliminated by ignition bothers. Curiously enough, however, Peter Lumsden's Elite was never a threat, despite this driver's considerable experience. The cars which did go indecently quickly were the Morgan Plus Four of C. J. Lawrence, the M.G.A of Dick Jacobs with Alan Foster at the wheel, and Sid Hurrell's Triumph; the Morgan unfortunately suffered some grave derangement of its engine in the final lap and went home on the end of a tow-bar. A Chevrolet Corvette driven by Lt. Neilson smote the bank very hard at the hairpin and Dick Protheroe made his first appearance in a closed car, driving a 3.4 Jaguar which was not *au point*, having been assembled in the small hours of the morning. Dick's first taste of saloon car racing served to show him that he has entered a very tough school!

At the end of a day of furious activity and strident noise, an almost uncanny



*A PARTICULARLY WELL-TIMED Le Mans-style start—except for that wretch No. 30—during an all Austin-Healey race abroad.*

silence settled on the circuit when the beautiful memorial plaque to Archie Scott-Brown was unveiled by his father. The vast crowd on both sides of the course was completely stilled as it paid its respects to that fine man who, as the inscription reminds us, if a reminder should ever be needed, represented all that is best in the Sport. It was a moment full of a deep emotion and I for one am thankful for the privilege of being present. If ever a man was genuinely admired, by those who knew him personally and by those who only applauded his great skill and indomitable courage from the spectators' enclosure, that man was Archie Scott-Brown; it is fitting that his home circuit should have this perpetual tribute to his memory.

DAVID PRITCHARD.

### HERTS COUNTY FEBRUARY FERMENT

"UNFAIR to navigators" has been the cry oft heard when the awards in navigation type rallies go to the drivers who, according to the master minds in the left-hand seat, are mere unskilled labour doing what they are told. This delicate problem was neatly solved in the Herts County Automobile & Aero Club's annual February Ferment. All the marks on the driving tests went to the driver, the navigator took them all in on-the-spot navigation tests, whilst on the road sections the marks were shared in a ratio depending on how hard each member of the crew was expected to work. The only combined crew award was for the first place and after that the pots were shared equally between drivers and navigators. Everyone seemed well

satisfied with this scheme—especially the navigators.

Sixty-nine cars started off from Hatfield on the morning of 22nd February and the opening section was a straightforward map reference chase to Matching Green aerodrome. The infamous watersplash at Barwick was on good form as those who took it too energetically found to their cost. A driving test and one for the navigator took place on the aerodrome prior to the section entitled "Progressive Bearings". This entailed plotting one's next point by taking a bearing and a distance from one's last point, and so on. Several folk went to places not intended by the organizers, and a number of navigators were seen at the end of the section looking a trifle glazed in the eye after juggling with protractors, kilometres, furlongs and odd fractions of miles. This section finished on an aerodrome near Saffron Walden and here two more tests were held for each member of the crew.

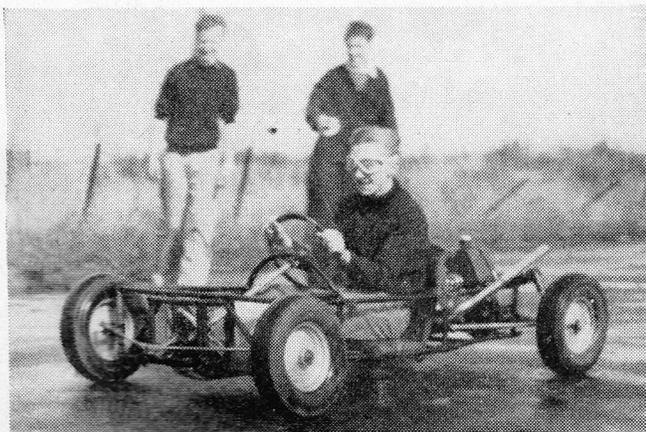
A neutralized section led to the lunch stop outside Royston where a few people claimed that they were still penalty free on the road sections.

For the first afternoon section, crews were presented with 12 references, a 20-minute allowance and the fact that each point found was worth 10 more minutes' travelling time. Order of visiting was optional and one of the points was a time control which had to be visited at the precise moment governed by the number of minutes you had "won" up until then. The general prospect was alarming on first seeing the route card, but things worked out better as you went along—or so you hoped. Other competitors would appear from side roads, follow you for a bit, then disappear again on an errand best known to themselves. Navigators' faith in their chosen schemes became shaken by this sort of thing happening again and again.

A length and width judging test followed during which many drivers learnt just how long and wide their cars were not, and a short section led the crews to the end of their 170-mile rally at the Water Splash Hotel at London Colney.

The main hazard of the rally had been mud-covered roads in the farming areas of Essex and even the navigators

(Continued on page 406)



★  
*NEW FORMULA CAR? No, it's a 98 c.c. "buggy" built by Clive and Peter Radnall, of Castle Bromwich, Staffs. Peter is doing the driving on a lap of the lawn!*

★

*THE FLAG IS DOWN and they're away. Roy Salvadori already has a good 10-yard lead on the others as the drivers rush to their cars.*

together and running extremely well. Fred Lieb (Turner) stopped at the pits with clutch troubles.

Meanwhile, the crowd was kept on its toes by the fantastic battle that was being waged between Salvadori and Rodriguez. Lap after lap they were at it hammer and tongs, neither one giving an inch as they passed and repassed round the circuit. There was considerable commotion in front of the pits

## FERRARI WIN AT SEBRING

**Repeat Victory for Le Mans Winners, Hill/Gendebien (Ferrari)—Sensational Performance by Porsches—British Challenges Fail—D.B.-Panhard wins Index of Performance**

THE ninth International 12 Hours Race at Sebring was won by Phil Hill and Olivier Gendebien in a 3-litre Ferrari which they took over from Chuck Daigh and Dan Gurney. Second was another Ferrari in the hands of Jean Behra and Cliff Allison. In third spot came Wolfgang von Trips and Joakim Bonnier in the sensational Porsche 1600.

The main British force failed to last the distance, the works Aston Martin and the Listers all having various troubles. Highest placed British car was the Hansgen/Thompson Lister-Jaguar which finished 12th.

Practice for the race was held up by heavy rain which fell solidly for several days before the event and when eventually the cars appeared on the circuit there were many large pools of water lying on the track and naturally fast times were out of the question. There was a nasty accident on Friday when E. P. Lawrence crashed his Maserati at the hairpin. The car caught fire and Lawrence died of his injuries.

After the first practice session it was found that Stirling Moss (Lister) and Lance Reventlow (Ferrari) had returned fastest lap with a time of 3 mins. 52 secs. This time will give some indication as to the conditions when you recall that the lap record is 3 mins. 20 secs. At the end of the final practice session Moss again had recorded fastest time with 3 mins. 33 secs. Walt Hansgen in another Lister lapped in 3 mins. 47 secs., Gendebien in a Ferrari did 3 mins. 41 secs. and Hill in a similar car 3 mins. 50 secs.

Race day dawned dull but warm. Sixty-five starters ran to their cars at the fall of the flag and first away was Roy Salvadori in the Aston followed by the rest of the pack. Jean Lucas (Cooper Monaco) stalled and lost over a minute getting restarted. After this car's belated departure there was a silence of some three minutes before the cars could be heard approaching the starting area. Round they came. Salvadori fled past the pits with the Ferrari of Pedro Rodriguez snapping at his heels. Behind this pair were Gurney (Ferrari), Bueb (Lister), Behra (Ferrari), Hansgen (Lister), Miles (Porsche),

Entwistle (Lotus), Johnstone (Ferrari) and Reventlow (Ferrari). Olivier Gendebien spun his Ferrari off course but continued and Tom Flemming brought his Lotus 1,100 into the pits.

Lap two and Gurney passed Salvadori into the lead. Behra then began to motor very rapidly and after a short

**By GREGOR GRANT**

**Photography by Ozzie Lyons**

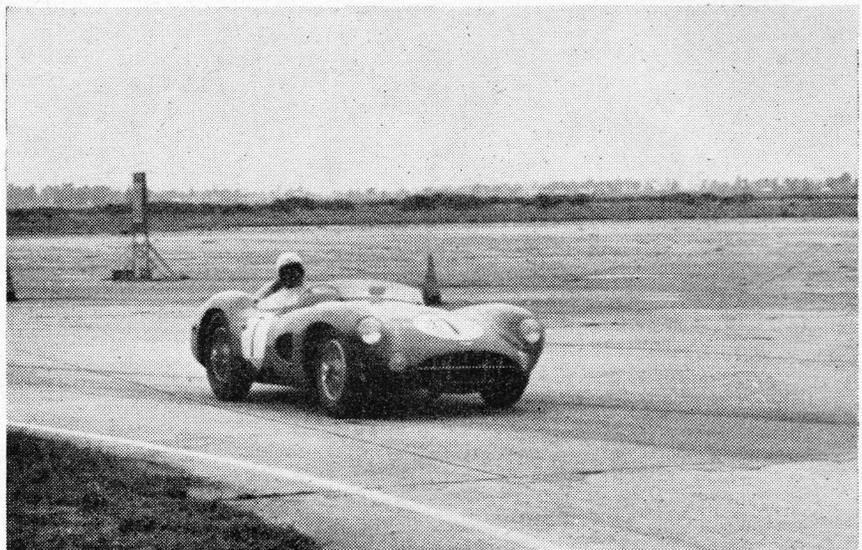
sharp scrap passed them both, lapping in 3 mins. 24.4 secs. in the process. Walt Hansgen and Ivor Bueb (Listers) then joined battle with Gurney and Salvadori, although Hansgen's car was misfiring badly. Behra began to draw away from the rest and behind him a terrific scrap began between Salvadori and Pedro Rodriguez, who was driving very well indeed. Gendebien now began to make his presence felt after his spin and proceeded to pass both Listers. Von Trips also began to harry the Cambridge machines in his incredibly fast Porsche. Pedro Rodriguez's younger brother, Ricardo, was doing fantastic things with his 954 c.c. Osca, actually lying in 18th place! The Lotus Elites were leading all the twin cam M.G.As and the three Austin-Healey Sprites were circulating

when the straw bales were moved back to give the cars more room in which to pass.

Behra was still in front, increasing his lead lap by lap. Then Rodriguez, in the heat of the battle, spun off and hit a marker cone, forcing the bodywork on to the rear tyre. He was black-flagged and made for his pit where the damage was quickly repaired. He then shot off to join in the fray once more. Poor Salvadori was unable to relax, however, for no sooner had this threat been removed from him than the Aston developed plug trouble and he was forced to visit the pits to change them. He then rejoined the race.

Frank Baptista's Elva developed an oil leak and was black-flagged. Ken Miles stopped at the pits for several minutes. He stopped again on lap 16 and then set off once more, his Porsche sounding very healthy. The Sheppard/Furlong Aston Martin DB2/4 was also in the pits with a blown gasket.

With Behra still firmly in the lead von Trips now made an assault on the leaders, passing Hansgen under the Amoco Bridge on lap 16 and closing up on Bueb. After one hour the positions were: Behra, Gurney, Gendebien (Ferraris), von Trips (Porsche), Hansgen (Lister), von Dory, Miles, Fitch (Porsches) and Rodriguez (Ferrari).



*OUT OF LUCK once more. The singleton Aston Martin was up among the leaders for the first two hours of the race but was later forced to retire.*

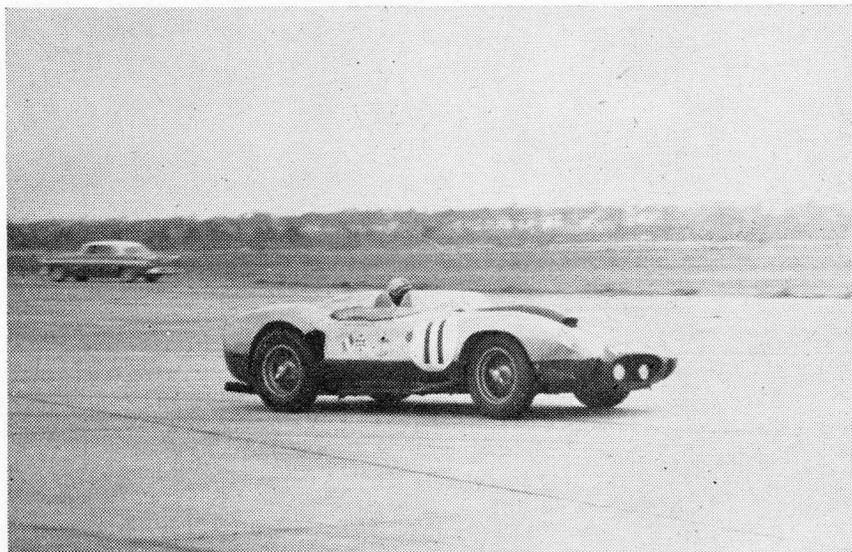
*PEDRO RODRIGUEZ in the 3-litre Ferrari he shared with Paul O'Shea. Rodriguez went very fast indeed during the initial stages of the race.*

N. R. J. Wyllie (Elva) spun off and burst a tyre and at midday Jean Lucas retired the Cooper Monaco with an oil leak. Denise McCluggage took over the 750 c.c. Osca from de Tomaso and Briggs Cunningham relieved Lake Underwood at the wheel of the Lister. Carroll Shelby took over from Roy Salvadori and set off to try to get back among the leaders. He had not been driving long when the gear lever came away in his hand. Furious, Carroll parked the car by the side of the track and walked back to the pits, where he threatened to hit Reg Parnell over the head with the broken lever. And so the lone Aston was out.

Ed Leavens lost his Sprite and hit two marker cones which forced him to stop and change a wheel. Wacky Arnolt (Arnolt-Bristol) stopped to fix a loose undertray. The pits were now a hive of activity with drivers changing over and mechanics refuelling and changing tyres.

At the end of the second hour the three Ferraris of Behra, Gendebien and Gurney were still in the lead with 34 laps to their credit. Then came von Trips, Bueb, Hansgen, Sessler and Fitch (Porsches), all with 33 laps. Don Sessler was doing very well, leading on Index of Performance from the Tomaso/McCluggage Osca. The twin-cam Fiat Abarths entered by Franklin D. Roosevelt, Jr., were putting up a very impressive showing.

Stirling Moss now took over from Ivor Bueb in the Lister and Phil Hill replaced Gendebien in the Ferrari. This car was now in the lead, Behra having had to make a few pit stops for minor repairs to the car before Allison took over. So with three hours gone the order was: Hill/Gendebien (Ferrari), Gurney/Daigh (Ferrari), Behra/Allison (Ferrari), Moss/Bueb (Lister), Sessler/Holbert (Porsche), von Trips/Bonnier (Porsche), Barth/Fitch (Porsche) and Rodriguez/O'Shea (Ferrari). Leading the G.T. categories were Reed/Odell (Ferrari), Jackson-Moor/Cook (A.C.-Bristol), Rainville/Kaplan (Alfa Romeo Veloce), von Hanstein/de Beaufort (Porsche), Hanna/Toland (D.B.-Parnhard) and Rutan/Cuomo (Fiat Abarth). There was a fine battle going on between



*FAST LITTLE 'UN: (Above) The Hayes/Christie Sprite passes the packed grandstands.*

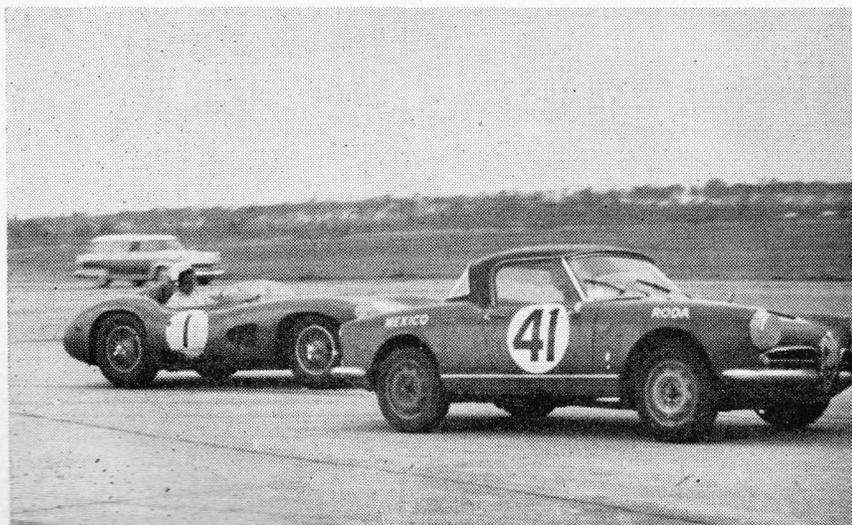
the Elites and the Alfas in the 1,300 c.c. class and also between the Lotuses and Elvas in the 1,100 c.c. class.

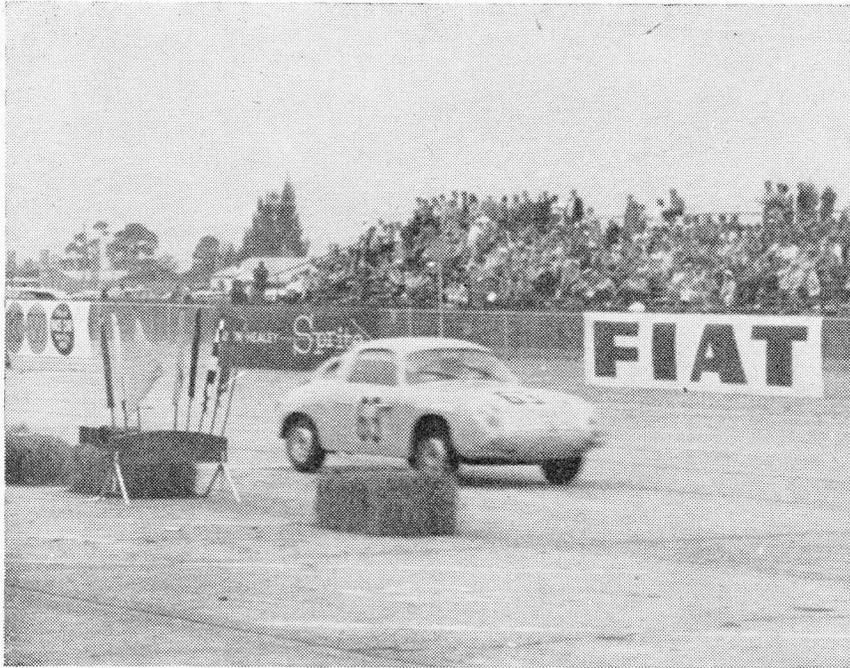
After three hours of racing there were 60 of the 65 starters still left in the race. The retirements were Salvadori/Shelby and Sheppard/Schiff (Aston Martins), von Dory/Mieres (Porsche), Lucas (Cooper) and the van Bueren/Valesquez Alfa Romeo.

A Triumph ran off the road at Tower turn and got stuck in the mud. The driver gave up the unequal struggle and abandoned the car. The Comito/Kramarsky Alfa also got bogged down at the hairpin but was eventually dug out.

Suddenly the leading Ferrari of Hill and Gendebien was out with a broken differential. So the two Americans Daigh and Gurney found themselves in the lead, to the huge delight of the 40,000 spectators. Second was the Behra/Allison sister car and third the Moss/Bueb Lister-Jaguar, with Moss now driving.

*ABOUT to pass the Alfa of van Bueren/Valesquez is Carroll Shelby in the DBR1.*





*THE LITTLE Fiat Abarths proved very fast indeed. This car is the one driven by Poltronieri/Thiele/Norwood, seen here passing a grandstand.*

Stirling now settled down to some serious motoring and began to go very fast indeed. To such effect did he motor that he passed both Ferraris into the lead and with five hours of racing behind them the drivers found the Moss/Bueb Lister in the lead, followed by the Behra/Allison Ferrari and the von Trips/Bonnier Porsche.

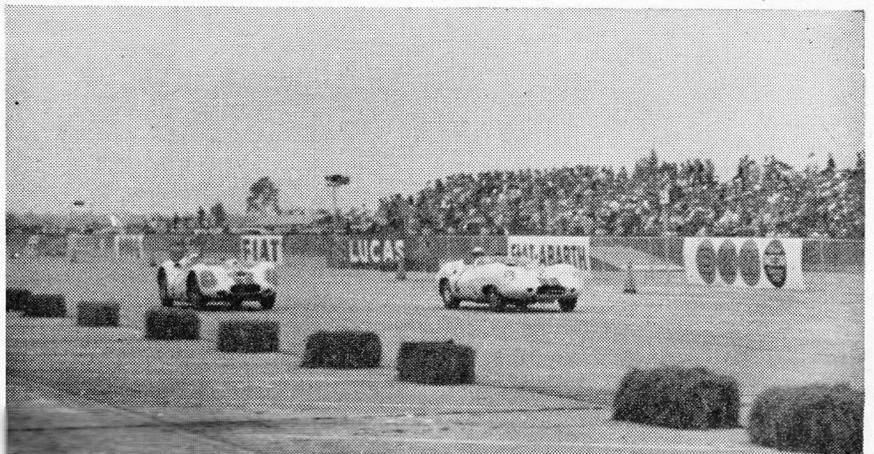
in the Lister. Then suddenly the Cambridge-built machine failed to appear. Now it was the British contingent's turn to look unhappy. At his last pit stop Stirling's car was refuelled from cans and he may have set off some gallons light. Anyway he ran out of gas about a mile from the pits. Walt Hansgen tried to restart him by giving him a



★  
*FULL BORE: The Fiat Abarth of Coltrici/Cussino hustles round a fast bend in the early hours of the race.*  
★

Just after the half-way mark a fine rain began to fall, slowing the pace a little. The Hansgen/Thompson Lister burst a tyre and made a pit stop for a wheel change. The Publicker/Makins Osca broke a cylinder head stud and the mechanics set to to repair it. Down came the rain and as Moss began to pull farther and farther away from the Ferraris the faces in the Prancing Horse pits grew longer and longer. Much to the disappointment of the partisan crowd, Hill and Gendebien now took over the Daigh/Gurney car and set about catching the flying Moss, who was putting up a fantastic performance

*HOW'RE YOU DOING? Ivor Bueb (right) looks across at his sister car driven by Walt Hansgen.*



shunt with his own Lister but it was to no avail and so Stirling got a lift back to the pits on a motorcycle. This was his undoing for it is a rule that any driver forced to leave his car must make his way back to the pits on foot. So Stirling was out.

The pouring rain coupled with the failing light caused many incidents. Sandy McArthur's Stanguellini wrecked itself against a bridge but the driver escaped without injury. The de Tomaso/McCluggage Osca was now losing ground in the Index of Performance and the little D.B.-Panhard of Laureau/Armagnac came into the picture. These two, you may remember, won the Tourist Trophy in 1954.

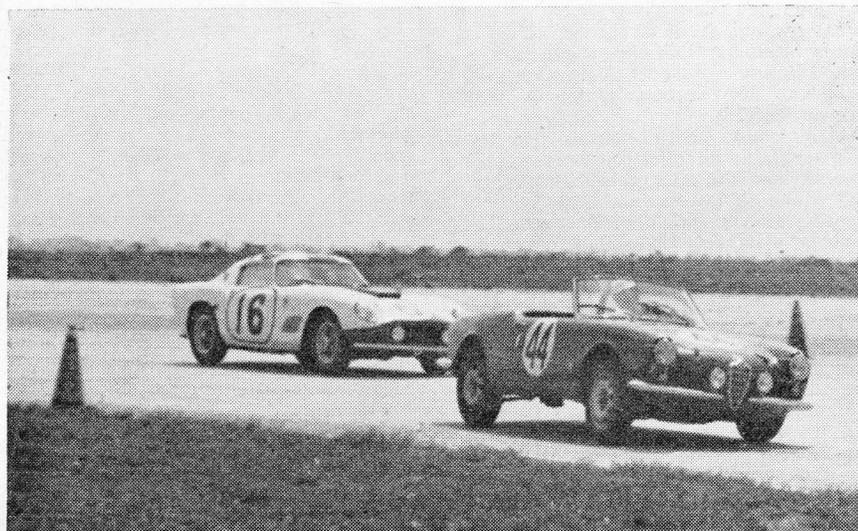
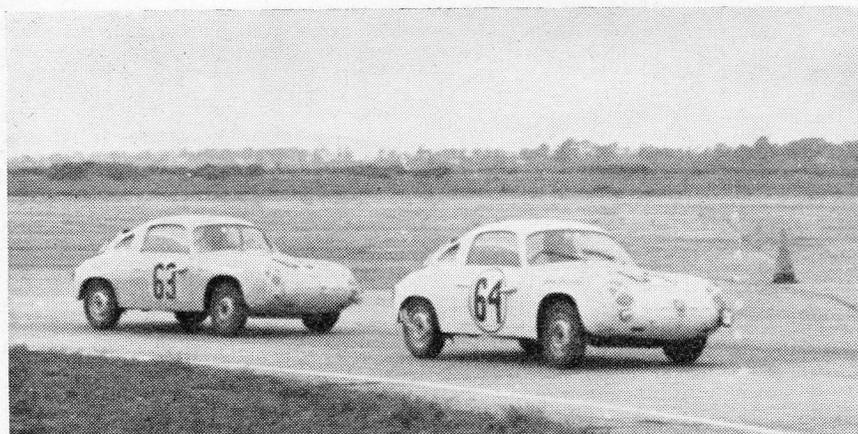
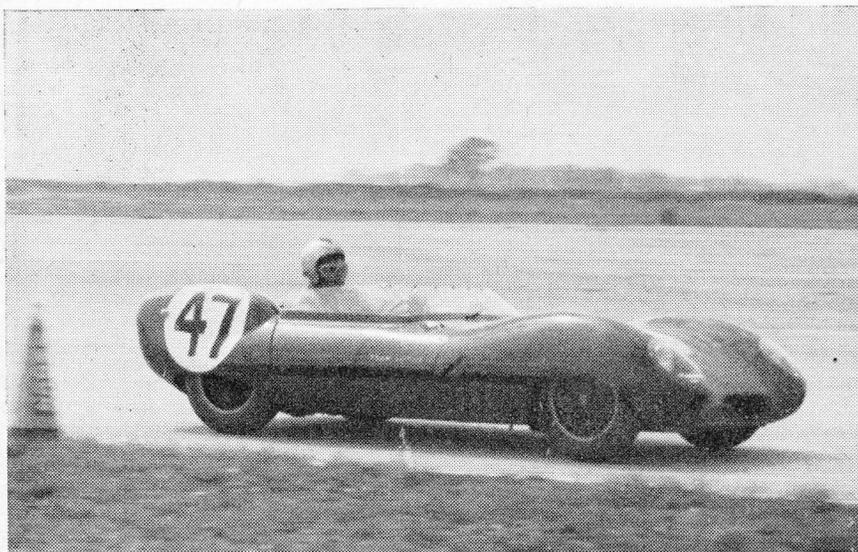
With seven hours gone only 11 cars had retired. With Moss now out of the running the Behra/Allison Ferrari led from the sister car of Hill and Gendebien, the latter having lost time at the pits with an electrical fault. The incredible Porsches were now in third, fourth, fifth, sixth, seventh and eighth places!

After being in constant plug trouble Frank Campbell retired his Osca 1500 and John Bentley, who had been missing for some time, returned to the pits after replacing a broken wheel spindle on his TR3 out on the circuit.

The incessant rain made the driving conditions appalling. It was almost as bad as Le Mans last year, which is saying something! The drivers had to ease off considerably and went round at touring speeds, blinded by spray and mud. Gradually the rain eased off but the track remained very dicey indeed.

Hill was not so happy here as he was at Le Mans under the same conditions, but this notwithstanding he passed the Behra/Allison car into the lead. Then to everybody's surprise the von Trips/Bonnier Porsche began to threaten the second Ferrari and Behra had to do his utmost to keep out of range.

With two hours to go the track at last began to dry and speeds rose accordingly. Only 13 cars had retired up to this point, an unusually small percentage for Sebring which has a reputation as a car breaker. Ken Miles and Jack McAfee were driving a tremendous race and were now in seventh place after a series of pit stops earlier on. The Porsche of von Trips and Bonnier was still circu-



**LOTUS IN THE SUN:** (Top) The Fleming/Schade team car on one of the fast curves.

**TURIN TUSSLE:** (Centre) The Fiat Abarths of Poltronieri and Rutan corner in close company.

**ALFA v. FERRARI:** (Bottom) George Reed (Ferrari) prepares to pass the Rainville/Kaplan Alfa Romeo.

lating rapidly in spite of clutch troubles and a suspected cracked piston.

The relentless pressure that Laureau and Armagnac had been keeping up on the de Tomaso/McCluggage Osca now reaped dividends and the little D.B.-Panhard moved into the lead on Index of Performance. The Mexican-entered Alfa Veloce of van Bueren/Valesquez crashed but the driver escaped unhurt.

After his car had been disqualified

#### Results

1, Hill/Gendebien (Ferrari), 188 laps, 977.6 miles, 80.257 m.p.h.; 2, Behra/Allison (Ferrari), 187 laps; 3, von Trips/Bonnier (Porsche), 184; 4, Sessler/Holbert (Porsche), 182; 5, Fitch/Barth (Porsche), 181; 6, Martin/Reventlow (Ferrari), 174; 7, Johnston/Lunken (Ferrari), 174; 8, Miles/McAfee (Porsche), 173; 9, Ginther/Hively (Ferrari), 171; 10, Erickson/Hugus (Porsche), 170; 11, von Hanstein/de Beaufort (Porsche), 164; 12, Hansgen/Thompson (Lister-Jaguar), 164; 13, Casner/Hunt (Ferrari), 164; 14, Jackson-Moore/Cook/Burns (A.C.-Bristol), 164; 15, Cunningham/Underwood/Moss (Lister-Jaguar), 164; 16, Rainville/Kaplan (Alfa Veloce), 162; 17, Armagnac/Laureau (D.B.-Panhard), 162; 18, de Tomaso/Haskell/McCluggage (Osca), 161; 19, Baptista/Tweedale/Wallace (Elva), 160; 20, Mena/Fernandez (Ferrari), 160.

**Index of Performance:** 1, Armagnac/Laureau (D.B.-Panhard); 2, de Tomaso/Haskell/McCluggage (Osca); 3, Sessler/Holbert (Porsche); 4, von Trips/Bonnier (Porsche).

**Classes—Grand Touring up to 3,000 c.c.:** 1, Ginther/Hively (Ferrari); 2, Mena/Fernandez (Ferrari).

**2,000 c.c.:** Jackson-Moore/Cook/Burns (A.C.-Bristol); 2, Means/Wees/Kurtz (A.C.-Bristol); 3, Rix/Rahal/Avent (A.C.-Bristol); 4, Arnolt/Durbin/Goldman (Arnolt-Bristol); 5, McNeill/Rothchild (Morgan).

**1,600 c.c.:** 1, von Trips/Bonnier (Porsche); 2, Abrman/Seidal/Decker (M.G. Twin-Cam); 3, Parkinson/Dalton (M.G. Twin-Cam).

**1,300 c.c.:** 1, Rainville/Kaplan (Alfa Veloce); 2, Chapman/Lovely (Lotus Elite); 3, Blanchard/Callahan/Anderson (Lancia).

**1,000 c.c.:** 1, Sutherland/Stiles (Sprite); 2, Leavens/Kunz/Colgate (Sprite); 3, Hayes/Christy (Sprite).

**750 c.c.:** 1, Rutan/Cuomo/Richards (Fiat Abarth); 2, Cattrici/Cussino (Fiat Abarth); 3, Schrafft/Wilson (Fiat Abarth); 4, Poltronieri/Thiele/Norwood (Fiat Abarth).

**Sports—3,000 c.c.:** 1, Hill/Gendebien (Ferrari); 2, Behra/Allison (Ferrari); 3, Martin/Reventlow (Ferrari).

**2,000 c.c.:** 1, von Trips/Bonnier (Porsche); 2, von Hanstein/de Beaufort (Porsche); 3, Casner/Hunt (Ferrari).

**1,500 c.c.:** 1, Sessler/Holbert (Porsche); 2, Fitch/Barth (Porsche); 3, Miles/McAfee (Porsche).

**1,100 c.c.:** 1, Baptista/Tweedale/Wallace (Elva); 2, Jordan/Dietrich/Martin (Elva); 3, Sutherland/Stiles (Sprite).

**750 c.c.:** 1, Armagnac/Laureau (D.B.-Panhard); 2, de Tomaso/Haskell/McCluggage (Osca); 3, Rutan/Cuomo/Richards (Fiat Abarth).

**Team Prize: A.C.-Bristol.**

**Fastest lap:** Behra (Ferrari), 3 m. 21.6 s.

Moss took over the wheel of the Cunningham/Underwood Lister and proceeded to lap very fast, although many laps in arrears. The sister car of Walt Hansgen and Dick Thompson lost over an hour at the pits whilst the Cunningham mechanics got down to the stupendous task of changing the de Dion axle.

Hill and Gendebien were now one lap ahead of the Behra/Allison car and nothing was going to stop them winning. Moss relinquished the wheel of the Lister to Lake Underwood who set out on the last leg of the race.

The little Austin-Healeys and the Abarths were models of consistency and the tiny Fiats caused many spectators to smile as they whipped past many larger cars.

And so the race drew to a close. The winning Ferrari was mobbed at the finish, hundreds of photographers trying to get pictures of the winners and when speaking of those illustrious gentlemen we must not forget Chuck Daigh and Dan Gurney who went so well in the winning car earlier on.

The only British cars that shone were the Austin-Healey Sprites, the A.C.-Bristols and the Elvas. The Sprite drivers were Sutherland/Stiles, Leavens/Kunz/Colgate and Hayes/Christy who came home one, two, three, in that order in the 750-1,000 c.c. class. The team of A.C.-Bristols also covered them-

(Continued on page 406)

ONE of the most interesting novelties of the Turin Motor Show among the long-distance touring cars was undoubtedly the prototype shown by Bertone on a Alfa-Abarth chassis.

The engine of the Alfa "Giulietta SV" was chosen for this new car in view of its brilliant constructional features, viz.: two overhead camshafts, hemispherical combustion chambers, direct drive for the valves, five-bearing crankshaft; these are points in design which are specially suitable for an engine having a specific output approaching 90 b.h.p. per litre. The chassis should also be able to respond to much more than a 1,000 c.c.

## The New Abarth-Alfa Romeo

High Performance Hybrid with 1,000, 1,300 or 1,600 c.c. engine

By Gianni Marin

engine and, as we shall see, it could be the basis for the development of other interesting cars of larger cylinder capacity. However, for the moment this is the most interesting car for development among sports cars.

The skeleton of the chassis of the Abarth-Alfa Romeo 1000 consists of a lattice frame in thin tubing shaped in a very rational manner so as to exploit all the available spaces within the chassis. The main structure forms the backbone of the car; it consists of a central network of suitable shape running from the engine to the rear axle and containing first the engine, then the gearbox and finally the transmission and the differential. The central lattice work widens out at the back into two wings which carry out the attachments for the rear suspension.

Two lateral lattice constructions are attached to this central skeleton, completing the framework to carry the body. The structure, therefore, consists of a completely latticed frame containing a central reinforced backbone to take the stresses of all the mechanical components.

A lot of research has been carried out on this framework to ensure the best possible functional features of its component parts; the various sub-assemblies of the structure have been arranged so as to ensure that they carry out their functions properly, whilst leaving the necessary spaces to carry the radiator, engine and transmission. Some of the parts of the latticed network have been modified and simplified in order to reduce the total weight and to increase the spaces available.

Nevertheless, close attention has been paid to the necessity for ensuring a robust assembly, capable of withstanding all the stresses; in fact, a long-distance touring car cannot have a delicate structure requiring special attention and overhauls as is the case with a Grand Prix racing car. However, a good result has been obtained as regards weight, resistance to warping and rational exploitation. The chassis framework is built of chromium-molybdenum alloyed steel tubes of various sections according to the stresses to which they are subjected. The main tubes have a diameter of 48.5 mm. and a gauge of 1.5 mm. The diameters of the other tubes vary from 22 to 28 mm., with a gauge of 1 mm. After the latest modifications the latticed frame weighs 51 kg. and the Turin

builder thinks that this is a satisfactory weight for the skeleton of a long-distance touring car.

Lower weights have been obtained by utilizing highly resistant light alloys, but in the opinion of the builders such methods are more suitable for a sports car rather than for a long-distance touring car. In fact, with certain experimental chassis the weight has been reduced to about 40 kg. The horizontal plane of the chassis and the lattice work carrying the body are covered with stiff plastic material, vulcanized on to the tubes themselves. This plastic material insulates the body from heat and noise;

it has been given the necessary shape to form the bottom of the car and the cover of the central tunnel: it is therefore vulcanized (or welded hot) on to the chassis tubes so as to form one uniform and solid assembly.

This method has been adopted so as to effect a saving in the weight of the vehicle and to have a flat foundation which conducts neither heat nor sound. The usual riveting is also eliminated and this also avoids stresses being set up at the various points of attachment. In fact, the plastic material is uniformly connected to the supporting tubes and in itself it offers sufficient carrying capacity and protection without adding any other insulating material. According to Carlo Abarth, the builder of this car, the future possibilities of utilizing this new plastic material should be taken into account, in view of its physical features and also because it forms a rational completion of the latticed construction.

The use of riveted steel sheeting really belongs to the type of construction represented by the box-type frame rather than a latticed construction completed with riveted sheeting.

The covered central tunnel also acts as a breathing channel for the warm air coming from the radiator and the engine, and which should leave the car without creating aerodynamic complications. The cover of insulating material also prevents the entry of heat inside the body of the car.

The front and back axles of the "Alfa Giulietta Sprint Veloce" have been used on the chassis of the new car; of course, they have had to make modifications in the attachments to the frame and in the dynamic features of the springs, stabilizing bar, and shock absorbers, because the Abarth has different weights and a different centre of gravity. In connection with the rear suspension modifications have been made in the lengths of the longitudinal rods for anchoring the back axle to the axial attachments.

The modification of these components has evidently influenced the behaviour of the car in bends and the "trim" of the Abarth satisfies the requirements of sports car steering.

The engine is a modified version of the Alfa "Giulietta SV" group. For the reduction of the cylinder capacity the designer has drawn on the experiments carried out last year when preparing the 1,100 c.c. engines for the record car.

Abarth has therefore retained the bore and has reduced the stroke, so that the dimensions of the combustion chamber and therefore those of the valves remain unchanged. The dimensions of the Abarth engine are now as follows: bore x stroke 74 mm. x 58 mm., giving a cylinder capacity of 998 c.c., and the ratio of stroke to bore is 0.784.

In the opinion of the designer this is the most satisfactory solution as regards both output and economy; in fact, for this engine it has only been necessary to modify the crankshaft, pistons and connecting rods. New exhaust valves will be fitted of a better functional shape; the valve springs will also have different characteristics; the flywheel will be of pressed steel in order to withstand quite safely the higher engine speed (the Alfa "Giulietta SV" flywheel is of cast iron), and the overhead camshafts will give a different timing. With a compression ratio of 10 to 1 and a suitable timing diagram the engine has reached an output of 88 h.p. at 8,000 r.p.m. Long tests have also been carried out on an engine which gave 80 h.p. at 7,800 r.p.m., thus guaranteeing smoother operation thanks to its steeper graph; however, the engine with the "stretched" graph has received the preference, because it was thought that sports drivers would prefer the more powerful engine.

The exhaust piping follows an unusual direction; in fact, for reasons of space the exhaust manifold (installed on the left-hand side of the engine) is directed towards the front of the car and the piping descends into the silencer which is mounted between the two ends of the lower side-members of the latticed chassis to the front of the car. The silencer lies directly in the flow of cold air entering from the front of the car and the air thus warmed is deflected by a metal shield so as to prevent it from sweeping through the radiator. The exhaust piping then proceeds backwards along the right-hand side of the car.

A new Hausemann clutch has been installed together with a steel disc-thrust which offers better resistance to the powerful torques developed by this engine; a new Porsche gearbox has been mounted, having five synchronized speeds. The gearbox control is a direct one, actuated by a bell lever coming from the central tunnel. The back axle is rigidly mounted and, as already said, it is a version of the Giulietta; evidently the ratio between the differential crown wheel and pinion has been modified.

The surprising part about this car is its body. At the front it is well profiled, but at the rear there is nothing and the car ends with a standard egg shape. This body is really revolutionary and has been designed by Bertone of Turin.

The car complete weighs about 660 kg. dry. The wheelbase has been increased to 2,160 mm., 60 mm. more than the original chassis, in order to increase passenger accommodation; in fact, to increase passenger comfort seats have been provided with larger upholstery. Although it is a car designed for competition, the Turin firm has not forgotten that the new "1000" was made for long-distance touring.

The car is a two-seater with a luggage boot at the back.

As we have already mentioned, this car normally has a 1,000 c.c. engine, but it is also arranged for the installation of a 1,300 c.c. or 1,600 c.c. engine. The out-

(Continued on page 406)



# SHELL SUCCESS AT SEBRING

*International 12-hour Sports Car Race*

## **1ST FERRARI**

*P. Hill and O. Gendebien*

## **2ND FERRARI**

*J. Behra and C. Allison*

*(subject to official confirmation)*

USING



**SHELL**



**X-100**  
MOTOR OIL

**A** RUNAWAY victory in the 50-mile Ohakea Trophy set the seal on Bruce McLaren's New Zealand racing season on 28th February and conclusively gave him the Association of New Zealand Car Clubs' road racing Gold Star for 1959.

The brilliant young Aucklander with his 1,960 c.c. Cooper cut out the distance in 34 mins. 4.3 secs.—an average speed about 88 miles an hour—and put in two laps at 1 min. 21 secs. early in the race—an average of almost 95 miles an hour.

In second place came the other major contender for Gold Star honours, Sid Jensen. He finished more than a mile behind McLaren after putting up a tremendous effort with his 1,500 c.c. Cooper-Climax.

Tom Clark, in his last season of

mission trouble that has beset him and the El Salvador car right through the season. Thus Clark was in second place, but half a mile behind McLaren. Sid Jensen was still right behind the Ferrari driver and pushing him for all he was worth.

Five laps later Clark was missing. Sid Jensen had pushed him too hard and the Ferrari spun up. So the small Cooper was in second place. Clark managed to get going again before he was overhauled by Mansel.

So the order at the finish was McLaren, Sid Jensen, Clark, Mansel. Leading the lapped drivers was Hoare and he was followed in by Len Gilbert (Cooper-Bristol), Ken Harris (Monza Ferrari) and Arthur Hyslop (Jaguar D).

Earlier in the day Ross Jensen took

meeting, but are, in effect, more in the nature of social or associate members. On the other hand, the A.N.Z.C.C. claims that N.Z.I.G.P. members have all the rights of members of any other club. These include the right to apply for a competition licence through N.Z.I.G.P. On this basis the A.N.Z.C.C. has said it will not issue a permit until N.Z.I.G.P. pays the fees.

The argument goes on, and in the meantime N.Z.I.G.P. cannot race. But the thing that has stuck in the craw of the executive of N.Z.I.G.P. is that the Auckland Car Club, several days before 28th February, announced that it would race on the Ardmore circuit on 14th March.

At that stage it was by no means certain that N.Z.I.G.P. would not pay up. The news came out and spread round the country like wild fire. The A.N.Z.C.C. hastily announced that it had not in fact issued a permit to the Auckland Car Club, but had told it that a permit would be issued for 14th March if N.Z.I.G.P. did not meet its obligations by 28th February. There the matter rests at present. What will happen next nobody knows.

To turn to topics more pleasant: The Christchurch hill-climb and sprint exponent, Maurice Stanton, has already eased himself into a very happy position in the Association of New Zealand Car Clubs' Gold Star hill-climb championship.

With the Gipsy aero-engined Stanton Special he took the South Island championship on a new course just outside Dunedin and followed that up a week later by winning the New Zealand title at Timaru. So he has 20 points in hand already. Actually there are five Gold Star climbs in the season, and Maurice and his brother Charles will not contest those being held in the North Island because they have a busy winter ahead of them.

The Corvette engine for their new car has arrived from the United States and they will be starting work on it very soon. This should be an interesting proposition for it is being designed specially for road racing for next season.

Fuel injection and supercharging are envisaged. Unlike the Stanton Special, the motor will be mounted in front of the driver in the new car. The old one will go on the market, but although the Stantons say it handles like a dream, there are quite a lot of people who maintain that Maurice should be awarded a gold medal every time he gets in the cockpit!

A rather interesting feature of Stanton's effort in the South Island climb was tyre choice. The rear wheels were fitted with an exceptionally well-known and well-proven type of tyre, but Maurice found the wheelspin and adhesion hopeless.

It looked as though they were going to be well out of the running and in desperation they cast about for a remedy. Then they remembered that they had put a pair of specially made smooth drag-strip tyres on the trailer that carries the special.

Working on the theory of nothing ventured, nothing gained, they fitted the drag-strip tyres and Maurice promptly went off and carved 2.5 secs. off his time. Only that one run was needed to

(Continued on page 406)

## New Zealand Gold Star for McLaren

Another Runaway Victory Sets the Seal

By Peter Greenslade

racing, finished in third spot with his Super Squalo Ferrari, being about half a mile behind Jensen. Then there was a gap of almost two miles to the fourth placeman, Johnnie Mansel (250F Maserati).

It was a day of disappointment for two favourites. Last year's champion, Ross Jensen, was up in second place in the El Salvador 250F Maserati after 14 laps when he went out with gearbox trouble, and Merv Neil, who is also retiring this year, went out with clutch trouble in his 1,960 c.c. Cooper-Climax.

About 17,000 people crowded round the 2.116-mile aerodrome circuit which is exceptionally wide and exceptionally rough. The surface consists of hexagonal concrete blocks that are by no means plumb and drivers and cars received a real jolting.

There were 17 starters and such is the width of the start-finish straight that it was possible to put 13 of them in the front row!

McLaren was in the lead by the time they reached the first bend. He was followed by Clark, Ross Jensen, Sid Jensen, Mansel, Pat Hoare (3-litre Ferrari), Gavin Quirk (250F Maserati) and Neil.

Ross Jensen took Clark for second place at the end of two laps and with five laps gone there were gaps of 50 yards between McLaren, Ross Jensen, Clark and Sid Jensen. The next group was headed by Mansel, and there was almost half a mile between Sid Jensen and Mansel.

McLaren and Ross Jensen began to lap the tail-enders after six laps and there was nothing much between the two leaders at that stage. The Cooper-Climax and the Maserati were touching 150 miles an hour on the straights. But McLaren had the advantage in the bends and this more than compensated for the superiority of the Maserati on the straights.

Neil was out after eight laps and then McLaren had 300 yards on Jensen. There was 100 yards to Clark and he was being slip-streamed by Sid Jensen in the little orange Cooper-Climax.

In lap 14, Ross Jensen was out of the contest with a recurrence of the trans-

mission trouble that has beset him and the El Salvador car right through the season. Thus Clark was in second place, but half a mile behind McLaren. Sid Jensen was still right behind the Ferrari driver and pushing him for all he was worth.

Five laps later Clark was missing. Sid Jensen had pushed him too hard and the Ferrari spun up. So the small Cooper was in second place. Clark managed to get going again before he was overhauled by Mansel.

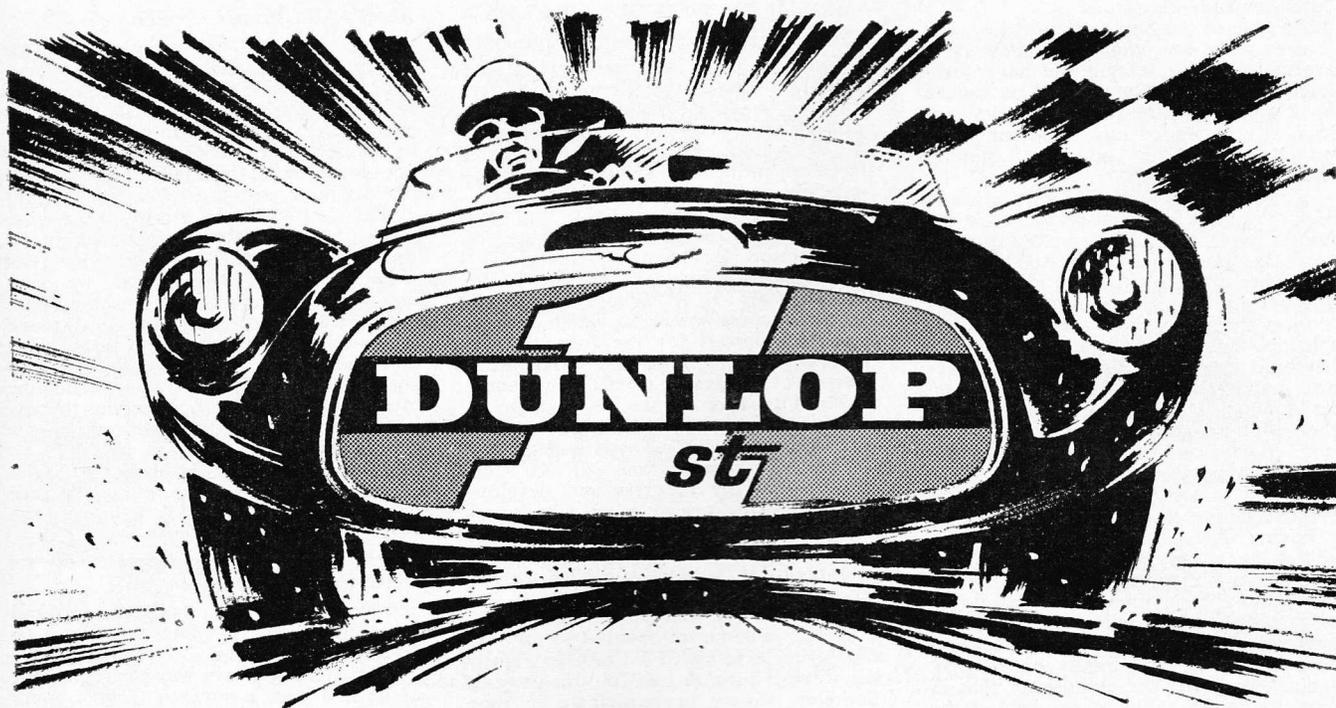
So the order at the finish was McLaren, Sid Jensen, Clark, Mansel. Leading the lapped drivers was Hoare and he was followed in by Len Gilbert (Cooper-Bristol), Ken Harris (Monza Ferrari) and Arthur Hyslop (Jaguar D). Earlier in the day Ross Jensen took the 14-mile racing and sports car scratch race in 9 mins. 54 secs., from Clark and Mansel.

It has been a wonderful New Zealand season for McLaren. He won his first international race in New Zealand when he took the Teretonga International Trophy at Invercargill the week after he had won the national Waimate 50. He placed third in the New Zealand Grand Prix and third again in the Lady Wigram Trophy, being the first New Zealander to finish in these two events. Now he has won the national Ohakea Trophy.

Thus McLaren has amassed the possible of 50 points in this year's championship. But perhaps the most amazing thing is that Sid Jensen comes out as runner-up with 40 points. It is just another illustration of his ability, because a 1,500 c.c. Cooper-Climax should hardly have headed off the New Zealanders' cars that were running this season. Sid Jensen is a driver of outstanding ability and there are many in this country who support the view that, given a comparable car, he would give McLaren a lot to worry about.

Ross Jensen, with 28 points, takes third place in the championship. He has not had the best of seasons, for the El Salvador Maserati has not shown the promise expected of it. Right through the series it has been afflicted with transmission troubles of one kind or another, and always the road-holding has been just a little suspect.

The road racing season is just about over. But it is not being ushered out gracefully. The New Zealand International Grand Prix Organization was to have held a "New Zealand drivers only" meeting at Ardmore on 14th March, but the Association of New Zealand Car Clubs has stepped in and put paid to that one.



## SEBRING 12 HOURS

\* **1<sup>ST</sup>**

P. HILL • O. GENDEBIEN – *FERRARI*

\* **2<sup>ND</sup>**

J. BEHRA • C. ALLISON – *FERRARI*

AND

## 5 CLASS AWARDS

\* **ALSO FITTED WITH DUNLOP DISC BRAKES**

*(Subject to official confirmation)*

# **DUNLOP TYRES**

**BUILT BETTER TO LAST LONGER**

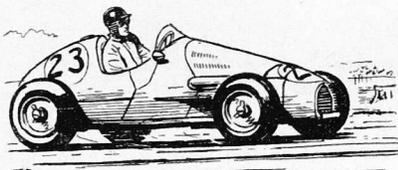
**New Zealand—continued**

make sure of the South Island title. But it does make one wonder! These tyres are of very wide section and have absolutely no tread. They would be useless on a greasy surface, but on the dry surface they stopped all wheelspin and provided all the adhesion Stanton wanted.

With the retirement of Tom Clark and Merv Neil the sport is going to be the poorer next season. Tom Clark has raced in this country and Australia for a number of years now and although he has not had a great deal of good fortune in the last season—his third in the Ohakea Trophy was the best run—he has built up a reputation as a fine driver and grand sportsman. Clark has driven an H.W.M., Maserati and more recently the 3½-litre-engined Super Squalo Ferrari. It was one of two built to special order that were raced in this country a couple of seasons ago by the late Peter Whitehead and Reg Parnell.

Racing in Australia Clark was involved in a very bad crash that kept him out of the sport in the 1958 season. For quite a long time there was doubt as to whether he would survive and he underwent a number of major operations before he was finally on his feet again. Such was his enthusiasm that as soon as he was able to get behind the wheel of a car he was out getting the "feel" once more with his Mk. 7 Jaguar on the Ardmore circuit and in the season just concluded he contested every major event.

Merv Neil graduated from speedway riding to car racing and has notched up a number of major successes in this country with Climax-engined Coopers. One of his most notable wins was at the opening meeting of the Southland Sports Car Club's permanent circuit late in 1957 when, driving a 1,500 c.c. car, he romped away with the Teretonga Park Championship. Late last year with a



1,960 c.c. car he nearly repeated the performance when he held a commanding lead and went out with petrol pump trouble in the second last lap.

Actually this season has not revealed so many promising newcomers as have the previous seasons. This may be due, at least in part, to the severe import restrictions that were imposed last year and which made the importation of racing cars virtually impossible.

However, one driver who has shown promise is George Lawton, of Whangarei, who has had an exceptionally good season with the ex-Brabham, ex-McLaren 1,500 Cooper-Climax sports. It now seems fairly certain that he will be mounted on a good monoposto Cooper next season.

Of the rest, 17-year-old Jimmie Palmer, son of ex-racing driver, George Palmer, has rendered the best account with an 1,100 c.c. sports Lotus. With plenty of years ahead of him he could prove to be another New Zealand driver in international class.

Lawton and Palmer look the most likely to fill the gaps left by Clark and Neil.

**BERKELEY SPORTS CAR CLUB**

THE inaugural meeting of the proposed Berkeley Car Club was held at the Water Splash Hotel, London Colney, Herts, on Sunday, 1st March.

The meeting was well supported, with an attendance of approximately 35 Berkeley enthusiasts. The number of Berkeleys in the car park was an impressive and encouraging sight and the glorious weather presented plenty of opportunities for taking photographs.

The meeting proper was opened by the chairman, Mr. T. W. Gillard, who made an introductory speech in which he outlined the reasons for the formation of the club and went on to talk about future prospects. He gave a particular welcome to Mr. Lawrence Bond. He went on to mention Mr. Ian Mantle who had agreed to become the club's vice-president.

The next speaker was Mr. G. Catt who related the progress and development of the Berkeley car since its inception and made particular reference to the successful exploits of Mr. Ian Mantle culminating in winning the 1958 driving test award of the B.T.R.D.A.

Next to speak was Mr. L. F. French, a most welcome representative of the 250 Motor Racing Club, who explained the scheme his club had for encouraging Berkeley owners to participate in race meetings at their new track near Aldershot.

Name of the club, it was agreed, will be the Berkeley Sports Car Club, and a badge is to be designed by Lawrence Bond. Secretary of the club is Mr. T. W. Gillard, 14 Woodford House, Snaresbrook, London, E.18.

**Sebring—continued**

selves in glory coming one, two, three in their class—1,600-2,000 c.c.—and Elvas gained first and second places in their class.

Another very fine performance was that of the little French D.B.-Panhard in the very capable hands of Laureau and Armagnac. Although led by the Osca in the early stages of the race the Frenchmen were undaunted and launched their attack when the rain began. The superior roadholding of the D.B. enabled them to pass the Italian car and win the Index of Performance. A fine effort by a very good team.

**SEBRING NOTES**

CARROLL SHELBY has confirmed that he has signed to drive the F1 Aston Martin. . . . AUTOSPORT'S editor is doing an extensive road test of the Fiat Abarth. . . . Compared with the Ferraris the Lister-Jaguars were definitely underpowered. . . . Talking point after the race was the remarkable speed of the Porsche 1600 and the wonderful reliability of the Porsches in general. . . . The twin-cam M.G.As went well but were disappointing as regards performance and the Lotus Elites were most impressive. . . . Forty-eight of the 65 starters finished the race, the highest percentage ever at Sebring. . . . All the Ferrari drivers were full of praise for the Dunlop disc brakes. . . . The Ferrari team was nearly disqualified before the start for filling up with fuel not supplied by the organizers. . . . Honorary starter was pre-war G.P. driver René Dreyfus. . . . The team prize-winning A.C.-Bristols were all fitted with Girling disc brakes.

**Abarth-Alfa Romeo—continued**

put of the 1,000 c.c. engine should be 88 h.p., and that of the 1,300 c.c. 115 h.p. and, finally, the 1,600 c.c. should develop 145 h.p. Carlo Abarth has put all his energy and experience into this car and he foresees that it will attain the following speeds: with the 1,000 c.c. engine 200 km. per hour, with the 1,300 c.c. it should exceed 240 km. per hour and, finally, with 1,600 c.c. (the largest engine) its speed should be 265 km. per hour.

Before closing this article we may mention that the passenger accommodation is very good, except for the luggage boot at the back, where the petrol tank and the spare wheel already take up space. The instrument board contains everything necessary for keeping the car under control and all the instruments can be easily read.

The sports season is about to begin. It will be interesting to witness a race between the Alfa-Abarth 1000 and the Lotus "Elite" during 1959.

**Herts County—continued**

had to admit that their drivers had breathed deeply at times and had to work for their living.

John Hellings's win was a popular one as he had been a staunch Herts County supporter for some time and, though having been in the awards list many times, an outright win had so far eluded him. The news that there were two lady navigators in the first five produced a shocked silence followed by cheers.

**Provisional Results**

**Best Overall Performance:** J. Hellings/C. Land (TR2). **Best Performance by a Driver:** L. E. Wooster (Morris 1000). **Best Performance by a Navigator:** C. Land (TR2). **Team Award:** "The Three of Herts"—J. Hellings (TR2), C. P. Tooley (M.G.A.), P. J. Timson (Victor).

**First Class Awards (Drivers):** A. R. Gough (Turner); J. Hellings (TR2); J. F. Barnes (Ford); T. Wheeler (TR3); F. Manyweathers (Ford); C. P. Tooley (M.G.A.); W. G. Pegley (Morris). **First Class Awards (Navigators):** H. Murland (TR3); Miss J. Millington (M.G.A.); M. Champniss (Sunbeam); Mrs. E. Y. Jones (Riley); P. E. Turner (Riley); P. Angus (Riley); I. M. Gloinson (Morris).

**Lydstep—continued**

turned-out Cooper got as far as 30.32 secs. to take second place.

A. T. Norton, in a most impressive Cooper Mk. 10, took third place in Class 2 with a climb of 33.11 secs. He had carried out a lot of work on this car since last season but the tremendous power derived therefrom plays havoc with his chains—two of them broke on the start line!

Miss P. Brock had a nasty moment in Cottrell's Mk. 6 Cooper when she overcorrected on Café Bend and ran out of road, fortunately into fairly soft scenery. In spite of some nasty bruises she jumped into the "matrimonial hack" and took second place to her husband, J. B. Welton, winner of Class 1.

The silverware, which gets bigger and better every meeting, was presented by the Vice-President's wife at a most enjoyable party held in the Lydstep Club House on the evening of the event.

The club are to be congratulated on the running of a most enjoyable event which apart from a late start went through without a major hitch. The Lydstep events appear to be a popular way of beginning and ending the hill-climb season.

J. W. A. FALLOWES.

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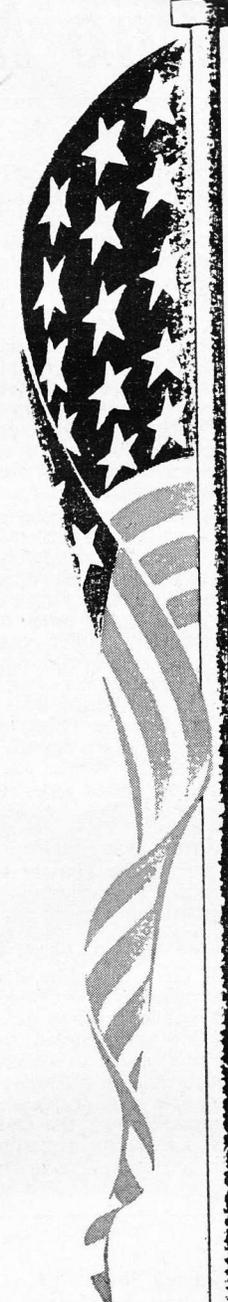
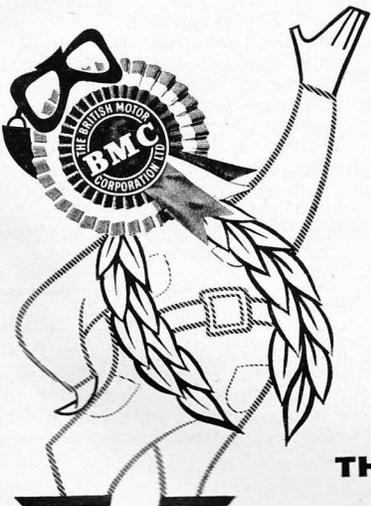
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# Club News

by MARTYN WATKINS

As will become readily apparent if you cast your eyes over our Easter preview page, you motoring types are certainly in for a beanfeast this coming week-end. An international race meeting at Goodwood to let you gain some sort of indication of what is going to happen during the season—perhaps; a national meeting at Mallory Park and another race meeting at Brands Hatch should provide you with something to watch on Monday wherever you live. On Sunday the 250 M.R.C. are opening their new circuit near Aldershot with the first meeting to take place there. The long-distance road trial fan will be able to follow the progress of the Land's End trial while for rally enthusiasts there is the international Circuit of Ireland rally which is keeping them busy in the Emerald Isle. If your interest is confined to driving tests alone, there is still something to offer you—the Liverpool M.C. event at Speke.

Of course, you will appreciate that all this involves a fair amount of sweat and toil in the office here. So if your particular club doesn't figure in these columns this week, bear with us—we're doing our best!

PARTICULARLY interesting scheme being run by the **Thames Estuary A.C.** is a "special events championship" for which members may gain points by successes in sprints and speed trials, hill-climbs and driving test meetings. Races and trials are not eligible, and it is necessary for members to compete as T.E.A.C. members in order to qualify. The championship is restricted to a national or restricted event to which the club is invited. A competitor's best four performances will decide the results of the championship at the end of the season. This is all very interesting and certainly gives the men who are more concerned with speed events and so on something



CHESTER M.C. RALLY TEAM for the Martini rallies run by E.S.M.C. and the Chester Club comprises Norman Walker, Bob Hughes, George News, John Faichney, Mike Jones, Garry Stuart, Frank Roden and Mrs. Wyn Pearson.

to aim at, in addition to those distinctions which may or may not be within their grasp.

TOP of the list this week comes the **Fiat "500-600" Club**, who are having a Noggin and Natter at 7.30 p.m. on 4th April. Liquor will be consumed and natterings nattered at the Crown and Sceptre, Holland Road, W.14. . . . The 18th Derbyshire Trial run by the **Lancashire and Cheshire C.C.** will be held on 12th April. The start will be from the New Bath Hotel, Matlock Bath, Derbyshire, at 10.30 a.m. for 11. The following clubs have been invited: The Hagley and D.L.C.C., the London M.C., Rotherham and D.M.C., the Sutton Coldfield and North Birmingham A.C., Sheffield and Hallamshire M.C., North Midland M.C., Yorkshire Sports Car Club and the Kentish Border C.C. Entry fee is £1 5s. and 15s. per team, and must be in by 7th April to the Secretary of the Meeting, J. A. Sivey, 10 Woodhall Close, Moor Lane, Woodford, Cheshire. . . . At 8 p.m. on 6th April there will be a meeting of the **London Counties Association**

of M.C.s at the Bull Hotel, Stanborough, near Welwyn Garden City. Among the items to be discussed will be "Proposed Control of Events", "Black Spots" and "Footpaths and Bridleways". . . . The **Chester M.C. Martini Rally** will take place on 18th/19th April, starting from Bernie's Motor Auction, Queensferry, at 11.01 p.m. The following clubs have been invited: B.A.R.C. (N.W. Centre), Bolton-le-Moors C.C., Broughton and Bretton M.C., Cavendish C.C., Congleton and D.M.C., East Surrey M.C., Fylde Motor Sport Group, Lancashire and Cheshire C.C., Lancashire A.C., Liverpool M.C., M.G.C.C. (N.W. and Midland Centres), Mid-Cheshire M.C., Nantwich and D.M.C., North Staffordshire M.C., Oswestry and D.M.C., R.A.F.A. M.C., Rhyl M.C., Southport M.C., Stockport M.C., Severn Valley M.C., Warrington and D.M.C., the Wirral Hundred M.C. Entries are 30s. and must be in before 2nd April to M. N. Wheelan, 13 May Tree Avenue, Vicars Cross, Chester. . . . The Morecambe National Rally, organized by the **Lancashire A.C.**, will take place on 8th/9th/10th May. Starting controls will be at Glasgow, Buxton, Morecambe, Luton and Pontefract. Entries close on 13th April and the fee is £5 5s. Entries should be sent to J. Taylor, 5A Sudell Cross, Blackburn. . . . The **Harrow C.C.** and the **American Drivers' Club** are holding a closed Driving Test Meeting at Denham, Bucks, on 12th April. Regs. may be had from Les Needham, 295 Edgware Road, N.W.9. . . . The **Windsor C.C.** will stage their Piccolo Nocturnal 1959 on 21st April. This is a closed event starting from the Britannia Hotel, Marlow. Regs. may be had from Betty Emerson, Merry Meeting Cottage, Pinkneys Green, Maidenhead, Berks. . . . The **750 M.C.'s Blandford Camp Speed Hill-Climb** will be held on 5th April. Entries close 28th March, and regs. may be had from Mrs. P. Wood, High Noon, Petersfinger, Salisbury, Wilts. The meeting starts at 1 p.m.

## Coming Attractions

**March 28th.** B.R.S.C.C. Race Meeting, Rufforth, near York. Start, 2 p.m.  
**March 29th.** 250 M.R.C. Race Meeting, R.E. Training Ground, Eelmoor Plain, Aldershot, Hants. Start, 12.30 p.m.  
**March 30th.** B.A.R.C. International Race Meeting, Goodwood, near Chichester, Sussex. Start, 1.30 p.m.  
 Nottingham S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics. Start, 1.30 p.m.  
 B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12 noon.  
 West Cornwall M.C. Hill-Climb, Trengwainton, Madron, near Penzance. Start, 2 p.m.  
 Liverpool M.C. Driving Tests Meeting, Speke, near Liverpool.  
**April 4th.** Daytona International Opening Meeting, U.S.A.

B.A.R.C. Race Meeting, Mallory Park, near Hinckley, Leics.  
 Wirral 100 M.C. Sprint, Rhydymwyn, near Mold, Flints. Start, 1 p.m.  
**April 4th-5th.** Bugatti O.C. Testing Week-end, Prescott, near Cheltenham, Gloucestershire.  
**April 5th.** West Essex C.C. National Speed Trials, North Weald Aerodrome, near Epping, Essex. Start, 10.30 a.m.  
 Seven-Fifty M.C. Blandford Hill-Climb, Blandford Camp, Dorset. Start, 1 p.m.  
**April 11th.** V.S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.15 p.m.  
 British Empire Trophy Race, Oulton Park, near Tarporley, Cheshire.  
 Monthéry Race Meeting, France.  
**April 12th.** Lancs and Cheshire C.C. Derbyshire Trial, New Bath Hotel, Matlock Bath, Derbyshire. Start, 11 a.m.

## WINE AND DINE DEPT.

ON Friday, 6th March, the Hagley and District Light Car Club held their annual dinner and dance and presentation of awards at the Raven Hotel, Droitwich. The toast of the club was pro-

posed by Mr. Ross Giles of the Wolverhampton *Express and Star*. This was responded to by Mr. George Spears, president of the club. Geoff Taylor proposed the toast to the guests, and Inspector C. N. Crew, of the Worcestershire Constabulary at Droitwich, responded. Appreciation was shown for the continued generosity by Mr. E. E. Marsh, J.P., who is vice-president of the club, and on many occasions has permitted his land to be used for sporting events. Also present were newly married Tony and Di Marsh as well as David and Ann Shale and Mr. and Mrs. Jimmy Stuart. Awards were presented by Miss June D. Pritchard.

#### DOWTY M.C., CHELTENHAM M.C. AND EVESHAM A.C.

THESE three clubs held a joint-promotion night navigation trial on 7th March, for which 32 competitors left the start at half-minute intervals on the 55-mile circular route, the centre of which was Newent. There was a total of eight controls to visit on the route where competitors had to obtain the signature of the marshal. The marshals, however, were in some cases stationed in unlikely spots, and with the heavy rain during the event, some proved most difficult to find. One of the marshals who was more difficult to locate was stationed on a normal piece of road just north of Drybrook and to all appearances was made to look like one of the competitors. A decoy placed in a nearby wood added a little confusion to the already harassed crews!

Other marshals were pin-pointed on

the banks of the River Wye, north of Ross, in a derelict cottage near Much Marcle, hidden in a tent in the middle of a gorse-covered patch of ground near Bromsberrow Heath, the middle of a wood on top of a 400 ft. hill, and in a hollow tree trunk by the bank of the River Leddon, with a decoy marshal in a tent acting as a camper about 50 yards away—the decoy, however, could not convince competitors that he was really camping there. In a private house a further marshal was to be found, with a courting couple parked in a nearside lane to act as another decoy and, finally, the last control was situated in a farm yard where the navigators of competing cars were asked to perform a special test using a child's three-wheel cycle.

Without exception everyone agreed that, although a little damp, it was a thoroughly enjoyable event and special praise was given to all those gallant marshals who stuck to their posts through wind and rain for 5½ hours. The evening was pleasantly rounded off with hot soup and light snacks at Stardens Country Club near Newent.

#### Results

**Outright Winner:** Dowty M.C., C. Wild/D. Scholefield (Standard). **First Dowty M.C. Member:** A. W. Stanway/W. Haward (Austin). **First Evesham A.C. Member:** A. T. Parke/R. Cole (Morris). **First Cheltenham M.C. Member:** D. E. White/F. Dent (Standard). **Team Awards:** Dowty M.C. (C. Wild, R. V. Base and A. L. Burge).

#### ROMFORD E.C.C.

THE February evening rally, a closed-to-club event, was held in north-west Essex and attracted an entry of 19. Extremely accurate navigation was called

for and even among the more experienced crews, a surprising number of points were lost. There were three retirements.

#### Results

**Best Performance:** 1, B. A. Wade (M.G.), 47 marks lost; 2, R. Hutchinson (Prefect), 131; 3, A. L. R. Kay (Sunbeam-Talbot), 161; 4, P. J. Fry (Austin), 166; 5, S. Challis (Minor 1000), 314; 6, A. R. Ashton (Minor 1000), 315.

#### FORCES M.C.

THE Forces M.C.'s major spring event, the "Spring Cup Rally", will this year be held as a night event on the 9th/10th May. The course will be approximately 225 miles of Hants, Surrey and Sussex, and the first car will leave the start at Farnborough, Hants, at 8 p.m. The clubs invited to compete are Blackfriars M.C., B.A.R.C., Cemian M.C., East Surrey M.C., Hants and Berks M.C., M.G.C.C. (S.E. Centre), Per Ardua M.C., Southsea M.C., West Essex C.C. and West Hants and Dorset C.C. The West Essex C.C., who are the present holders of the "Spring Cup", will doubtless turn out in force in an endeavour to retain this trophy for yet another year. Entries will be limited to 120 and the closing date for entries will be 29th April, but vacancies permitting, late entries will be accepted up to midday on 6th May at an increased entry fee. No effort has been spared to make this a first-class event, while at the same time demanding good and safe driving from the competitors.

Regulations and entry forms are available from Mrs. Joy Crane, 58 Chaucer Road, Ashford, Middlesex.



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**EXETER M.C. EXETER RALLY**

**T**WENTY-ONE competitors left the Countess Weir Hotel on Sunday, 15th March, for this event. The route, which was by map references and route card, led through Exeter to Stoke Cannon and special test No. 1A. This was a straightforward acceleration and braking affair in which fastest time was put up by E. C. Clyne in a Minor 1000.

Then the route led through Silvertown and north to Butterleigh and Tiverton. Here the first of the snags arose—several competitors ignored the direction of departure from control 2, so losing valuable marks. From Tiverton the route skirted Bampton and proceeded through Dulverton to the lunch control at Rackerford. Here several cars which were clean at the start now showed signs of Devon mud. After lunch competitors headed west towards West Worthington and part B of test 1. This was more acceleration and braking. The test had to be accomplished in the same time as part A but down one side of a valley and up the other. Now the route turned south through North Tawton, Bondleigh and Sampford Courtenay to control 18 where no direction of approach was stated but out of four possible roads only two were passable! It was in approaching this control that several people learned how to dig using hub caps as spades! The rally now turned east towards Chagford and Moretonhampstead to special test 2. This was a more complicated affair which involved dicing around a staggered cross road and through a ford twice. Water and mud flew everywhere and fastest time was put up by A. C. I. Bulp in a

modified Austin A35. The rest was an easy run back to the White Horse filling station on the main Okehampton-Exeter road, where tea was served.

**Provisional Results**

**Best Performance:** 1, C. W. Bartlett (Minx Estate); 2, E. C. Clyne (Morris 1000); 3, S. G. Davey (Ford Zephyr).

**AIREDALE AND PENNINE M.C.C.**

**T**HE Snowdrop Rally, a 120-mile closed event on 1st March, promised to be a ding-dong battle for points towards the club annual awards, with three drivers, Maurice Grass, Brian and Gordon Chippindale, level-pegging with eight points each, and their navigators, Ken Pollard, John de Lacy Taylor and Ron Hudson with equal points towards the navigators' award. This proved to be the case.

Starting at 2 p.m. from the George and Dragon Hotel, Apperley Bridge, Bradford, the event consisted of a number of short timed sections, none being of more than 15 miles, with a very liberal sprinkling of route checks and information to be collected from signposts. So difficult did this prove that not one of the 26 starters was still clean by the end of the fourth section, and most had missed one or more route checks. Surprisingly, only three competitors failed to complete the course, two of them being lost and the third, a lady member, retired with a deranged gearbox. The reason for this, she insisted, was the fact that her mother was learning to drive, with a very detrimental effect upon the gearbox!

The provisional results proved that there is nothing between the leading contenders for the annual awards, as all

three tied for first place with six minutes lost, the verdict going to Maurice Grass and Ken Pollard for completing more of the course before being penalized, with Brian Chippindale, in the last rally before his bachelor "freedom" ends, second, and his brother Gordon Chippindale third.

The whole of the route lay in an area to the west of Harrogate and Ripon, in Wharfedale and Nidderdale. The roads were generally of a good standard, with a few short sections on fairly smooth tracks. The organization was first class, and organizers Charlie Birkett and Roland Medley and all their helpers must be congratulated on a really good event which was enjoyed by all the competitors.

**Provisional Results**

1, M. Grass/K. J. Pollard (Ford Thames), 60 marks lost; 2, B. Chippindale/A. J. de L. Taylor (Standard 8), 60; 3, G. Chippindale/R. Hudson (Ford Consul), 60; 4, B. Crossley-Smith/S. Crossley-Smith (Nash), 290; 5, D. H. Gill/R. B. Barker (Riley 1.5), 360. **Team Award:** B. Chippindale and G. Chippindale. **Ladies' Award:** Mrs. J. Tetley. **Novice Award:** B. Crossley-Smith.

**A** SHORT 30-mile trial was held last Saturday afternoon by the Knock Motor Club over a course in North Down. The event, which started and ended on the outskirts of Belfast, entailed the completion of eight driving tests of the forward-and-reverse-around-pylons variety.

**Provisional Results**

**Open Cars:** 1, D. G. McNally (Todder); 2, Dr. T. Glass (Hayrake); 3, R. I. E. Wilson (Winkler). **Saloon Cars, up to 1,200 c.c.:** 1, F. A. Robinson (Volkswagen); 2, A. J. L. Boyd (Ford); 3, V. Stansfield (Austin). **Novice Award:** R. J. McSpadden (Volkswagen). **Saloon Cars, over 1,200 c.c.:** 1, J. E. Dowling (Hillman); 2, R. Harkness (Riley); 3, J. K. McNinch (Riley). **Novice Award:** A. Magee (Singer).

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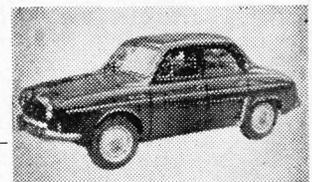
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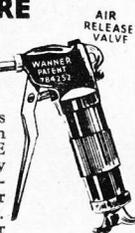
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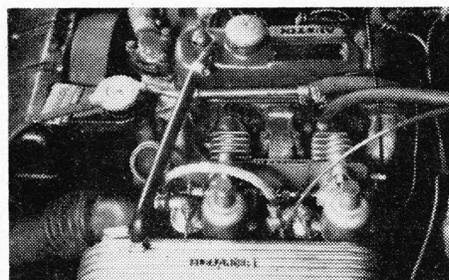
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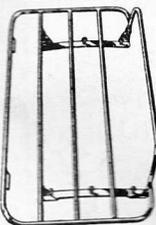
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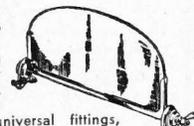
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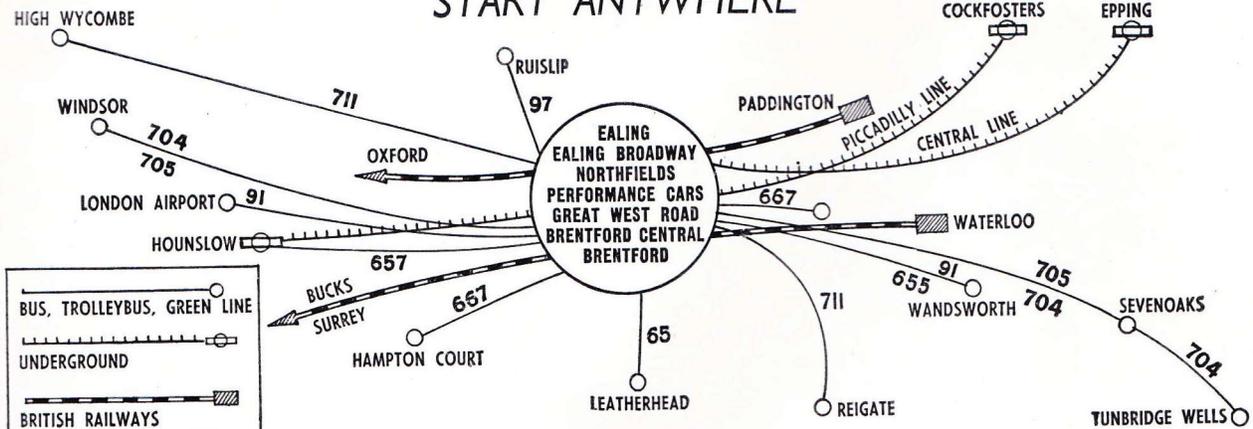
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- 1955 XK140 drophead, AEHOPRSWX2... £795
- 1951 XK120, unmarked green, 8.1, Q..... £475
- 1951 XK120, spotless white, 8.1, EH..... £475
- 1948 3½ drophead, handsome, in green..... £275
- 1938 2½ S.S.100, black, 1958 engine..... £195
- 1953 JUPITER, absolute specimen, red, H..... £425
- 1949 LAND ROVER, clean and tidy..... £195
- 1938 LANCIA 1½ drophead, green, sound..... £195
- 1950 LEA-FRANCIS, 2½ roadster, grey... £325

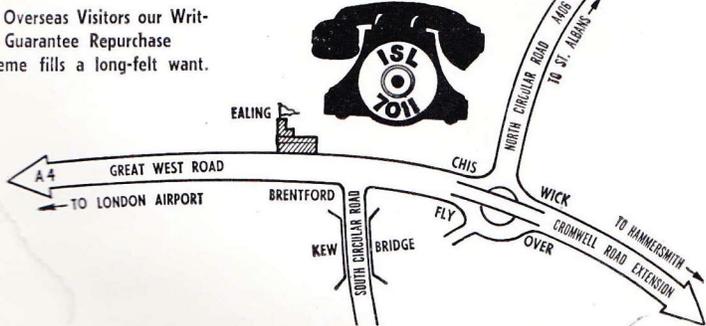
- LOTUS**
- 1955 Eight (MG.1500), inboard brakes..... £595
- 1955 (Oct.) Mk. VI MG.1500, T.C. gearbox..... £425

PERFORMANCE CODE	
A	—reversing light
B	—luggage rack
C	—"C" type engine
D	—disc brakes
E	—dual exhaust
F	—fog light
H	—heater
O	—overdrive
M	—Mods. (Alexander-Derrington, Mays, Willment)
P	—spot lights
Q	—tonneau cover
R	—radio
S	—occasional seats
T	—hardtop
W	—wire wheels
X	—Michelin X tyres
1	—one owner
2	—two owners

- M.G.**
- NEW M.G.A., twin cam, red, immediate... £1,278
- NEW MAGNETTE, Mk. III, red, on show £1,073
- 1958 M.G.A. f/h, 12,000, black, WRHBPAL..... £945
- 1958 M.G.A. Kingfisher blue, 2,000 miles... £895
- 1957 M.G.A. f/h, 15,000, RH1..... £865
- 1957 M.G.A. black showpiece, HBQ1..... £775
- 1956 MAGNETTE, grey showpiece, H1... £765
- 1956 MAGNETTE, spotless black/beige, H2..... £745
- 1956 M.G.A., spotless red, RH1..... £675
- 1955 MAGNETTE, pastel blue/red, H..... £695
- 1954 TF, original grey, showpiece, Q..... £575
- 1954 TF, unblemished red, H2..... £575
- 1954 TF, black/beige, superb example, HX..... £475
- 1954 TF, beautiful black example..... £545
- 1953 TD, unmarked green specimen, H..... £455
- 1953 TD, well-maintained red example..... £445
- 1955 TD, really exceptional, black, RH..... £445
- 1952 TD, 1957 engine, green example..... £435
- 1951 (Sept.) TD, spotless black..... £445
- 1950 (Sept.) TD, exceptionally clean, red... £415
- 1950 TD, nice dark green example..... £365
- 1949 TC, unmarked green specimen..... £375
- 1949 TC, enthusiast maintained, black..... £375
- 1946 TC, beautiful red example..... £355

- 1946 TC, black, very tidy..... £365
- 1939 TA, Tickford, 1958 engine, grey/red... £265
- 1939 TA, black, enthusiast maintained..... £195
- 1939 TB, tidy red example..... £175
- 1938 VA, 1½-litre tourer, grey, tidy..... £125
- 1938 2-litre drophead, grey, sound..... £95
- 1937 2-litre drophead, black..... £135
- 1936 TA, really fine example, black..... £225
- 1936 PB, very tidy white example..... £185
- 1933 J2, exceptionally, fine order, red..... £125
- 1938 MERCEDES-BENZ, drophead..... £195
- 1956 MORGAN, drophead, 2-seater, green, H1..... £625
- 1955 MORGAN plus 4, spotless, ivory/red HRI..... £525
- 1955 MORGAN 2-seater, TR2, white/black..... £495
- 1953 MORGAN 2-str., excellent car, blue..... £395
- MORRIS**
- 1958 MINOR, saloon, spotless grey, H1... £585
- 1957 MINOR 1000, 4-door, green/grey, I..... £565
- 1957 MINOR 1000, conv., green, H2..... £555
- 1957 MINOR 1000, conv., unmarked, black/red..... £535
- 1955 MINOR traveller, green, roof rack, H..... £495
- 1955 MINOR conv., green, RHM2..... £445
- 1951 MINOR tourer, really exceptional... £345
- NEW RENAULT Dauphine, yellow..... £758
- RILEY**
- NEW 2.6, any colour, immediate..... £1,411
- NEW 1.5, maroon/red, immediate..... £864
- 1958 1.5 "MONTE" mods. (Young/Hill)... £795
- 1958 1.5 grey/white, Speedwell mods., H1... £765
- 1954 1½-saloon, maroon with biscuit, H1... £625
- 1952 2½-saloon, green, I..... £465
- 1948 2½-litre saloon, black/red..... £275
- SUNBEAM-TALBOT**
- 1953 (Sept.) 90 conv., spotless, bronze/red, H..... £495
- 1958 TR3A, red, DHORTX1..... £945
- 1955 (Oct.) TR2, specimen in red, very low mileage, Le Mans nose fairing..... £645
- 1955 TR2, ivory/black, HTX1..... £645
- 1954 TR2, nice black example, ABHTX..... £495
- 1952 RENOWN, well kept, black/beige... £375
- 1947 1800 Roadster, spotless grey..... £345
- 1934 TALBOT 105, supercharged, 2/4-str..... £295
- 1950 VANGUARD, blue, exceptional, HP..... £265
- 1958 V.W. Karmann Ghia, 3,000 miles, showpiece, duo tone red/black, H1..... £1,075
- NEW WOLSELEY '1500' green, immediate..... £796

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# Ferodo First

## Sebring 12 Hour Race

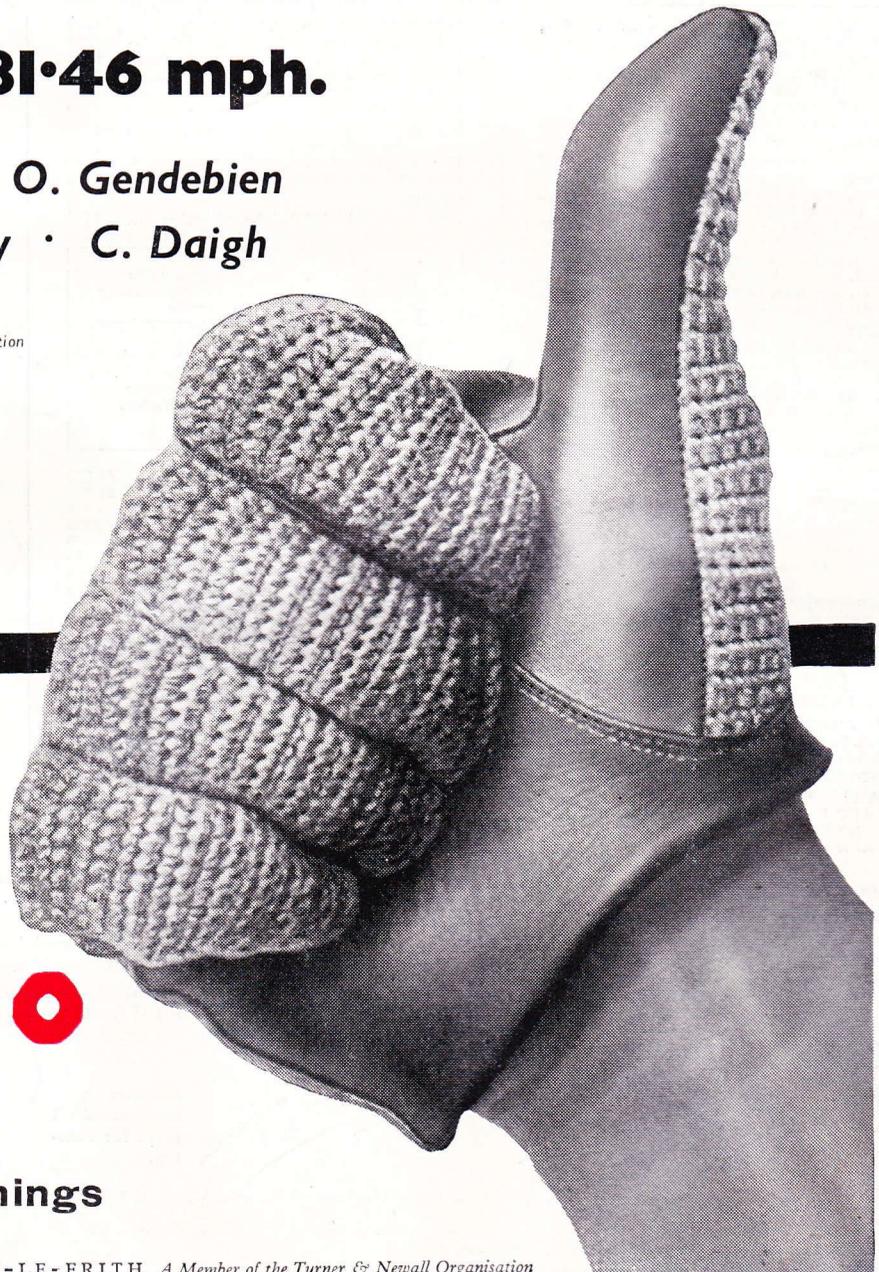
**1<sup>st</sup> FERRARI**

**81.46 mph.**

*P. Hill · O. Gendebien*

*D. Gurney · C. Daigh*

Result subject to official confirmation



**fit  
race-proved**

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