

AUTOSPORT

NOVEMBER 6, 1959

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EVERY FRIDAY

Vol. 19 No. 19

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

VETERAN CAR RUN—FULL REPORT AND PICTURES

HIGH PEAK TRIAL : BOURNEMOUTH AND NORWESTER RALLIES



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 19 No. 19 November 6, 1959

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EDITORIAL

THE MOVE TO GRAND TOURING

REGULATIONS just issued for the 1960 Le Mans 24 Hours Race show the tendency to encourage the Grand Touring type of vehicle, even although sports racing cars are still eligible for the Constructors' Championship. The G.T. cars to be admitted will be from 1,000 c.c. to unlimited capacity, which automatically excludes several well-known makes such as Austin-Healey Sprite, Turner, Berkeley, Dauphine, and many Fiat derivatives. Sports racing cars eligible are from 700 c.c. to 3,000 c.c., but, in order to allow for the increased frontal areas resulting from the new wind-screen regulations, the Index of Performance has been modified. In any case the "Index" is on its way out, and will be completely superseded by the "Index of Energy Output" introduced in 1959, and for which prize money has been considerably increased for 1960. Undoubtedly the introduction of an unlimited category for G.T. cars will be welcomed by several manufacturers, and may at last bring cars such as the Chevrolet Corvette to the starting line in European International events. The tremendous popularity of the AUTOSPORT Championship has emphasized the support for G.T. racing, but whether or not it will attract the general public to the big events remains to be seen. On the other hand, if the bigger manufacturers decide to support it, then the public may feel that important issues are at stake, and come to cheer on their favourite marques. Out-and-out sports car racing provides a thrilling spectacle, and has contributed a great deal to the development of normal production cars. Nevertheless it must be significant that big manufacturers such as Jaguar, Mercedes-Benz, Alfa Romeo, Lancia and others have dropped out, leaving the field to the makers of largely specialized machines. It is true that Ferrari, Porsche, Aston Martin, Lotus and so on have benefited considerably by the publicity resulting from sports car racing in the past few years, but undoubtedly some of the big names of the past would be welcomed back to International racing. Even if G.T. racing is adopted altogether to the exclusion of Appendix "C" cars, the four concerns mentioned would also be very much in the running—at considerably lower costs than are incurred by the building of special sports racing types, not normally available to ordinary customers. As it stands at the moment the manufacturers of fairly large-capacity G.T. cars have no outlet for the sort of publicity their products require in International racing, and in sports car events lighter and smaller capacity machines can outpace them on the majority of circuits. It seems to AUTOSPORT that the F.I.A. wish to encourage the "big thunderers", in the hope that American manufacturers may decide to enter the fray. Anyway, the way the wind is blowing will be made more clear when one reads the first list of applicants for Le Mans.

OUR COVER PICTURE

WE MADE IT! Jack Brabham, at the wheel of the Montagu Motoring Museum's 1904 Sunbeam, grins at George Phillips on arrival at Brighton. Also in the car are Peter Harper, Alan Brinton of the News Chronicle, and John Bullock (Rootes, Ltd.).



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WHAT'S GOING ON IN THE PICTURE?

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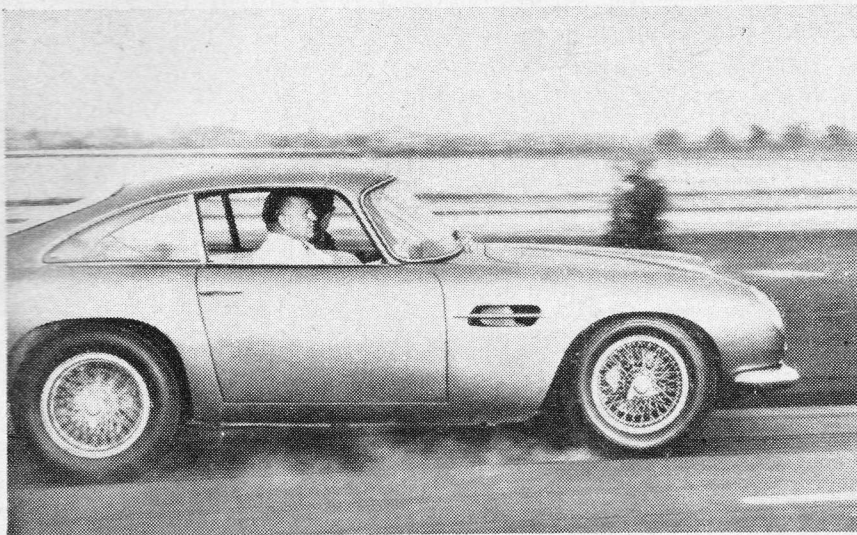
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AS6



ANCHORS AWEIGH! Reg Parnell brakes as hard as he knows how in the DB4 G.T. at the M.I.R.A. Test Track. The Aston, with two up, went from 0-100-0 m.p.h. in 20 seconds!

NO B.R.M.s FOR SEBRING

THE Owen Organization, busy re-designing and developing new cars for 1960 and for the 1961 formula, has reluctantly decided to cancel the projected entry for the Grand Prix of the U.S.A. at Sebring. This leaves Ron Flockhart, Harry Schell and Joe Bonnier without a drive. The Americans will be bitterly disappointed, for B.R.M. would have been a decided attraction.

ROY SALVADORI has been entered to drive C. T. Atkins's 2.5-litre Formula 1 Cooper-Maserati in the American Grand Prix at Sebring on 12th December.

AUTOSPORT has decided not to publish any claims to have covered the 72 miles of M1 at so-called record speeds.

NANCY MITCHELL will be driving a Morris Miniminor in the "Monte" from Oslo.

FRANKLIN D. ROOSEVELT, JR., has nominated Gregor Grant and Brian McCaldin to drive his Fiat-Abarth "750" Zagato in the R.A.C. Rally.

THERE are rumours of an entirely new Laystall Special for next season. It will have a Coventry Climax engine.

ITALIAN motor-racing circles are linking Joe Bonnier's name with Scuderia Ferrari for 1960. The Swedish driver neither denies nor confirms this!

UNLIKELY that Argentina's Temporada will take place after all, owing to shortage of money.

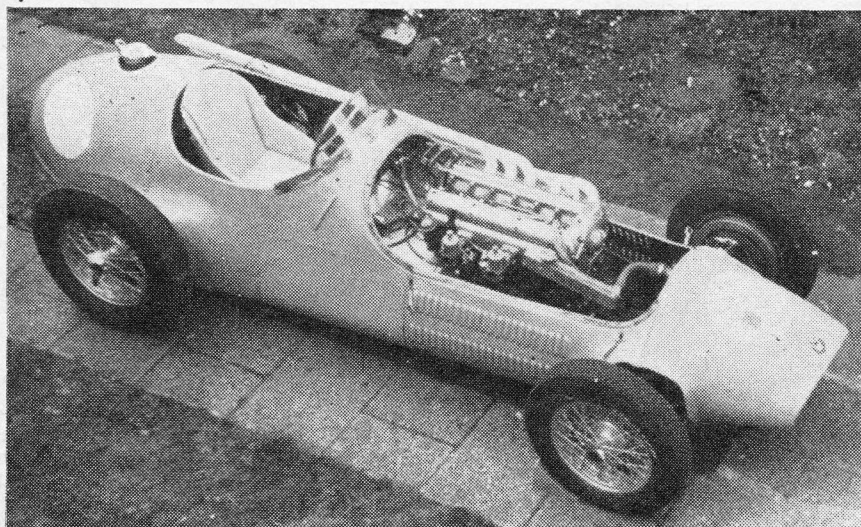
FAIRLY certain that Le Mans will take place on 25th-26th June, thus avoiding clash with Spa.

GERMAN Grand Prix next August is provisionally scheduled for the Solitude circuit near Stuttgart. A Formula 2 event will be organized at Nürburgring.

REAR-ENGINE, all-independently-sprung F1 Ferrari will not be at Sebring. Maranello has just bench-tested an 80 b.h.p., four-cylinder, two-o.h.c. "850".

NEXT week's issue will contain a fully illustrated report of the Turin Show.

MR. QUAYLE of Plymouth has purchased from W. S. Bader his well-known "Brooklands Riley", which will now be a stablemate to Mr. Quayle's famous 2-litre "Dixon" Riley.



PIT and PADDOCK

B.B.C.-L.M.C. TV TROPHY TRIAL Saturday, 7th November

THE following have been invited to compete:

South: Rex Chappell, Michael Lawson, Geoff Newman. Reserve: Peter Highwood.

Midlands: Ron Kemp, C. W. Pollard, Frank Lewis. Reserve: Tony Marsh.

North: T. C. Harrison, John Harrison, Edward Harrison. Reserve: J. S. Jenkins.

ENTRIES for the Monte Carlo Rally, for which regulations are now available, close on 24th November. The event takes place from 18th-25th January.

ANNUAL dinner of the B.T.R.D.A. takes place at the St. Anne's Hotel, Buxton, Derbyshire, on 12th December, following the R.A.C. Trials Championship in the morning and afternoon. Guest of honour will be Colin Chapman.

A SELECTION of cups and trophies won from time to time in the many successes achieved by Cooper cars is being displayed in the 52 Victoria Road, Surbiton, offices of Surrey Insurance, Ltd., insurance brokers.

IAN FRASER-JONES, the reigning South African G.P. Champion, is to race next season in Europe with a new RSK Porsche. His manager will be Leslie Brooke.

ONE of Germany's new motor sporting ventures, the Neckar hill-climb, is already achieving great popularity among German sport lovers. This hill-climb, some 2.7 km. in length, is expected to equal, if not better, the Grossglockner in popularity. This year some 140 entrants made the ascent, the fastest time of day being made by Siegfried Günther in a Porsche in 1 min. 51.7 secs. Stuck won his class with a BMW 507. Other class winners were Lotus (Shaffer), M.G.A. (Chaffee) and Morgan Plus Four (Rauch).

Those intending taking part in Continental hill-climbs should watch this climb as it is likely to attain International status inside the next 24 months.

LESLIE BROOKE and Prince Friedrich Karl von Preussen will be driving a DKW 1000S in the forthcoming Monte Carlo Rally, leaving from the new starting point, Frankfurt.

THE British Empire Trophy Meeting, to be held at Silverstone next October, will include races for club drivers. The day's programme on 1st October, apart from the British Empire Trophy race itself, will include championship races in the various categories, confined to club drivers who have competed during the year on the Silverstone club circuit.

BEAUTIFUL: A. F. Rivers-Fletcher's H.W.M.-Jaguar, which has competed in many hill-climbs this season, will be blown for 1960—which should make it quite a motor car!

SPORTS NEWS

WE regret to record the death of Charles Brackenbury.

"Charles the Brack", as he was called by his friends, first appeared at Brooklands in the middle 1920s as mechanic to Chris Staniland's Bugatti. He then obtained a four-cylinder Bugatti of his own, with which he was a consistent performer. He was also a popular second driver at Brooklands, to various Bugatti owners in particular, and won the Gold Star race with this make of car. He also drove in road races, such as those in the Isle of Man.

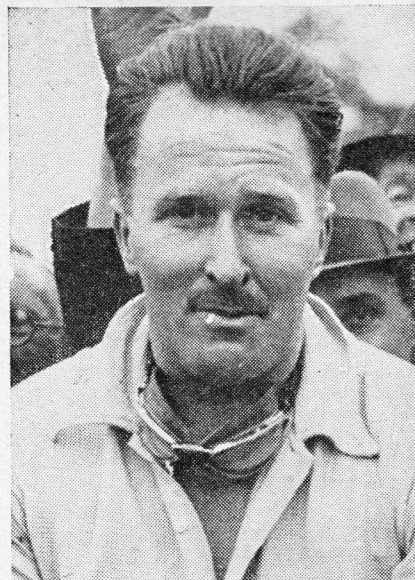
Brackenbury drove a Lagonda with Alan Good in the Monte Carlo Rally, and he also drove a 12-cylinder Lagonda at Le Mans and Brooklands just before the war. He was for a period connected with a garage business quite close to the Track, of which Charles Martin was a director, and he acted as

mechanic and second driver to Charles when he raced his Bugatti and Alfa Romeo cars, and also a 1½-litre Aston Martin.

After the war Brackenbury was a works driver for Aston Martins for a period and subsequently drove Astons with Nigel Mann. He was always a convivial soul, with a penchant for wild parties, and practical jokes were his speciality. He used to import those elaborate fireworks which are made to be attached to the sparking plugs of the victim's car, and when Hitler sent his teams to Donington, Charles actually managed to operate on Neubauer's personal transport. The portly Prussian was not amused.

A man of enormously tough physique, Brackenbury was always extremely fit until towards the end of his life, when the pace at which he lived began to take its toll. Charles the Brack has gone, and we shall miss him around the circuits, where his Rabelaisian humour and practical jokes had become a part of motor racing. AUTOSPORT extends its sympathy to his family.

JOHN V. BOLSTER.



CHARLES BRACKENBURY

MOSS CONCERTO

Victory for Stirling Moss at Watkins Glen

Story and Pictures by Ozzie Lyons

STIRLING MOSS drove his apple-green

F1 Cooper to an overwhelming victory in the "International" *Formule Libre* G.P. at Watkins Glen. The 100-lap, 230-mile event, sanctioned by F.I.A. and U.S.A.C., attracted top "professional drivers" with reputations at Indianapolis and other tracks. They piloted Offenhauser "midgets". Other, "amateur drivers", handled a sprinkling of Ferrari, Maserati, Porsche, Jaguar, Lotus and Elva. Moss, starting last in the field of 18 cars, caught up with the lead man, Bob Holbert, after one lap. Holbert's very potent R.S.K. was overtaken on the first upgrade from the start line and thus ended the only real opposition which Moss experienced. Despite maximum effort, Holbert steadily lost ground and following the 20th lap had to drop out with a broken gearbox. By then Moss was lapping the third place man, Bruce Boyle (Jaguar "D").

A cold rain mixed with hail closed in for the day and average speeds dropped

from around 95 m.p.h. to about "80". This was heavy weather for the track cars with their smooth-tread "slicks" and high power-to-weight ratio. The prevailing technique was to steer with the throttle, an incautious foot producing all manner of gyrations.

The Jaguar encountered some hay bales, losing much time and all of its front body shell. Gus Andre (300S Maserati) led the flock until a dragging belly pan necessitated some hasty pit work.

Leader of the track car contingent was Ed Johnson of Cleveland, Ohio. His midget, running on an alcohol blend and a compression ratio of 16-1, managed a lead of 22 seconds over Harry Entwistle's Lotus 2-litre. At half distance the Offy, injecting "dope" at the rate of three miles to the gallon, had to sacrifice 45 seconds for a refuelling stop. A lot of strenuous driving by Johnson resulted and he ultimately finished the race in second place with Entwistle third.

Of course, Moss was in a class by himself. About every 20 minutes he would build up another lap over the struggling survivors. When he saluted the chequered flag at the finish there was some discussion as to whether he had lapped everyone four times or five times.

But there was not the slightest doubt as to the overwhelming superiority of the Cooper-Climax and its masterful conductor.

Result

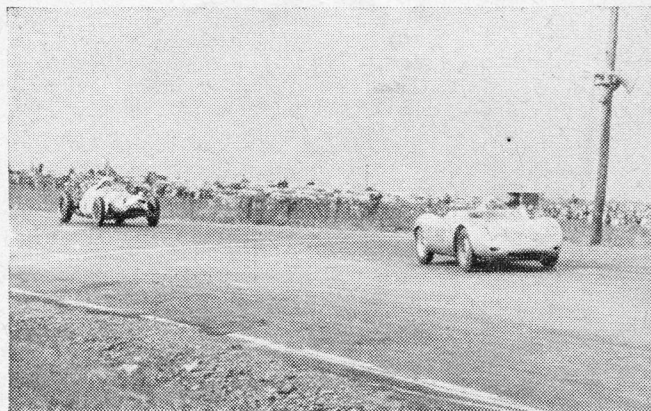
1. Stirling Moss (Cooper-Climax Formula 1), 82.1 m.p.h.
2. Ed Johnson (Offy-Midget)
3. Harry Entwistle (Lotus 2-litre)
4. Thos. Greatorex (Elva Mk. III)
5. Gus Andre (Maserati 300S).

SILVER CITY MOVES TO BOURNEMOUTH

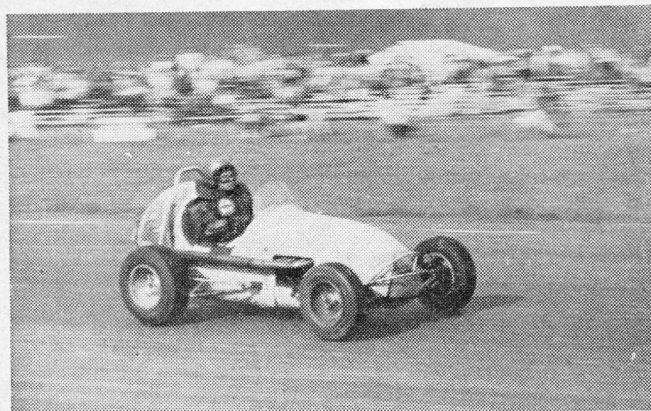
SILVER CITY AIRWAYS will transfer its cross-Channel air ferry operations from Southampton Airport (Eastleigh) to Bournemouth (Hurn) on 18th November.

After the close of flying on 17th November the Silver City fleet will fly to Bournemouth to commence operations from Hurn Airport the next day. Until suitable accommodation is available at Hurn, however, the administrative staff under Mr. R. Mackay, area manager, will remain at Eastleigh.

Daily air ferry services from Bournemouth to Cherbourg and Jersey will be operated throughout the winter. Summer services will operate to Deauville.



COMPLETING the first lap, Stirling Moss has passed every car in the race and is about to overtake Bob Holbert (R.S.K. Porsche).



SECOND MAN HOME was Ed Johnson who drove this Offenhauser midget. He was lapped no less than four times by Moss.

PROFILE *Masten Gregory*

By Christopher Nixon

UNLIKE jockeys or boxers, racing drivers are not easily recognizable as such. They do not conform to any rules, physically or mentally, and so to those people who are not drawn in any way to our sport it would, no doubt, come as a surprise to learn, on meeting or seeing them for the first time, that these men do, in fact, make their living, partly or wholly, driving racing cars.

Probably the most unlikely looking of them all is Masten Gregory. A small, wiry, bespectacled man, looking younger than his 27 years, Masten would easily pass as a scientist or school teacher.

He has a deep, deep voice and talks slowly and deliberately, thinking over carefully what he is about to say before he actually does so. He is a very relaxed individual, all his movements being carried out in a seemingly effortless manner.

Like most small men, he holds himself well and thus looks perhaps a bit taller than his 5 ft. 8 ins. He is a fairly heavy smoker and about midway through this season he found that this was causing him to lose weight. As a result, obviously, his stamina was being sapped, so he took to a pipe and now puffs contentedly on that. He drinks occasionally, but only in moderation and is normally quite happy to have just a "Coke" to quench his thirst.

Masten was born in 1932 at Kansas City, Missouri. His father died only a few years later and his mother, suddenly finding herself the breadwinner, took over her husband's insurance company. Happily this venture met with considerable success.

After the usual and unspectacular period at school, Masten, at 18, joined his mother's insurance company and it was while he was working here that he met the girl who was to become his wife, Lou Simpson, a pretty blonde, who bears a slight facial resemblance to actress Glynis Johns. They were married in 1951. A year later, having decided that insurance wasn't, perhaps, the most exciting way of making a living, Masten decided to go motor racing.

He bought a Chrysler-Allard and proceeded to enter events as an amateur all over the United States. While this was by no means a profitable way of life, it was indeed exciting and left no doubt in his mind that it was the life for him.

Masten then bought a C-type Jaguar, not because he thought it would be a successful racing car but because it was so pretty and would undoubtedly look very nice on the streets of Kansas City! The Allard, though, was now becoming unreliable, and when, late in 1953, he was selected to represent the United States in the Argentine races (in common with Phil Hill, Carroll Shelby and Bob Said), he decided to take the Jaguar.

The races took place in January, 1954, and although the car ran very badly,

Masten enjoyed racing against the European drivers and decided to come to Europe to learn as much as he could over here. He bought a 4.5 Ferrari (the actual car in which Farina and Maglioli drove to victory in the Argentine race) but in practice for a race at Pebble Beach he hit a tree. The car was almost broken in two but Masten escaped more or less unharmed. Having had the car rebuilt he then brought it and his family (he now had three children) to Europe.

He entered the car for the sports car race at Rheims that year. He was now 22 but looked about 18, as did Lou, and he caused quite a stir when he turned up for practice with the huge Ferrari. The other drivers, including Moss, Fangio and Hawthorn, looked at Masten, then at Lou, and began to ask who the heck was this teenager, and what was he doing driving a great big hairy Ferrari?

They were finally convinced that he was, in fact, 22, and had done a lot of racing in the States, and what was more important, that Masten did know how to handle the 350 or so horses that lived under the Ferrari's bonnet!

Towards the end of the 1954 season Gregory was offered his first works drive. Enzo Ferrari asked him if he would like to share the wheel of one of his cars with Froilan Gonzalez in the Tourist Trophy. Masten readily agreed and took himself off to Dundrod. It was a fruitless journey, however, for Gonzalez, crashed badly in practice and that was that.

Next year Ferrari again invited him to drive in the same race, this time with Olivier Gendebien. Alas, Gendebien crashed in practice and Masten, convinced he was destined never to perform in this particular event, prepared to leave. Carroll Shelby, however, found himself with a Porsche and no co-driver. So he asked Masten if he would like the job. Masten said "thank you very much" and together they won their class.

He had to wait just over a year though, for his first works Formula 1 drive, when Ferrari offered him one of his Lancia-based cars for the Argentine G.P. in 1957.



The Gregory family now numbers six, Masten and Lou having four children, one girl and three boys. For some time they all lived in Europe, at first on Lake Como with John Fitch and his family. Later they moved to a lovely house just outside that most beautiful of cities, Rome. Now, of course, the three eldest children are all of school age, and so Lou has taken them back to Kansas. Masten, almost fully recovered from his Goodwood crash, lives in a flat off Park Lane, which, during the racing season, he shares with Carroll Shelby. Last Monday he left England and returned home for the winter.

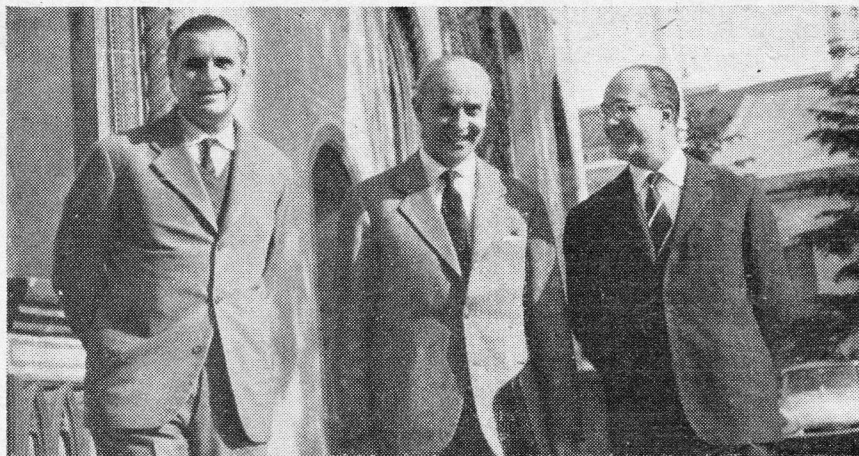
He is a pretty active sort of person who likes to swim and play golf, although he hasn't managed the latter for some time. Unfortunately, at Goodwood he broke his left leg and his left shoulder and so he couldn't use a crutch, otherwise he would have been up and about a long time ago. However, balancing precariously on his right leg, he used to hop about the flat in fine style, amusing himself by making scale models, playing cards or Scrabble and chatting with the numerous friends who came to visit him.

In a more relaxed vein, Masten, like Phil Hill, has a great interest in Hi-Fi,

Continued on page 599

EARLY DAYS. Masten, in his XK 120C, moves up on Walt Hansen (modified XK 120) during a race at Thompson, Connecticut, in 1953.





THE THREE MEN behind the B.S.3 are seen here in the factory at Bicocca, Milan. They are (l.-r.) Carlo Barassi, Sergio Vittorelli and Giuseppe Lugli.

FIRST production examples of a new type of tyre in which the tread is separately replaceable were presented to the public last week. Known as B.S.3 tyres, they herald the beginning of a new era in tyre development. Companies in the Pirelli group all over the world are now planning for the production of tyres of this type.

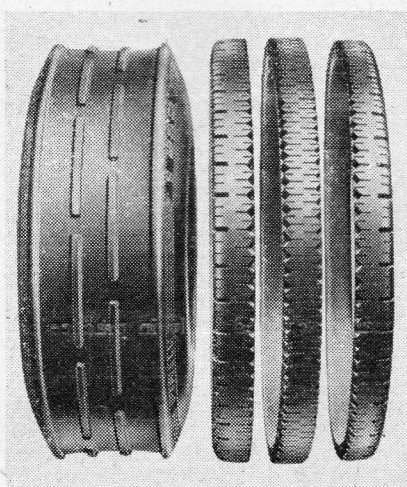
New methods of construction developed for the B.S.3 tyre, which has been patented by Pirelli S.p.A. of Italy, mark as significant a step forward in tyre development as did the first full pneumatic car tyres. The result is a tyre in which only the part most subject to wear, the tread, need be replaced, and in which the tread pattern can be easily changed to suit prevailing weather conditions without special tools or equipment.

Another development makes it possible to insert a series of tungsten carbide tipped spikes which enable a car to be driven on solid ice with the same degree of control as on dry asphalt.

Exceptional adhesion is provided at all times, and a smoother ride is obtained. Exceptional silence is assured even under extreme provocation such as when cornering or braking. Steering response is improved, so that the effort required for steering is reduced and the car can be more accurately controlled, while the life of the casing itself is extended, and the possibility of punctures made remote. Tyre costs are reduced

Pirelli's Revolutionary New Tyre

The B.S.3 is revealed as the tyre of the future

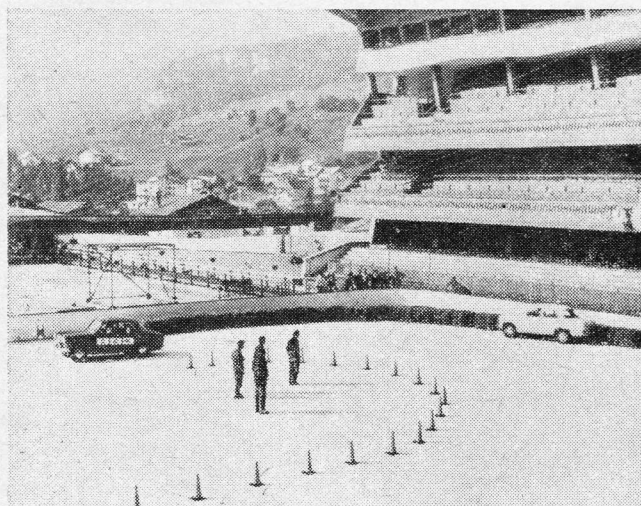


THE TYRE in its four sections. On the left is the carcase and beside it are the three tread bands.

tyre remains in service. In the unlikely event of a puncture the tread bands will not become detached until considerable deflation has occurred. Even so, the bands will not become jammed under the tyre causing instability, and the partially inflated casing is perfectly capable of travelling safely some distance without the bands.

Uneven wear of the tread, perhaps as a result of misalignment of some kind, or incorrect inflation need not result in premature failure of the tyre as can happen with conventional tyres. This is because the bands can be changed around from wheel to wheel, to even out wear, and if necessary, only part of the tread, represented by a single tread band, can be replaced when required, to ensure that fully efficient treads are maintained on the tyres.

With the B.S.3 tyre, worn tread bands can be replaced at minimum cost without the need to buy a new cover. It is not necessary to remould the old tyre, or even to remove the tyre from the wheel. In exceptional circumstances treads can be replaced without even taking the wheel off the car.



TESTS ON ICE prove the superiority of the new tyres, equipped with studs. Two identical cars were used, the black one wearing B.S.3s. The pictures show a cornering test (left) and a braking test (right).

IN THE 4.5 FERRARI, Masten leads Peter Collins (DB3S) into Cottage Corner during the sports car race at Aintree in October, 1954. They finished in that order.

Masten Gregory—continued

and has an extensive array of equipment in Rome. He also has a fine record selection of classical music.

He does not depend entirely on racing for his income, for he has several interests in America, the main one being a bowling alley which he owns in Topeka, Kansas, and bowling alleys being as popular as they are in the States, this would seem to be a very wise investment.

For his personal transport Masten uses a Volkswagen, a car that he has kept for two years or so. ("Something I could never do in the States!") This car has done a considerable mileage all over Europe and Masten is full of praise for the little beetle which has never given him any serious trouble. (Here I would like to remind you that you are reading AUTOSPORT!)

As with so many drivers his favourite circuit is the 'Ring, "With Spa a very close second". He was also very fond of Dundrod. His favourite racing car is the F1 Cooper, but "It isn't fast enough. On the really quick circuits such as Rheims, some of the bends are taken flat out, and if you should get into trouble, there is no more power in reserve to help you." He has no time



★
AT PRESCOTT in 1954 Gregory came second in his class with the Ferrari. He returned a time of 55.11 secs.

FOR THE 1959 season Masten joined the Cooper works team. He is seen below following Stirling Moss through a bend during the Dutch G.P.

★

for the new 1½-litre formula and thinks instead that the capacity limit should be raised to 3 litres. As many people have said, the extra power of the bigger engines, would, in fact, be a safety factor.

Masten thinks that perhaps the best race of his career was the Nürburgring 1,000 kms. last year when he got the Ecurie Ecosse D-type round in 9 mins. 58 secs., an unheard of time for any Jaguar and on a circuit which is no more suited to it than a Go-Kart! This year's German G.P., too, at Avus, when he made a valiant attempt to break up the Ferraris, was pretty exciting. "It was also," he recalls, "b—y dangerous. We were slipstreaming each other three or four inches apart at about 180 m.p.h."!

One very amusing incident sticks out in his mind. During the big sports car race at Silverstone in May, last year, Masten, driving a Lister-Jaguar, passed



Tony Brooks, whose Aston was not handling too well. It so happened that the Lister's brakes weren't up to scratch and so Masten had to pump the pedal before each corner to build up the pressure. As he passed Brooks he gave him a polite wave and then started pumping his brakes for the next corner. Tony saw the wave, and then the Lister's brake lights began flashing on and off. This, coupled with the unusual handling of the Aston, convinced Tony that something was about to fall off—and so he called into the pits to investigate. Nothing could be found wrong with the car, however, and he was hastily dispatched back into the race. Afterwards Masten told his side of the story and managed to convince Austons that he hadn't done it as a trick to get rid of one of his adversaries, although it did look like a bit of gamesmanship.

Stephen Potter would have been proud of him!

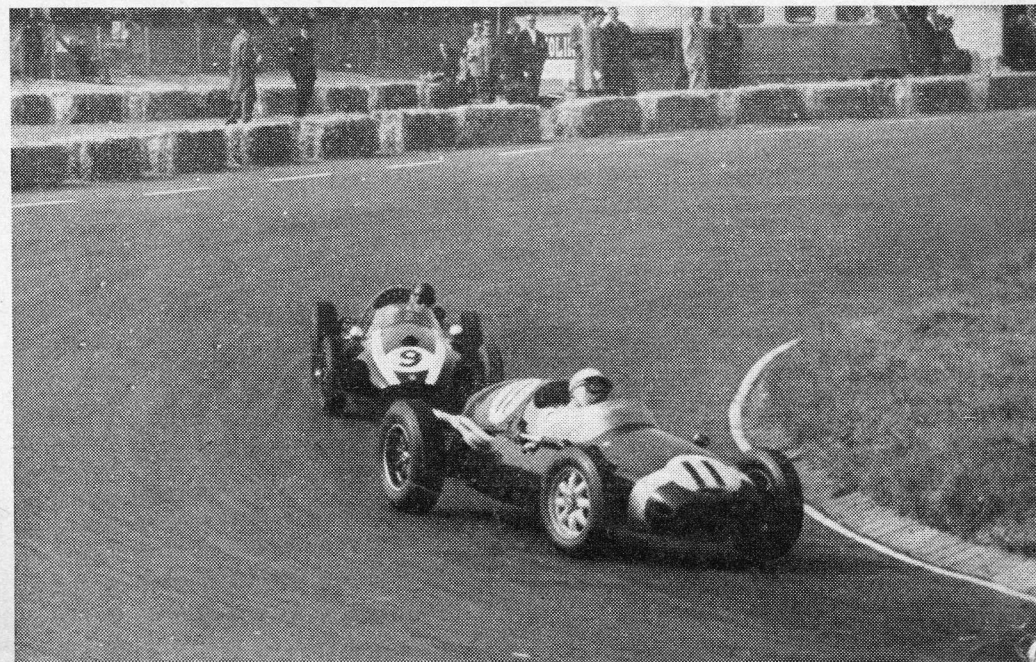
As I said, Masten is still recuperating though he expects to be fit in time for the Sebring G.P. and Nassau Speed Week. He is looking forward to Sebring for, much as he admires Stirling, he naturally wants to see his team-mate, Jack Brabham, win the Championship. So he will be doing his utmost to help Jack win this all-important race.

It is still too early for him to make any concrete plans for next season but he is very happy with both Coopers and Ecurie Ecosse, so don't be surprised if he stays with them. As an American, he is taking a keen interest in the Scarabs but he feels it would be silly to forsake a race-winning car for a completely untried design.

When asked if any of his children, although still very young, showed any signs of wanting to become racing drivers, Masten said not yet, although the two oldest had tried their hand at Go-Karting. Masten, Jr., was quite good, but Deborah Ann kept her foot on the throttle and hit a fence! Lou, he says, enjoys racing and is a good driver herself. Her wonderful and ungrudging co-operation in moving around Europe and the U.S. has been a tremendous help to him.

One last thing. His children, although they have never seen a proper motor race, are very interested and are ardent fans of—Stirling Moss! So when Masten gets home from a race he is set upon by his happy brood and four excited voices ask "Who won, daddy—Stirling?" Children say the darndest things!

Number 3 of a series



Accessories on Show

Some Motoring Ancillaries seen at Earls Court

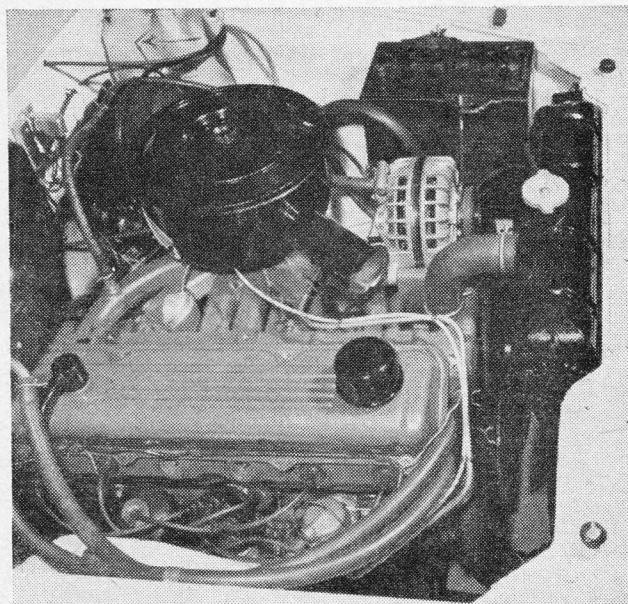
SEEN from the relative peace and quiet of the Gallery (or the bar) the ground floor at Earls Court during the Motor Show resembles nothing quite so much as a good-going ant-heap in time of crisis. Thousands of people bent on an annual orgy of covetousness, small boys gathering every leaflet in sight and asking erudite questions and the incredible savagery of fat women carving a way through the crowd with elbows and umbrellas, make a visit to the car stands something of a penance and the Gallery appears, by comparison, a veri-

table garden of tranquillity. On the accessory stands the salesmen are recruited more for their knowledge of their products than for their ability to deal ruthlessly with predatory school boys. Here, in fact, Business is the order of the day.

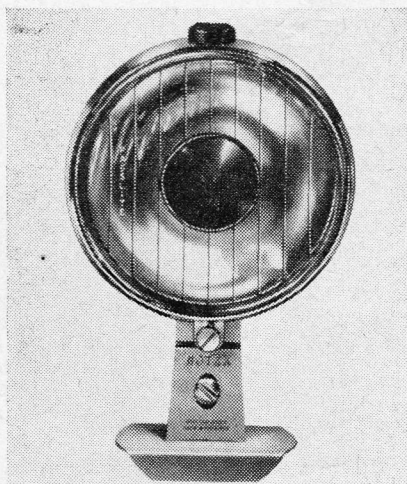
With the long-delayed arrival of Motorway travel in Great Britain there is much to be seen on the stands of the various tyre manufacturers, many of whom are able to call on racing experience to make the tyres for the sustained high speeds which will, presumably, be possible on our new roads. Dunlop, of course, offer the Roadspeed, Avon have the Turbospeed, while Pirelli are content merely to call their product the Speed tyre. Goodyear go all the way and have a Motorway Special tyre on sale and Firestone offer a nylon reinforced tyre specially designed for sports and high speed work.



WHAT'S NEW? John Cooper and Bruce McLaren inspect the Chrysler Valiant's 2.8-litre engine and particularly (right) the new alternator, which is fitted in place of a dynamo. It generates A.C. current and will take very high loads.



Faster cars need better lights but cars styled in the modern manner leave little room for the addition of spot and fog lamps; nevertheless the lamp-makers have responded with a fine array of small, slim lamps which combine high light penetration with reasonable size. Perhaps the most important lighting development is to be seen on the Lucas stand. Three times as much light as is given by a normal headlight is the claim for the new Lucas sealed beam head-



The Notek "Passlite", a slim fitment giving an asymmetrical pencil beam, is made in stainless steel. The screws on the bracket are for accuracy of beam-direction.

are a pair of matched fog and long-range lamps named respectively the "Foglite" and the "Passlite". These, both available in stainless steel, are extremely effective, the Foglite having a powerful, spreading beam while the Passlite has a long, narrow and intense beam which is asymmetrical in shape to avoid dazzling oncoming drivers. Marchal and Bosch both have good ranges on display but one of the most imposing shows is on the Butler stand. Here are lamps for literally every motoring purpose. Three of the Butler products are worthy of particular mention: the Disc-ette, an ultra-slim reversing light which gives a very wide and intense light; the Flexi-light, a map-reading light mounted on a length of flexible metal tubing which can be bent to any required angle, and the Wander-lamp, which plugs into a

socket and can then be carried around on the end of its 14-foot-long water-proofed cable to any spot outside the car where light may be needed or else used from inside the car as a signpost light.

An accessory which has become beloved of the enthusiast is the wood-rimmed steering wheel. A wide range of these can be seen on the Blumel stand, made for most popular sports cars and also in sizes to fit Ford 8 and 10 steering columns, designed with the special builder in mind.

Of great interest to the man who likes his car to be faster than similar models will be the equipment displayed on the Performance Equipment Company's stand. Available for almost all British and many foreign cars these accessories are purely "bolt-on" kits which do not require the internals of the engine to be altered in any way. The PECO high-performance kits are marketed in stages, so that the performance of the car under "treatment" can be increased progressively. The first stage is the basic unit which fits on to the end of the exhaust pipe and eliminates reverse pressure; the second stage also incorporates the basic unit and consists of twin tail pipes, a silencer and piping as necessary; number three adds a special full-flow pulsation-type exhaust manifold to the second stage while the

fourth and final stage adds a multi-carburettor inlet manifold to the preceding stages. Impressive performance figures are quoted to back up the firm's claims and on some models a full 100 per cent. increase in acceleration is claimed for the full four-phase operation.

An interesting gadget seen at the show was the "Memopark"—a tiny timing device for fitting to a key ring. A dial can be set for any time (at five-minute intervals) between 5 and 60 minutes and, when the allotted time has expired, the timer emits a shrill whirring sound. Made by Venners and distributed by Messrs. Fisher Morgan, the "Memopark" will prove invaluable in parking meter areas but a great many other uses can be found for it.

With hard-wearing P.V.C. on sides and edges of the seat and panels of quilted, brushed nylon with foam filling at back and seat top, the new Luxeta range of car seat covers represent a unique combination of modern plastic materials. One of the first companies to introduce covers for car seats, Karobes' Luxeta range are available in nine colour combinations: Bronze P.V.C. with red nylon or beige nylon; green P.V.C. with green nylon or beige nylon; blue P.V.C. with lavender grey nylon or blue nylon; grey P.V.C. with red or green or blue nylon.



Luxeta quilted upholstery.

For the protection of cars against the elements one of the most significant advances of recent years was seen on the Romac stand. This is "Topcoat", a polythene strengthened substance which enables the motorist to give his pride and joy a thin layer of polythene on the cellulose at the same time as he polishes it. Polythene shields the car from the fading effects of the ultra-violet qualities of sunlight as well as moisture, grit, dirt and atmospheric acids.

MICHAEL DURNIN.

FALCON M.C.

Guy Fawkes "200" Results

President's Cup: D. G. Fleming (Primrose).
Bowler's Bowl: Mrs. D. G. Fleming.
Category I: P. Scott (Sprite); Category II: M. J. Lawrence (Lawford); Category III: J. P. Davis (VW).

Guido Vase: H. J. Norris (Morris).

Full report and pictures of the Guy Fawkes "200" and the Guido Vase will appear in next week's issue.

NEW ZEALAND NOTES

by Peter Greenslade

AFTER months of negotiations with overseas drivers, the promoters of New Zealand's international series of races to be held in January and early February seem to have things sorted out now.

The series will open with the New Zealand Grand Prix on the two-mile Ardmore circuit on 9th January. The Lady Wigram Trophy will follow a fortnight later in Christchurch. A week after that the Dunedin Road Race Festival Committee will stage an International event on a brand new circuit, which promises to be fast, near the centre of the city.

The International series will conclude the following Saturday, 6th February, with the Teretonga Park Trophy at Invercargill.

Pursuing its usual policy of endeavouring to have the previous year's winner back again, the New Zealand International Grand Prix Organization has secured Moss with a Rob Walker Cooper for Ardmore.

Stirling is, of course, scheduled to drive a British Racing Partnership Cooper-Borgward in the South African Grand Prix on 1st January, so he is going to have some extensive travelling to start his New Year.

The Reventlow Scarabs will also make their debut on the two-mile Ardmore circuit, and the intelligence here is that the drivers will be Dan Gurney or Lance himself and Chuck Daigh.

David Piper will have a Formula 1 Lotus and a 2.2-litre car is coming out for the New Zealand tour also. It will be driven by a New Zealander so far unnamed, but the betting is that Sid Jensen, the brilliant Formula 2 Cooper driver is the most likely man to get the lion's share of the driving.

Jack Brabham will be back again with a works Cooper and naturally Bruce McLaren will be supporting him with another works car.

In addition there will be a strong Australian contingent at Auckland—Len Lukey (2.2-litre Cooper), Ted Gray (Tornado), Arnold Glass (250F Maserati), Bib Stilwell (2.2-litre Cooper) and Doug Whiteford (300S Maserati).

On top of that, American driver Rod Carveth is coming out with a new Testa Rosa Ferrari as well as a DB3S Aston Martin.

Brabham, who has never had too much luck in the South Island races, is giving them a miss in 1960. It is remotely possible that Stirling Moss will be enticed to drive at Wigram. But negotiations are still going on.

Stilwell and Whiteford are not coming to the South Island, but the rest of the contingent will be making the southern tour so there should be some good racing.

Perhaps the funniest thing about the whole business is that the local drivers are keeping very quiet about their plans at present.

Ross Jensen is lying low, although it is rumoured that he will be driving a *Formule Libre* Tech-mec. Pat Hoare

has his 3-litre Ferrari being fitted with the latest mods., and several of the more potent Formula 2 Coopers have been changing hands during the winter.

Much interest centres on the most secret activities of the Christchurch veteran Hector Green. For the last year or two he has been managing the equipe of Ferrari driver Tom Clark. But at present he is building a new car. It is, in fact, a development of his R.A. which was perhaps a forerunner of the Formula 2 Coopers.

Green is not only a brilliant engineer but also a first-class driver. He has never worshipped at the shrine of orthodoxy so his latest R.A. should be technically interesting.

All promoters have been looking pretty carefully at their set-ups and one good thing that appears to have come out of that is closer attention to the elimination of slower cars and inexperienced drivers from the classic events.

Last season the speed differential became very apparent and there were some unnecessary and fearsome moments. It is to be hoped that there will be no recurrences this season.

Interest is mounting rapidly and no club is doing more in the promotion line than the Southland Sports Car Club. To boost its International meeting it has produced a handsome 56-page booklet and called it "Teretonga Car Sport Review". It is well illustrated and reviews the last season. In addition it is putting on a 2,100-mile rally.

This event, to be known as the South Island Holiday Rally will be run right round that part of the South Island where there are roads and will be divided into "expert" and "amateur" classes with £1,400 in stake money at the end of it.

About 120 cars will set off from Invercargill on 6th January and return there on 9th January—an unfortunate clash with the Grand Prix there but it cannot be helped, as the club was anxious that it be held while people are on their annual holidays.

The Dunedin International race will be staged on a most interesting circuit of slightly less than two miles, with two good fast straights, some high-speed swerves, and a couple of hairpins thrown in for good measure. Also included is a tricky spot of hill work by the leading Dunedin cemetery!

Best time of the day at the Canterbury C.C.'s sprint (flying kilo) went to young Leon Witte with his not-so-young Triumph TR2. He averaged 122 miles an hour. If approved, this figure will constitute a new national record for Class E sports cars. It is about 12 miles an hour better than the old figure set by Bill Shaw, another Christchurch driver with a TR2 some years ago.

The brothers Stanton, Charles and Maurice, those well-known sprint exponents, were not in evidence.

They are hard at work on the new Stanton Special—fuel injection Corvette motor, plus special Corvette close-ratio gearbox, disc brakes and supercharger!

Report from Eire

BY BRIAN FOLEY

TWENTY-EIGHT drivers competed in the Irish Motor Racing Club's Trial on 19th September. This was an all-tests affair run over two laps of a dyed course, totalling approximately 50 miles. Starting point was the Boot Inn near Dublin's Collinstown Airport. Seamus Griffen in his own 1,172 c.c. Ford Special was an easy winner, with a total of 331.6 marks. His nearest rival was Kevin Sherry (Volkswagen) with 368 marks, followed by two other saloon car drivers, Des. Cullen (NSU Prinz) and Jimmy Millard (Austin A35). Winner of the open car class was Seamus Griffen's brother, Dave Griffen, in the ex-Jack Toohey Dellow. Dave is best remembered as the "name" behind the late Bobby Baird's famous supercharged, 4CLT Maserati-engined Griffen. In true Griffen tradition, Dave's Ford-engined Dellow sports a blower.

SIX driving tests and a 61-mile navigation route was the menu served up by the M.G. Car Club (Irish Centre) for their Jackson Trophy Trial on Saturday, 26th September. Start was from that traditional starting point of many Dublin trials, the Oldbawn Inn, at Tallagh, and the route included Blessington, Dunlavin and on to the finish at Rathcoole. Alex Malcolm was in top form and made light work of taking the Premier Award in his Ford-Buckler. Next best, and winner of the saloon car award, was John Moore in one of the tiny Goggomobils. A highly interesting combination in this event was Cecil Vard in one of the new Triumph Herald coupés. Cecil finished third in the saloon car class, although he was only fifth on General Classification.

THE day following the Jackson Trophy Trial, Sunday, 27th September, the Kingdom of Kerry Motor Club held their extremely tough Central Hotel Trophy Trial. Victory went to Tralee driver Liam Woulfe in his Renault Dauphine. Last year's winner, Dickie Barrett, of Tralee, who now resides in Dublin, made the long trip south along with his navigator, Des. Bradley, only to suffer the misfortune of holing the sump of his A35.

FIRST of the season's Hewison Trophy Trials was the Limerick Motor Club's Circuit of Clare, held on Sunday, 4th October. Starting from the Broadford Road, on the Clare side of Limerick City, the first car of the 26 starters departed at 10 a.m. After traversing some 150 miles of ever-winding, pot-holed and boulder-bordered Clare roads, Cecil Vard with the new Triumph Herald coupé emerged as the clear-cut victor with a margin of 8.4 marks over his nearest rival, Tom Bourke of Cork in a Volkswagen. As well as winning the Premier Award, Vard took Class C for Saloon cars under 1,000 c.c. Volkswagens in the hands of Bourke, O'Connell and Mahony had a clean sweep in Class B for Saloons over 1,000 c.c. The Sports and Specials class was poorly supported. Val Baker in his famous 1,172 "Thing" had an easy win over his fellow Limerickman J. Roche Kelly in a TR2. There was no other finisher in this class. Navigators clean on the road were:

B. S. Hanley who navigated Tom Bourke, Jack Scott who navigated Vard, Noel Brooks for Liam Woulfe in a Renault Dauphine, and Dudley Reynolds for Jimmy Millard in an A35. Of these only Hanley, Scott and Shackleton gained navigators' awards, being the navigators for the three class winners. Testimony to the tough nature of the Circuit of Clare was the fact that only 18 finished out of the 26 starters, which represents a fairly high percentage of non-finishers.

For the past two seasons, the Hewison Trophy was a team event, but this year it reverts to an individual award. At this early stage it would be almost impossible to pick the winner. Vard is right on form with his new Herald coupé, but he has yet to do battle with the "crack" Specials drivers, and then there is a certain Mr. Sherry from Monaghan who drives a Volkswagen! My guess is that the little NSUs will not be too far behind.

WITH the speed season now well over, clubs will soon be offering us their usual crop of A.G.M.s, annual dances, film shows, etc.

The Motor Enthusiasts' Club started the ball rolling with a midnight matinee held in the Pavilion Cinema, Dun Laoghaire, on Tuesday, 29th September. Most of the films had been seen before, the only new one being "Kings of Speed" which dealt mostly with Coopers and Jack Brabham. On the following Thursday night, the Central Hotel, Dublin, was literally invaded when the Irish Motor Cycle Club staged a showing of some excellent 8 mm. silent films taken by Mr. Jimmy Callaghan. Most of these films dealt with various Irish motor cycling events, but to keep the "car boys" happy, Jimmy had a very entertaining 20-minute film of the Irish Motor Racing Club's Phoenix Park meeting last July. Next year we hope that Mr. Callaghan will devote some more of his attention to car events.

Big film show of the year was on 29th October, when the Irish Motor Racing Club held a midnight matinee in the Savoy Cinema, Dublin. Last January the I.M.R.C. brought over the late Mike Hawthorn for a midnight matinee in the Savoy. This time Tony Brooks appeared. Proceeds went once again to the Central Remedial (Polio) Clinic.

Results of this year's Sexton Trophy Competition are now to hand and for the record here they are:—

1, W. E. T. Bradshaw (A.C.-Bristol), 151½ pts.; 2, J. J. Flynn (M.G.A. and Gordini), 136; 3, K. Monks (Triumph TR2), 113; 4, R. Redmond (DKW Saloon), 87½; 5, D. F. B. McAllister (Triumph TR2), 87; 6, P. Carter (Austin-Healey Sprite), 80½; 7, R. Barrett (Austin A35), 80½; 8, R. Rennicks (Leprechaun 998 s/c), 74; 9, J. Moore (Triumph TR2), 73½; 10, W. D. Lacy (M.G. TD and Porsche), 71½.

This is Bill Bradshaw's third Sexton win. He won it last year in his A.C.-Bristol, and also in 1956 when he drove an XK 120 Jaguar which was aided by C-type mods. He has come on a long way since his Jaguar days, and in two years of watching him in action in his A.C.-Bristol, in hill-climbs and races, I have never seen him do anything unsafe or dangerous-looking.

Joe Flynn must surely be a veteran at the game in Ireland, as he has been driv-

ing for a lot longer than he would care to admit. He won the Sexton on several occasions and it was nice to see him finishing so high up again this year. It is ironic that Bill Lacy only managed to get into the first 10 this year. Bill did not compete at several Sexton events, being a notable absentee at the Phoenix Park meeting. Bill is generally acknowledged as the best driver in Ireland. He went over to Brands Hatch for the Cooper Racing Drivers' Training School and out of 3,000 pupils Bill finished number one. His first race outside Ireland was at the Vanwall Trophy Meeting at Snetterton in August, when he was second in the large sports car class driving Brian Naylor's J.B.W.-Ferrari. This was Bill's first ever scratch race and his first racing experience of really fast machinery. His previous experience was confined to his own very potent M.G. TD and to one gallop in Nigel O'Flaherty's Porsche Carrera at Dunboyne this year. Next season Bill hopes to go motor racing abroad, possibly in a Formula Junior Cooper. He will carry the good wishes of every enthusiast in Ireland, and we feel confident that Bill Lacy will not let us down.

AT this time of the year everyone is talking of selling, swapping, or modifying their cars for next season. Kevin Diffley is trying to dispose of his Jirano, to be replaced by, of all things, a hunter (horse to the uninitiated!). Jim Barr has sold the Ford Special that he drove at Altadore to midget car exponent Frank Nutall. Luke Duffy, who raced Norton motor cycles a few years back, has bought the "small" Leprechaun from Harry Lindsay, and is toying with using a double-knocker Norton 500 motor instead of its present rather heavy 650 B.S.A. Twin engine. Robin Rennicks has great plans for making the hitherto unreliable 998 c.c. s/c Leprechaun really motor next year, but more of this anon. Later on, I hope to be giving AUTOSPORT readers details of some very interesting fibreglass "creations" which will be seen on Irish, and even possibly English, circuits next year.

Eire Trials and Rallies for Remainder of 1959

November

- 7th: I.M.R.C.—Autumn Trial.
- 14th/15th: Munster M.C.—Cork "Twenty" Rally (Hewison Trophy event).
- 21st: Leinster M.C.—G.V.B. Cup Trial (Hewison Trophy event).
- 22nd: Kilkenny M.C.—Byrne Cup Trial.
- 29th: Connacht M.C.—Winter Trial (Hewison Trophy event).

December

- 5th: M.G. Car Club—Winter Trial (Hewison Trophy event).
- 6th: Munster M.C.—Red Abbey Trial.
- 12th: Trials Drivers' Club—Ascot Trophy Trial (Hewison Trophy event).
- 13th: Tipperary L.C. & M.C.C.—Stonethrowers' Trial.
- 26th: Leinster M.C.—Le Fanu Cup Trial.

SCUDERIA FERRARI team for Sebring will probably be Tony Brooks, Phil Hill, Dan Gurney and Cliff Allison, with Olivier Gendebien in attendance should Brooks be a non-runner.

IT is estimated that within five days of its introduction over 3,000 models of the Triumph Herald have been sold in Australia.

ALTHOUGH it was the last meeting of the Ulster "flat" programme for 1959, there was little of the end-of-season atmosphere at Kirkistown on Saturday, 3rd October, when the 500 Motor Racing Club of Ireland was responsible for an interesting day's competition.

As a break in the normal routine, it was decided to hold four scratch races for cars of roughly similar performances, instead of the usual general open handicap—the difficulty being in Ireland that there are seldom enough cars of the same type and class to run scratch events governed by cubic capacity.

The idea was good, and the club showed initiative in having a go at something new, but, nevertheless, it did not provide the real answer to the problem, as there was always a "dark horse" in each of the four events who could lead the race from start to finish.

Farther down the leader boards the crowd saw many interesting scraps as drivers, who found their cars outclassed, picked their own private dices with competitors in the same predicament.

A highlight of the meeting was the successful début made by John Crossle's new Formula Junior car—fitted with a 1,172 c.c. Ford engine for experimental purposes—which won the race for side-valve Ford-powered specials.

His previous model, with which he had considerable success earlier this season, was driven into third place in the same race by E. R. Allen, the two Crossle-Fords being separated only by Tommy Allen's Lotus. Had it, in fact, not been for a spin on the third lap, when E. R. Allen dropped from first to ninth place, Crossle cars could have filled both leading positions. Nevertheless, to climb from the bottom of the field into third position over six laps of the course was no mean feat.

Only announced a few days before, two of the new Ford Anglias made their first racing appearance in Ireland during the closed car handicap. Although they added considerable interest to the racing, they nevertheless seemed to lack the necessary top speed and could average little more than 51 m.p.h. in any of the races.

The closed car event was won by C. Morelli in his Gordini-modified Renault Dauphine who, with a lap and 50 seconds to his credit, could not be caught despite a strong effort by Donald Marshall in his Austin A35, who finished in second place. Victor Kerr brought his Singer Gazelle through into third place.

Chief interest in this race, however, was to see who was going to pull off the closed car championship for 1959, which was being led up to then by Brendan Devine with his Volkswagen, and Robin McKinney's 2,580 c.c. Aston Martin, each with 18 points. Next on the list was N. Conn, whose Simca had 14 points to its credit.

In this "race within a race" it looked as if Conn might snap the title, for he was in third place on entering the last lap with Devine eighth and McKinney tenth. But, being over-anxious on the last bend in his effort to catch Marshall for second place, he spun the car and had to be content with seventh place.

On this last lap McKinney streaked past Devine in front of the paddock, and his sixth place gained him enough points to win the award.

The *Formule Libre* scratch race gave

500 M.R.C.I.

KIRKISTOWN MEETING

BY BRIAN WADDELL

Malcolm Templeton another victory with his 1,495 c.c. Lotus-Climax, after the race had been led for the first seven of its 10 laps by John Pringle in his 2,014 c.c. Cooper.

Pringle's car was going extremely well for the opening laps, and indeed built up a considerable lead, but slowly the disc brakes on the Lotus showed their superiority over the drums on the Cooper and Templeton closed the gap by leaving his braking much later than his opposition.

Four laps from home he took the lead, and was more than three seconds ahead at the flag.

There was drama at the beginning of the combined sports car race when, after the Le Mans start, Paddy Hopkirk's Speedwell-Sprite was left sitting on the line with the starter grinding fiercely. The rest of the field was almost out of sight when Hopkirk realized that the ignition was not switched on!

However, not only did he win the Sprite class, but he finished a good fourth in the overall race, beating several Triumphs and M.G.As on his way. First home in the event was Ray Hume in a Triumph who took the lead from John

Pollock's Austin-Healey about the half-way stage. Kevin Monks was second in another Triumph, while Pollock took the third berth.

The M.G.A class was won by Richard Gomes in a 1,489 c.c. model, while Stanley Allen's "1600" was second.

The fastest cars at the meeting were grouped together for the first of the four scratch races which Pringle in his Cooper led from start to finish. As in the earlier race, Templeton was about to make his bid for the leading position when the pressure pipe to the oil gauge fractured and the car caught fire. It was extinguished, however, without any serious damage. A notable absentee from this race was Bill Bradshaw, whose A.C.-Bristol suddenly lost oil pressure on his journey earlier that morning from Dublin.

The toughest battle in these scratch events was during the second race which Alex Jameson just managed to win with his 498 c.c. J.P., holding off determined efforts by Hume in his Triumph and E. R. Allen in the Crossle-Ford.

The last two of these scratch events were won by T. D. Reid (Triumph) and Victor Kerr (Singer Gazelle) respectively.

Results

Closed car handicap: 1, C. Morelli (845 c.c. Renault Dauphine), allowance 1 lap 50 s., 15 m. 16.2 s., 55.84 m.p.h.; 2, D. S. Marshall (948 c.c. Austin A35), allowance 1 lap 20 s., 15 m. 17.6 s., 57.70 m.p.h.; 3, E. V. Kerr (1,494 c.c. Singer Gazelle), allowance 75 s., 15 m. 40.4 s., 58.78 m.p.h.

1,172 c.c. Ford scratch: 1, J. Crossle (Crossle-Ford), 13 m. 45.6 s., 66.60 m.p.h.; 2, T. Allen (Lotus-Ford), 13 m. 53 s., 66 m.p.h.; 3, E. R. Allen (Crossle-Ford), 14 m. 29.6 s., 63.23 m.p.h.

Formule Libre scratch: 1, M. Templeton (1,495 c.c. Lotus-Climax), 11 m. 53.6 s., 77.05 m.p.h.; 2, J. R. Pringle (2,014 c.c. Cooper-Climax), 11 m. 57.4 s., 76.64 m.p.h.; 3, J. S. Slater (1,098 c.c. Lotus-Climax), 12 m. 44.4 s., 71.93 m.p.h.

Sports car race (Triumph/Austin-Healey/M.G.A. "Twin-Cam"): 1, R. Hume (1,991 c.c. Triumph), 14 m. 10.8 s., 64.62 m.p.h.; 2, K. B. Monks (1,991 c.c. Triumph), 14 m. 12.8 s., 64.47 m.p.h.; 3, J. H. N. Pollock (2,664 c.c. Austin-Healey), 14 m. 20.8 s., 63.87 m.p.h. **M.G.A. race:** 1, R. Gomes, 14 m. 42.6 s., 62.29 m.p.h.; 2, S. C. Allen, 14 m. 49.4 s., 62.18 m.p.h.; 3, D. Wylie, 14 m. 57 s., 61.49 m.p.h. **Austin-Healey Sprite race:** 1, P. B.

Hopkirk (948 c.c. Speedwell-Sprite), 14 m. 21.2 s., 63.84 m.p.h.; 2, S. Moore (948 c.c. Downton-Sprite), 14 m. 54.2 s., 61.82 m.p.h.; 3, D. Brien (948 c.c. Austin-Healey Sprite), 9 laps, 14 m. 44.2 s., 55.17 m.p.h.

Scratch race "A": 1, J. R. Pringle (2,014 c.c. Cooper-Climax), 12 m. 13.8 s., 74.93 m.p.h.; 2, J. Slater (1,098 c.c. Lotus-Climax), 13 m. 03.6 s., 70.17 m.p.h.; 3, G. L. Kinnane (499 c.c. G.R.M.), 13 m. 30.2 s., 67.86 m.p.h.

Scratch race "B": 1, A. D. Jameson (498 c.c. J.P.), 13 m. 52.6 s., 66.04 m.p.h.; 2, E. R. Allen (1,172 c.c. Crossle-Ford), 13 m. 53 s., 66.02 m.p.h.; 3, R. Hume (1,991 c.c. Triumph), 13 m. 53.8 s., 65.94 m.p.h.

Scratch race "C": 1, T. D. Reid (1,991 c.c. Triumph), 14 m. 27.2 s., 63.40 m.p.h.; 2, S. C. Allen (1,588 c.c. M.G.A.), 14 m. 33 s., 62.98 m.p.h.; 3, R. Gomes (1,489 c.c. M.G.A.), 14 m. 33.6 s., 62.93 m.p.h.

Scratch race "D": 1, E. V. Kerr (1,494 c.c. Singer), 15 m. 35.8 s., 58.75 m.p.h.; 2, A. M. A. Marshall (948 c.c. Austin A35), 15 m. 49 s., 57.94 m.p.h.; 3, N. Conn (1,286 c.c. Simca), 16 m. 0.4 s., 57.25 m.p.h.

KARL KLING IN LONDON

EX-MERCEDES-BENZ team racing driver Karl Kling, whose achievements include first places in the 1952 Pan-American Road Race in Mexico and the 1954 Berlin G.P., flew to London last week in order to present a new colour film of the 1959 Alger-Le Cap Rally at the May Fair Hotel, Berkeley Square, on Friday, 23rd October.

This uniquely gruelling 8,700-mile event, which began at Algiers and finished six weeks later at the Cape of Good Hope, was won by Karl Kling in a diesel-engined 190D Mercedes-Benz saloon. His co-driver was Rainer Guenzler, who wielded a film camera en route to record the long, long trek from North to South Africa.

The richly coloured African scenery is brought out splendidly, thanks largely, we understand, to the efforts of the British Technicolor concern. The limitless sands of the Sahara and the immensity of the Victoria Falls are truly awe-inspiring; there are numerous native village scenes, and many excellent

animal shots, although one is somehow surprised to note that the nether portions of the hippopotamus are gaily pink instead of mud-coloured!

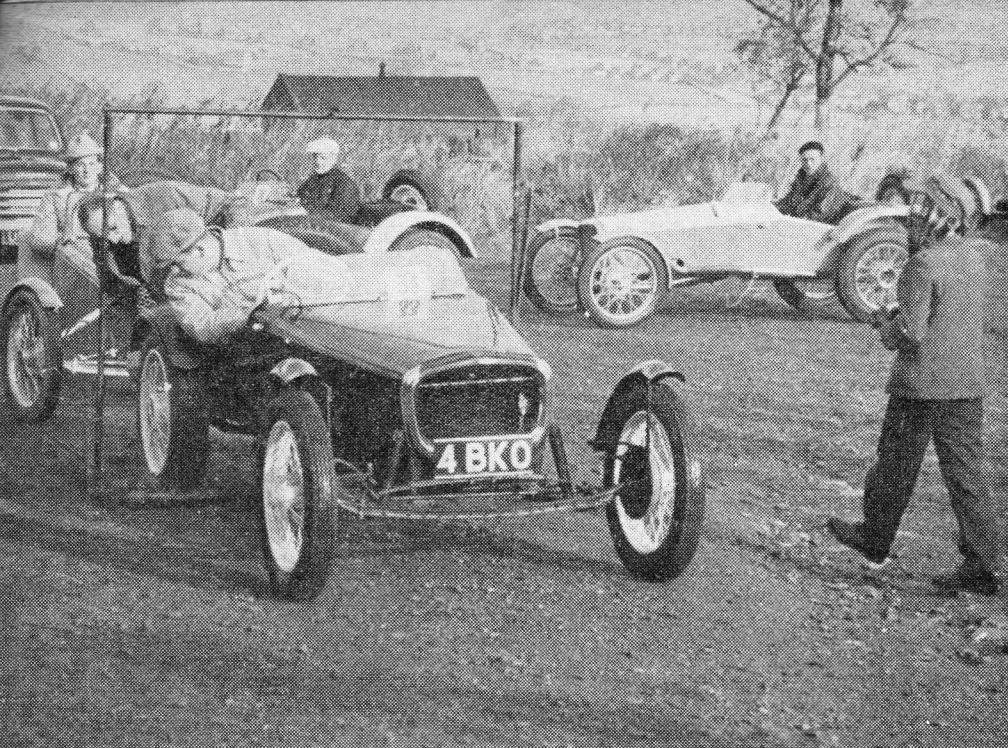
The English commentary, embodying a gentle lacing of the propaganda inevitable with a "marque" film, is an over-literal translation from the German, and its humour too laboured. After the film, Karl Kling answered questions fired at him by the large gathering of Press representatives, with Prinz Von Urach and Artur Keser, Daimler-Benz press officer, interpreting for him.

C. P.

ROOTES GROUP cars have won major honours in the saloon, convertible and estate car sections in the annual Motor Show Coachwork competition.

Three gold medals and three silver medals were among the awards made to the Group's entries in the competition which is sponsored by the Institute of British Carriage and Automobile Manufacturers.

T. A. MARSHALL (Cannon) is seen at scrutineering. Geoff Newman (white cap) and Rex Chappell (beret) wait their turn.



(a) Down a short grass lane, at T junction right, along the side of a wall, over two bumps down into a marshy scrub then up a tight bumpy gully circling a tree. Two cleans here, Pollard and A. E. Marsh (T.M.S.), with some dozen more failing a step down in Section 1.

(b) Wound in and out of a rocky outcrop to a very adverse cambered lip, then over a bump to a left-hand hairpin. Not too difficult and showed some 17 clean climbs.

Next came Quarry with three sections.

(a) Starting with a right-hand grass-gravel hairpin, then up a stone strewn track, over a switchback of bumps, down to left- and right-hand turns to a very steep earth bank finish. Here Jackson nearly struck trouble when his offside rear wheel dislodged an enormous boul-

FIRST of the "Classic" northern trials counting towards the 1960 season, i.e., the Sheffield and Hallamshire's fourteenth High Peak sporting trial, took place in the Callow Bank area, some eight miles distant from Sheffield on Saturday, 25th October.

A B.T.R.D.A. and R.A.C. Championship event, it drew an entry of 50 plus which augurs well for the future state of mudplugging and, it is hoped, will quieten those who "parrotwise" squawk that trials are finished!

This High Peak is usually above criticism as the organization, hills, etc., are top line, but there was one black, an old hobby horse of the writer, i.e., markers: these were bad, very bad, even for a closed to club trial, but disgraceful in an event of this status.

They consisted of garden canes and small, "not painted since the year dot", roundels, both of which were nearly impossible to see against a background of scrub or bracken. This caused unfortunate competitors to lose marks by hitting objects they could barely discern!

The remedy, quite simply, would be broom sticks, three feet high, painted black and white. Thence no complaints and no moans!

Weather was rather like the curate's egg: sunshine; blinding rain storms, and cold enough for the proverbial brass monkey, which did a power of good to those pale faces, of which there were many, recently resident at Earls Court.

Front wheel marking was in vogue and the hills started with Soapy Bank, on which were three sections.

(a) Was on thick grass running over undulated surface to a narrow left-hand turn, up a steep gradient, then over two banks to a steep bank finish. No cleans were seen here but into Section 2 came E. Jackson (Cannon), F. T. Lewis (Cannon), R. C. Needham (Spl.), R. J. Wilson (R.J. Spl.) and P. A. Barden (P.A.B. Spl.).

(b) A downhill start to a tight hairpin, left, then up a long windy and very narrow steep track, parts of which ran along

"High Peak" Goes to Tony Alldred

Frank Lewis One Mark Behind

Story and Pictures by Francis Penn

a dyke which finished in a deep gully. The start was a little ambiguous because it was possible to take a long reverse loop thus avoiding the hairpin. Jackson was the first to effect this, but failed in Section 1. Those reaching the top included C. W. Pollard (Cannon), A. D. Alldred (J.A.P. Bassinet), Lewis and J. Foster (Ford).

(c) Started downhill, wound in and out of thick scrub, then up a steep bank. This one was rather easy, only one, G. H. Holdrup (Cannon), failed to reach the summit.

Next came Farmyard of which there were two.

der, the car dipped but just recovered in time. On this occasion 20 cleans were observed.

(b) Started in the Quarry bottom to ascent a 1-in-2 earth bank. All clean here bar N. Moor (Wasp) into Section 3 and G. Pratt (Harfeach) and J. Timmins (Ford) who failed in Section 10.

(c) A level start, then right, up an earth bank, over a bad lip then round the quarry perimeter, this showed 16 clean climbs.

Priestley's Bank which had four sections, starting with:

(a) Bank on grass and bracken, to a looping left-hander to curve right near



THE WINNER. Tony Alldred wades through deep grass on Callow Bank in his J.A.P. Bassinet.

"LOOK WHERE YOU'RE GOING, ERIC!" Eric Jackson (Cannon) looks at Francis Penn as he goes past.

the finish which ran up a grass bank. Here eight experts in the persons of N. Carr (Trafford), Jackson, Pollard, D. D. Render (Cannon), P. F. Highwood (Canhi), Lewis, R. W. Phillips (Fawley) and B. R. Potts (Cotton) all made Section 2.

(b) Round in a left-hand curve to a steep grass bank which quickly cut down to earth. Two cars were clean, drivers Jackson and Barden; with some 24 others making Section 1.

(c) Straight up the side of a "blasted" heath plentifully interspersed with rocks, to a rather bumpy finish. Here 20 cars reached the top.

(d) Left over a bump, left again, across a gully, then up an earth rock bank. This one showed 17 cars clean.

Last, but certainly not least, came Callow Bank, which had six sections, starting with:

(a) Very long, with a downhill start in a grass valley, then a full curve to thick bracken, left, up a short, steep peat bank, then left to a grass ledge. Twenty-nine cars unpenalised.

(b) Starting with a right-hand turn over bracken, sharp left, up a ridge, right at the top, down to a rough bank, over a two-foot drop to a rough scrub gully to finish over a steep bank. Clean climbs here by Jackson, R. Kemp (Cannon), Render, M. R. Cannon (Cannon), Needham, C. R. Lindsay (Cannon), Phillips and G. J. Chandler (VW Spl.).

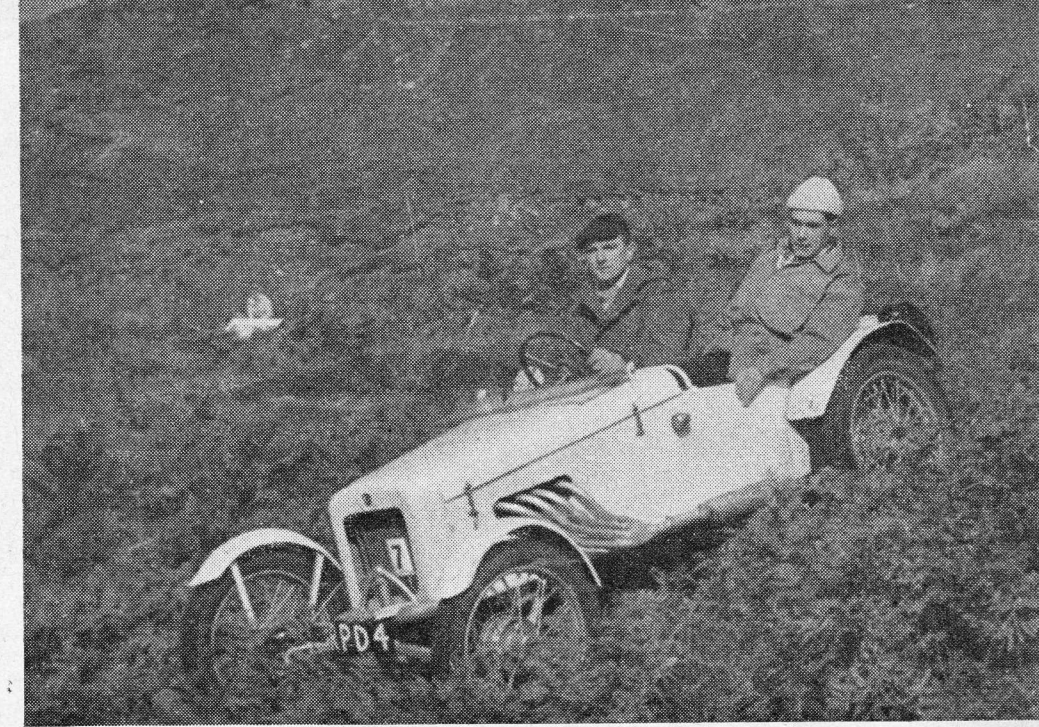
(c) This time on shale, up over a hump, along a hogsback ridge, round, down, encircle a tree and then plough a further gully. Rather easy, only failures being T. C. Harrison (Harford) into Section 6 and T. W. Vizer (G.T.I.) into 4.

(d) Down a rough hump to a narrow valley, left over a rock strewn path which was rather narrow, throwing a car first left and then right to finish atop an earth bank, not quite as bad as it sounds because some 29 cars made it.

(e) Up a rough and very stony hillside to turn right, over a ravine, then along a long rocky hillside path to finish high up on a mountainside! Cleans here were made by G. Harrison (Cannon), Jackson, Pollard, I. H. Portlock (Cannon), Lewis and Barden.

(f) Down and along a ravine in a valley which wound first to the left and then to the right, continuing to a tight left-hand turn over an earth bank. Rather surprisingly 22 cars reached the top.

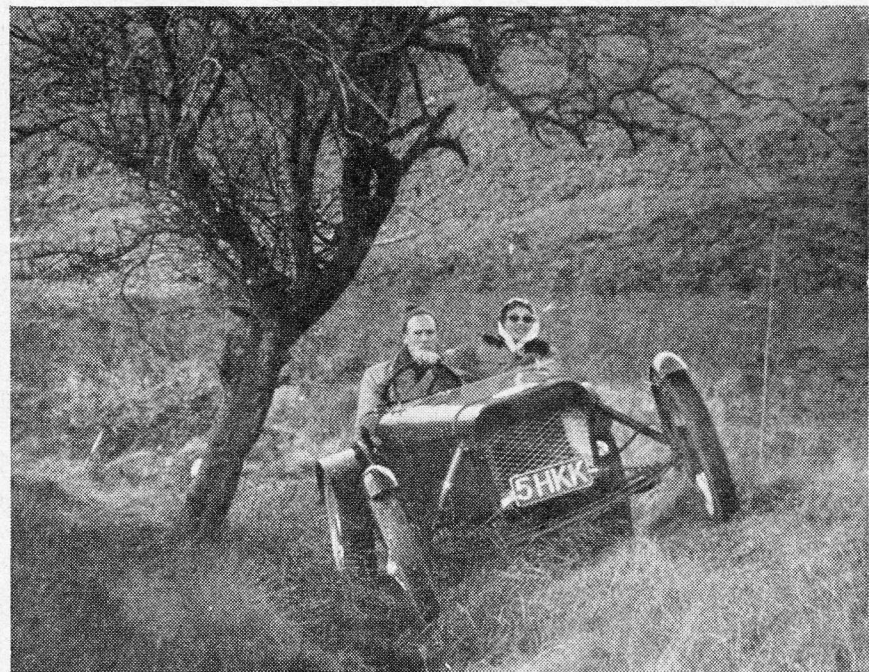
At lunch time, Mike Lawson had retired through illness and Rex Chappell was complaining about brakes locking



on, even downhill! The scoreboard showed: E. Jackson, 8; A. D. Alldred, 11; F. T. Lewis, 11.

Then a blinding rainstorm showed the

shape of things to come when competitors again tackled a repeat of the last 10 morning sections. The final result showed that Tony Alldred gained the



day and in so doing celebrated his tenth anniversary trial! Runner-up was Frank Lewis who displaced the unlucky Eric Jackson.

Results

High Peak Challenge Trophy: A. D. Alldred (J.A.P. Bassinet), 15 marks; **Beeston Trophy:** F. T. Lewis (Cannon) 16; **Needham Trophy:** E. Jackson (Cannon), 17; 4, C. W. Pollard (Cannon), 27; 5, E. J. Chandler (VW Spl.), 29; 6, G. J. Newman (Cannon), 31; 7, P. F. Highwood (Canhi), 39; 8, M. R. Cannon (Cannon), 40

Team Prize: A. D. Alldred, E. Jackson and J. Foster, 78 marks.

PETER HIGHWOOD (above) climbs Callow Bank in his new car, the Canhi. N. Carr (Trafford II) leaps into the air at Callow Bank (left).



David Brown Renounces Sports Car Racing

Concentration on Formula 1 for 1960—No Plans for 1500 c.c. Formula

At a victory dinner to celebrate the World Championship for Sports Car Constructors, gained by Aston Martin, Mr. David Brown stated quite definitely that Aston Martins would not participate in sports car racing during 1960. He felt that this form of racing had become even more expensive than Grands Prix, and, in any case, produced cars nothing like what the public could be expected to buy. Mr. Brown's remarks were made before the new Le Mans regulations were made known, and there is always the possibility that his concern may be interested in Grand Touring events. He also said that he would concentrate entirely on Formula 1 racing next season, but would not build cars to the 1,500 c.c. formula; he would almost certainly be prepared to carry on if the 2½-litre formula were retained, or even if it was increased to 3 litres. D.B.'s actual remarks were:—

"I HAVE often been asked, since winning the Sports Car Championship, 'What are your future plans?'"

"In answering this I think it is necessary to go back to our early days of racing, some 10 years ago, when we were competing with more or less standard DB2 saloons. And to remind you just how standard these cars were, I used one of the team cars—VMF 64—for my own personal transport in between its racing appearances."

"The whole character of racing has, however, changed, until today an ordinary production car

would stand about as much chance in a race as the proverbial snowball of getting into hell! The sports-racing car of today has become a more complicated and expensive version of a Grand Prix car, with the addition of self-starter, lighting, mudguards, two seats, windscreen, etc., etc."

"To remain in the hunt today it is necessary to design, build and develop completely new cars every few years."

"This leads to the big question—'What is the purpose of sports car racing?', and it seems to me that it has departed very much from the original intention when sports car racing first started. I would like to see sports car racing where the cars are closely allied to what the public can buy. For Grand Prix racing, on the other hand, the problem should be of producing within a prescribed formula the fastest machine that is possible, regardless of other considerations. Both forms of racing serve a useful purpose but they should be complementary to one another and not merely variations on a theme."

"I believe that sports car racing has reached an important cross roads—and nobody appears sure which way to go. The regulations for Le Mans—only seven months away—are still unknown and the formula laid down in 1958 for World Championships, which was to run for three years, has already—before its third year—been altered. Even the DBR1 on our stand is not eligible in its present form to race next year."

"Furthermore, we have been racing continuously for something over 10 years and during that period our production has remained fairly static. On the other hand we have developed, as a result of racing, a very fine product which seems to be very much in demand. We feel it is now time we devoted a greater part of our efforts to this commercial aspect of our business and a greater part of our technical resources to the more rapid development of our production cars."

"I have strong views on what the future of sports car racing should be and it is with regret

that I have to tell you that we do not intend to compete in sports car racing next year. Our own racing efforts in 1960 will be concentrated upon the Grand Prix field in this last year of the present Grand Prix formula."

"I should like to think that if, and when, we return to sports car racing it will be with something that more closely resembles our production car and what the public can buy."

The dinner was held at 6 Hamilton Place, Park Lane, on 28th October. David Brown proposed the toast "The Drivers", to which Stirling Moss replied. "This Championship Year" was proposed by Harold Nockolds (*The Times*), and "The Company" by Charles Mason of the Avon Tyre and Rubber Co., Ltd. Amongst the guests were Earl Howe, Roy Salvadori, Paul Frere, Jack Fairman, Pat Griffith, and Eric Thompson.

JACK BRABHAM went to Goodwood to see how members of the Guild of Motoring Writers performed on the circuit. When asked his opinion of the men who so often criticize racing drivers, his reply was "No comment!"

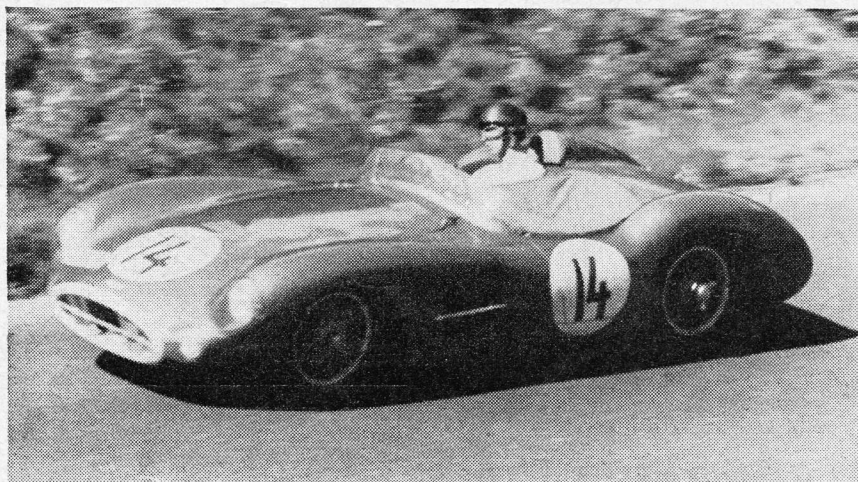
INCIDENTALLY, talking of Brabham, we inadvertently added to Betty's family in a caption of a photograph showing the opening of Jack's new garage. The Brabhams have actually only one son.

BELGIAN Hill-Climb Championship has been won by Paul Swaelens driving an Equipe Nationale Belge Cooper-Norton.

FELTHAM PERSONALITIES, past and present, were in attendance at the Victory Dinner given to celebrate Aston Martin's World Championship at 6 Hamilton Place on 28th October. In the picture above are (l.-r.) Jack Fairman, Roy Salvadori, Tommy Wisdom, Reg Parnell, John Wyer, David Brown, Eric Thompson, Stirling Moss, Paul Frère, Earl Howe and Pat Griffith.

★

END OF AN ERA: The Championship-winning Aston Martin DBR1 at the Nürburgring, scene of some of the marque's greatest triumphs.



SOMETIMES you can go into a game reserve in Africa, look all day and see not one interesting animal. In the Earls Court Exhibition Hall no such troubles exist, for the sporting lions and lionesses abound there in plenty. In my usual quick wander around I saw famous *Punch* cartoonist Russen Brockbank (a most recent spelling by *Paris Match*), trying out a sports car for length and patiently listening to a chap telling him what would be a screamingly funny theme for his next cartoon. On my way to Aston Martins I pass Stirling posing for TV—the 11th time that day someone told me, “You know, that’s a thing I admire so much about the chap. Wherever he is, however tired he is and however much he has to do, he can always find time to talk to anyone who wants to say Hallo! to him.” At Astons, Cuth Harrison has very obviously been listening to son Edward about the African Coronation Safari Rally, for he told me he might be having a go next time and in the same breath was talking about Aston agencies, so let’s see what he’s going to take next year. On the Austin stand was “G” Mitchell, as usual faultlessly attired in a close fitting tailored suit. Nancy looked just as attractive as she did 10 years ago!

Having a drink in the Alpine bar, I became aware of a large pipe protruding over my shoulder, so, turning round, I was not a bit surprised to see Denis Scott attached firmly to the other end of it. Denis may be driving an Anglia in the “Monte”.

Over on the Standard stand I found Director Michael Whitfield looking serious though pleased. To look at his heavily lidded eyes and stern expression one would hardly guess that behind all this lies a twinkling sense of humour which can send one into fits of laughter. He may well look pleased, for their new models were given a Capetown to Coventry test to find all their faults—when I saw them in Central Africa they were all going well and the ones which are on the stand may be regarded as some of the company’s best efforts.

One of the eye-catchers at the show was the filleted Cooper, which gives one the opportunity of seeing what it looks like inside and outside at one and the same time. In the “Steering Wheel” during an evening break Roy Nockolds was complaining that motor racing was becoming too fast and therefore uninteresting—and what is more he feels that it is more difficult to lay “speed” down with paint on canvas than it used to be. He maintains that when a circuit is to

★
SERIOUS VIEW:
Keith Ballisat and
Ralph Martin of
Shell-B.P. look stern
and noble: Keith
actually has good
cause to look
pleased after the
“Marathon de la
Route”.
★



Earls Court Peep Show

Personalities on Parade

BY LESLIE BROOKE

be made quicker than an interesting corner is chopped off and the public are not allowed to stand there, whereas in the past when the corner was slow spectators had the opportunity of observing both the antics of the car and the interesting expressions on the faces of the drivers. Perhaps he has something there!

Reg Parnell and young Tim were there and Frank, our barman, dispensed drinks to the thirsty drivers with such speed, efficiency and good temper that it reminded one of a cocktail man in one of those smooth British films rather than a scene out of real life.

Pete Scott-Russell mentioned to me that an M.G.A with a de-Dion rear end was seen on the road the other day—not too far away from Abingdon either!

Norman Garrad was looking immaculate as usual and slightly more pleased than I have seen him for some time. I expect he is tickled pink with the success of those beautiful new Sunbeam Alpines. Talking of immaculacy, Ian Burgess was around looking much more like a Savile Row executive than a racing driver. The brisk Fairman was

pace the show as if his life depended on it whereas Ron Flockhart was going around considerably slower than he did the other week when he put over such a fine show in the B.R.M.

Up on the balcony I stopped and had a few words with “Oil Barons” Keith Ballisat and Ralph Martin and, by the way, congratulations to Keith on his seventh place in the Liège-Rome the other day. A sight worth seeing was the AUTOSPORT stand. I went to put away my coat in their cupboard but someone had been there before me. It was completely full of brief cases and hats. The place is getting far too popular. Soon it won’t be a case of sitting outside the Café de la Paix in Paris to see all the world go by but to come to this stand. You can do the same thing there but much more quickly.

For one who has spent some time in the wilds of Africa, it was interesting to meet all these people and renew old acquaintanceship. Somehow or other the old nostalgia grips me, and I just can’t get motor-racing out of my system!

So until another Motor Show with all its attendant interests—just one year from now.



★
HOW MUCH? The
Editor of AUTO-
SPORT displays his
latest book, “World
Championship”, to
Gianni Mariani
(left) of Fiat and
Aurelio Lampredi,
ex-Ferrari and now
chief engineer of
Fiat.
★

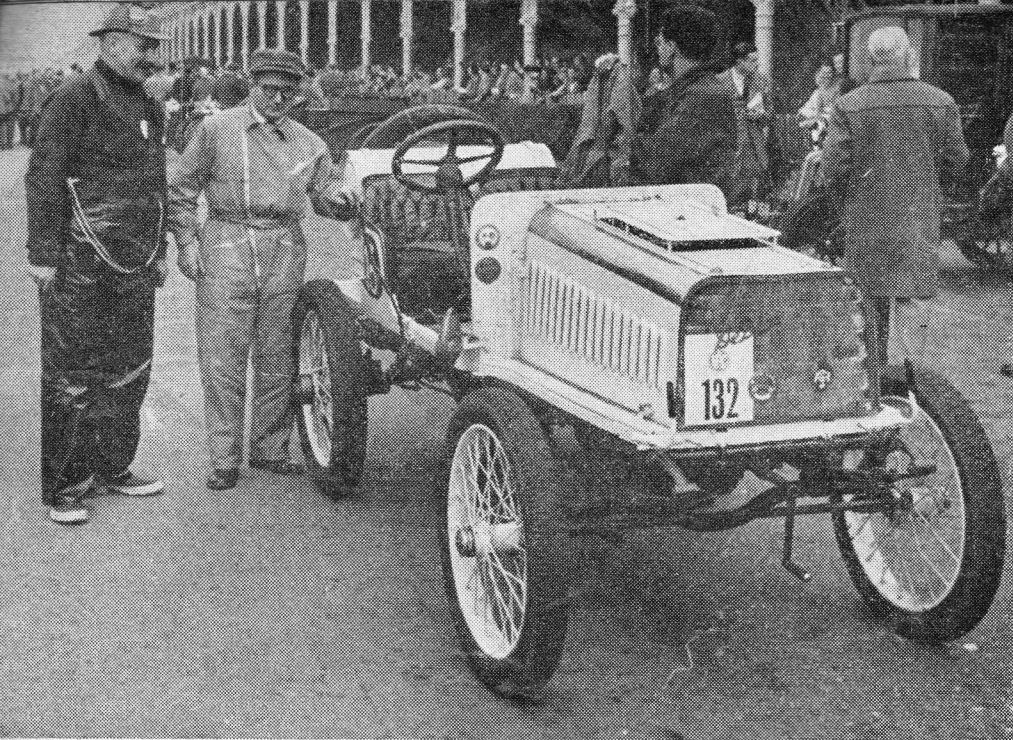
TUESDAY, 27th October, was certainly racing drivers’ day at Earls Court. Amongst visitors to the AUTOSPORT stand were Ron Flockhart, Joe Bonnier, Harry Schell, Graham Hill, Bruce Halford, Mike McKee, Jack Fairman, Huschke von Hanstein, John Whitmore and Alan Stacey.

RACING drivers were much in evidence at the Dorchester on 26th October for the annual dinner-dance of the Sunbeam-Talbot O.C. Jack Brabham sent Stirling Moss a note to his table stating “Pity Sebring’s off!” Moss replied on his note with “But Casablanca’s on!” Anyway, both will meet at Sebring.

The 1959 Br

BY JOHN BOLSTER

PHOTOGRAPHY BY GEORGE PHILLIPS



THERE is no event in the motoring world to compare with the R.A.C. Veteran Car Run to Brighton. This year we had a record turn-out of 226 cars including "works" entries from Daimler, Armstrong Siddeley, Rootes and Vauxhall. The *grande épreuve* was truly international, France, U.S.A. and Belgium being strongly represented.

As usual, the Veteran Car Club held a cocktail party on the preceding night, and I heard none of the customary tales of woe. Most drivers reported that their cars were safely stored in adjacent garages, and that they had worked up a thirst for the party by some energetic brass polishing. Arthur Prince had had some mysterious troubles with his Panhard, but had traced them to a combination of weak trembler coils and binding brakes. "I'll pass you tomorrow," he boasted (he didn't!).

"C'EST MAGNIFIQUE, MONSIEUR!" (Above) John Bolster looks enviously at Monsieur R. P. Ville's 1903 Paris-Madrid de Dion racer. **THROUGH THE WINDSCREEN** (Below) A. J. Bailey has to get out and push up Pycombe Hill, whilst P. Bradshaw (1903 de Dion Bouton) goes past.

Leaving my warm bed with regret while it was still dark, I was electrified to find that the day was dawning without the usual rain. I strolled round the 1903 Panhard with an oil-can as the morning grew lighter, then "doped" the cylinders with a spot of petrol and switched on the tremblers. I was a little worried about starting the car, as I had sprained my right wrist, but my clumsy left-handed efforts brought the old girl to life at the third attempt.

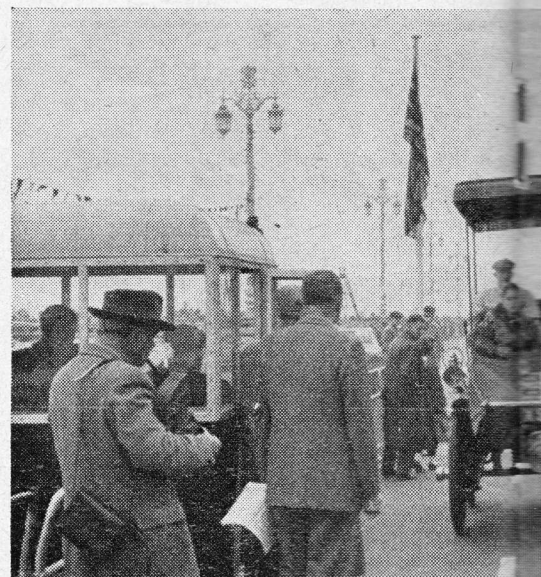
What sheer fascination there is in the start of a "Brighton"! As the cars gather, one hears the "teuf-teuf" of the singles, the "tum-tum-tum" of the twins, and the "rumble-rumble" of the later four-cylinder cars. Veterans have an entirely different smell from more modern cars, too, and to experience these sensations under a blue sky was as enjoyable as it was unusual. A large Edwardian car, containing ladies in period costumes, had somehow strayed into the paddock and caused some congestion. Apart from that, the organization worked very well, and the police were able to keep the spectators under control, so that the cars reached the starting banner easily and were dispatched in batches.

Most of the cars started easily, but Dennis Flather was in trouble before he left Hyde Park. In attempting to cure an induction leak he had the misfortune to shear a stud. It is pleasant to record that he was able to carry out repairs, and the 1897 Daimler reached Brighton before the control was closed at 4 p.m.

Heading the contingent of 1903 Panhards, we were soon up among the Oldsmobiles. These very light cars, with their huge slow-running single-cylinder engines, have a wonderful performance on hills but are no match for a 7 h.p. Panhard on the level. The first breakdown on the road was that of P. H. Turvey's de Dion, but he was able to restart and eventually reached Brighton. The 1902 de Dietrich from the Hutton-Stott collection was being adjusted on Westminster Bridge. This is a similar 16 h.p. car to the "works" machine that Lorraine Barrow drove in the Paris-Vienna race, but the 24 h.p. model of the same marque, which first appeared in the 1902 Circuit des Ardennes, was going magnificently in the hands of L. A. Jackson.

J. Lowden seemed to be in trouble with the 1902 Quadrant tricycle at Westminster, and Gilbert was lubricating the engine of F. S. Rowden's famous old Star Dogcart (no relation to a go-kart!) in Westminster Bridge Road. The tricycle riders must be really fit to complete the run, for with a single gear they have to pedal madly up all the many hills. Sharman was going great guns on the Humber Olympia Tandem, keeping his feet clear of the whirling pedals, the free wheel appearing to have jammed.

Alas! The Singer Tri-Voiturette was in really serious trouble at Lambeth, and H. G. Seaton was seen to be pushing it. This is the almost apocryphal Singer with the engine actually inside the aluminium front wheel. F. G. Smith's 1900 de Dion was receiving attention at Brix-



WE'VE ARRIVED—and to prove it we're here!
in at Br

Brighton Run

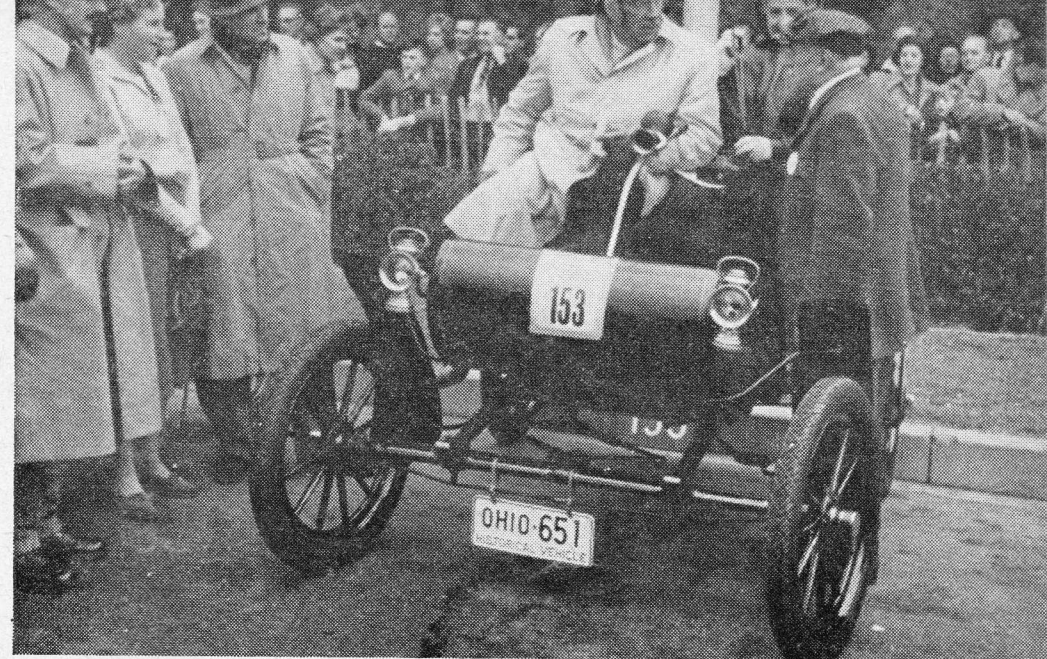
**Fine Weather and a Record Entry
Produced the Best Run for Many Years**

ton Hill, and the 1898 Cudell de Dion tricycle had paused at the top.

The 2-cylinder Panhard which I was driving was in fact the B.B.C. headquarters, and Raymond Baxter and Arthur Phillips were coping with the vagaries of electronic apparatus, which was proving markedly more temperamental than the 1903 car. When Raymond's hat blew off, he broadcast a word that I am not allowed to write in AUTOSPORT, and Arthur poured a flask of hot soup all over himself. How awkward can you get! Major Mills appeared to be stripping his Godiva at Streatham and Michelson was applying some persuasion to his Royal Enfield Quad.

On Purley Way, a vast cloud of steam was progressing steadily along the road. In the middle of the cloud were W. S. Weiant and his Locomobile Steamer. He was loving every moment of the run, for which he had travelled so many miles. Another member of the American team was Ray Henry, who handled his 1903 Oldsmobile with great skill. I "raced" against him for some miles, and was amazed at the fantastic pulling power of the curved dash runabout on the steeper hills. In the Purley area we began overtaking the Benz, Lutzmann, and similar derivatives which had started half an hour before us. They were cruising at their usual 12 m.p.h. or so, and though some of them had stopped it was usually for routine maintenance, such as greasing the big end. At Coulsdon, Winters's 1901 Lanchester overtook us after a "pit stop", but he was making unhappy gestures towards his twin-crankshaft engine, and was obliged to get out and get under again soon afterwards.

Out in the country, many cars were stationary, but in almost all cases this was in order to waste time. If one averages more than 20 m.p.h., disquali-



fication follows automatically, which was originally a good idea to avoid the event becoming a race. However, the road is now vastly improved and on Sunday the other road users were more helpful than ever before. Consequently, even relatively slow cars like the Panhard cannot avoid getting ahead of schedule. These machines do not take kindly to being throttled back, rough running and sooty sparking plugs being the penalty. For such cars as the 60 h.p. Mercedes, which Maurice Smith was driving on this occasion, 20 m.p.h. really is absurd. Obviously, racing must be prevented, but a 25 or 30 m.p.h. ceiling would allow the 7 to 10 h.p. brigade to cruise at their natural rate while discouraging the biggest 4-cylinder cars from rushing along at 50 m.p.h. In the past, one could not hope to average 20 m.p.h. with a fully laden 7 h.p. Panhard, but under today's conditions the same car would probably approach 25 m.p.h., cruising at its normal 28 to 32 m.p.h. What about it R.A.C.?

It was at Redhill that we overtook the oldest car in the run, the 1896 Arnold Motor Carriage. This British car is of similar design to the Benz, but Captain Colver seemed able to outpace the Ger-

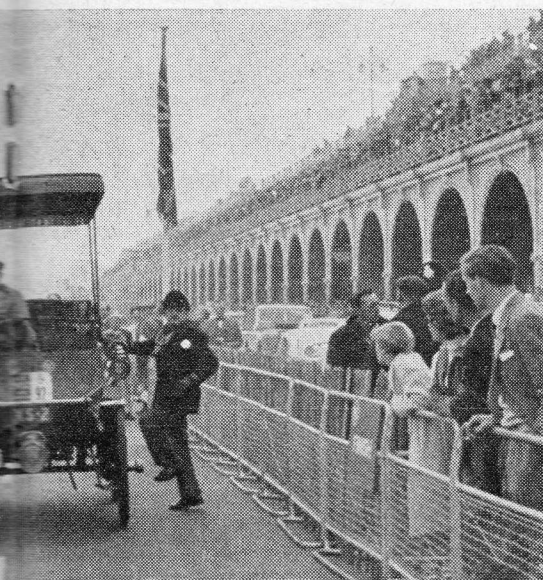
man opposition. We were overtaken by a fast de Dion from which Jackie Broadhead was shouting ribald remarks, but he was glad to share our rum ration at a subsequent stop. Geikie-Cobb's powerful Siddeley, driven by a girl in jodhpurs, was also too much for the Panhard.

A momentary threat of rain soon evaporated, and the weather remained fine. The Sussex countryside was at its loveliest for the latter part of the journey, and though the traffic was heavy here, the police coped magnificently. For the first time, the drivers of the "moderns" seemed to appreciate our difficulties, and I must record a word of thanks to the many people who showed every courtesy towards the veterans.

As usual, the Sears family were much in evidence. Jack in the Mercedes and Eric in the Clement-Talbot often over-

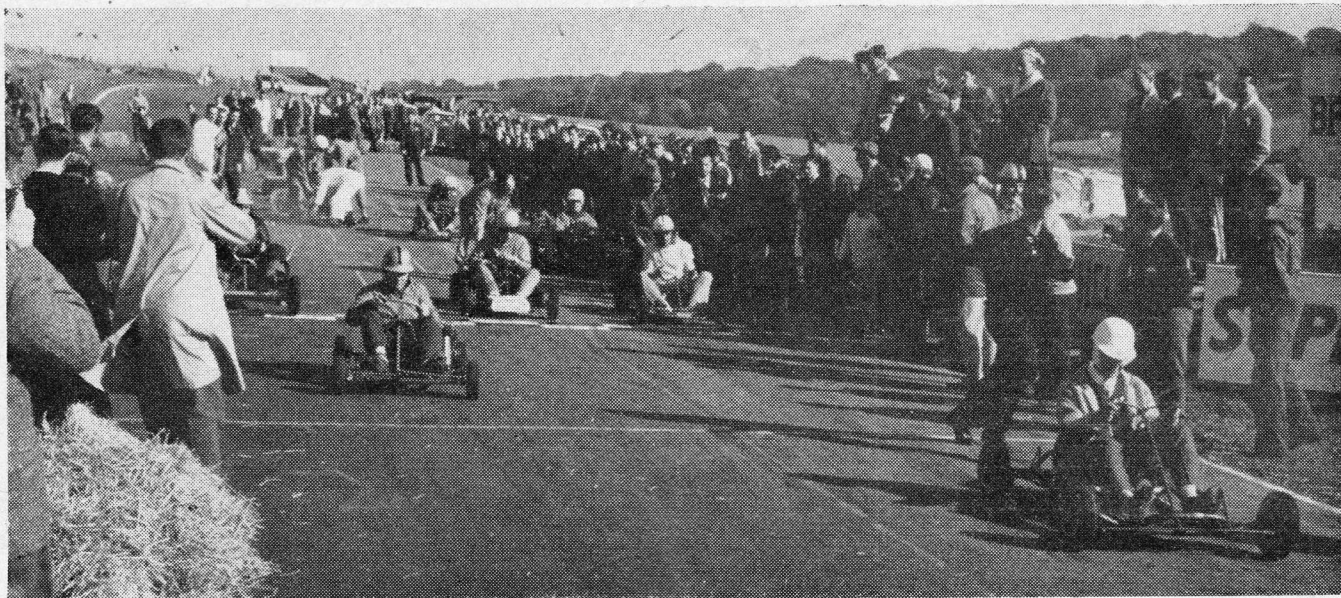
(Continued on page 612)

ALL THE WAY from America (above) came R. Henry to drive his 1903 Oldsmobile. He is seen here on arrival at Brighton. FIRST AWAY from Hyde Park (below) was Captain E. de W. S. Colver in his 1896 Arnold. Behind him is the 1896 Lutzmann of E. S. Berry.



... C. P. Abbott's Arrol-Johnston Dogcart checks Brighton.





Come Karting With Me

THE Americans started it of course. Go-Karting has been going on for some time in the United States and is now a highly organized sport in its own right. Having achieved such a tremendous success over there it was only a matter of time before the Karts invaded our shores.

On 25th October Albert Zains organized (organized?—all right, arranged) a Go-Kart meeting at Brands Hatch. To his complete astonishment a large number of Karts turned up to do battle amongst the straw bales and an even larger number of people appeared to watch.

These people, it seems, had a considerable desire to have their legs broken by Kareering Karts, for instead of watching from the main stand they invaded the track and made a human barrier round almost a third of the course (sorry, Kourse).

In spite of this handicap the meeting was got under way. The circuit was about 300 yards long, straw bales being

used to mark it out. There were a couple of chicanes in the middle and a hairpin at each end. Not quite as dangerous as Avus, perhaps, but nerves of steel were required just the same.

A goodly gaggle of real racing drivers

BY CHRISTOPHER NIXON

turned up to partake in the day's sport, such fearless gentlemen as Graham Hill, Bruce McLaren, Chris Bristow, Les Leston, Steve Ouvaroff and Peter Jopp.

When we arrived we found Graham Hill belting round the track with his "flat'at" on back to front à la Phi-Phi Etancelin. Bruce McLaren had brought his own Kart, a home-made beast which he had knocked up in a day and a half at the Cooper works! Unfortunately, it never ran well at all, the two-stroke engine refusing to do anything but four-stroke.

Anyway, numerous races were run off

THE LATEST FORM
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including a couple of ladies' events. We were rather surprised to see Albert Zains in one of these. He failed to finish, though. Next time keep your eyes on the road, Albert!

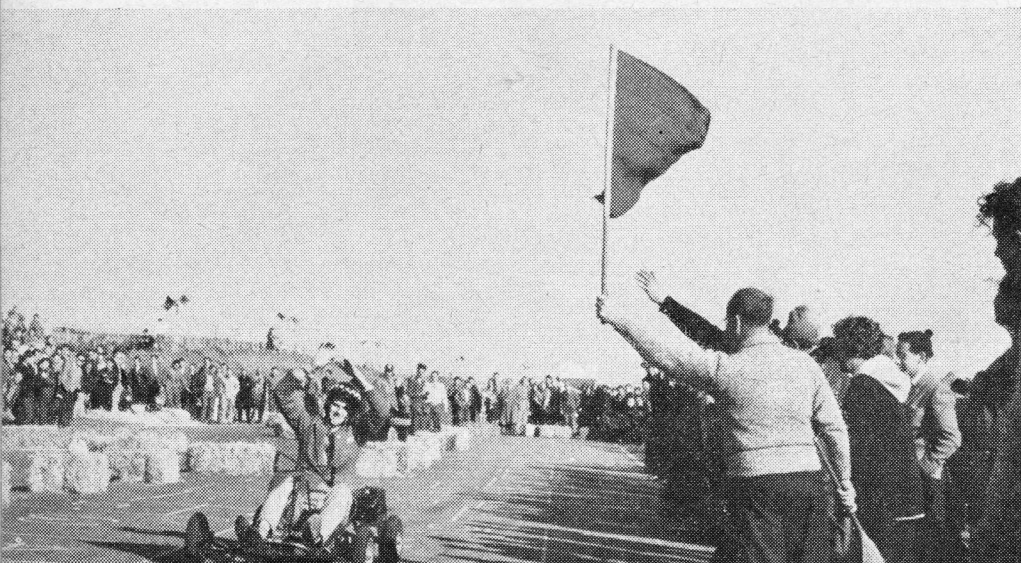
There was a full-scale Grand Prix with all the aforementioned fast boys taking part. Unfortunately the winner will never be known as a gent named Hill, having stalled, was restarted and proceeded to nip smartly through the straw bales to appear in the lead. After this the lot set in and anyone who spun or stalled merely waited until the field came round and rejoined the race in front!

When a Press Race was announced I managed to get a drive on a Kart made by the Progress Chassis Co., who make Lotus chassis. This was a single-engined beast which, to my surprise, easily accommodated all 6 ft. 4 ins. of Nixon! There is no gearbox so one has only two pedals to play with. After a push-start I was off. The steering is even more direct than one expects it to be and if one does not pay attention to this one is likely to end up in the straw bales. With its one engine the Kart is capable of about 35 m.p.h. I suppose, but being so near the ground this speed seems more like 135 m.p.h.!

I had about five laps on my own before the race and so I had got the hang of the thing when we formed up for the start.

Modesty forbids me to tell you what a brilliant Kart driver I am but I will just say that I won my race, this in spite of hitting a straw bale when waving (?) to Chris Bristow, whose crash hat I had borrowed for the occasion. My machine

(Continued on page 612)



THEY'RE OFF! (Above) Watched by a large crowd the field gets away. The man on the left with the stripe on his helmet is Bruce McLaren. AUTOSPORT FIRST: (Left) Chris Nixon, rather lost in Bristow's battle-bowler, takes the flag to win one of the two Press races.

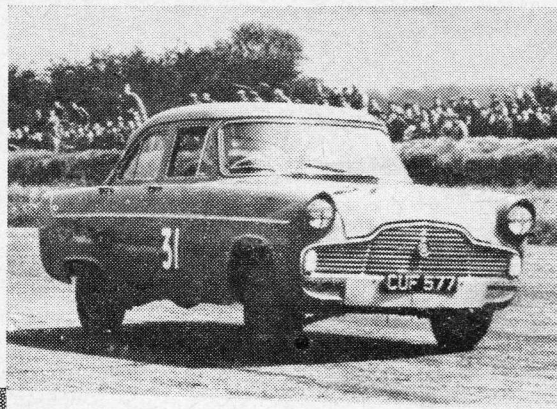
Champions choose **CASTROL**

writes **JEFF UREN**

B.R.S.C.C. TOURING CHAMPION

"During the 1959 season my Zephyr has worked hard and well — as I think the final result indicates. During the many races I entered I had no worries on lubrication and always felt safe in the knowledge that Castrol was looking after this department."

(Autocar Photograph)



and **LES LESTON**

1301-1600 c.c. B.R.S.C.C. CHAMPION

"Racing standard production motor cars puts a big strain on the engine and transmission. I am happy to say that the Riley more than justified my faith in it and the use of Castrol undoubtedly did much to keep it in first-class racing trim throughout the season."

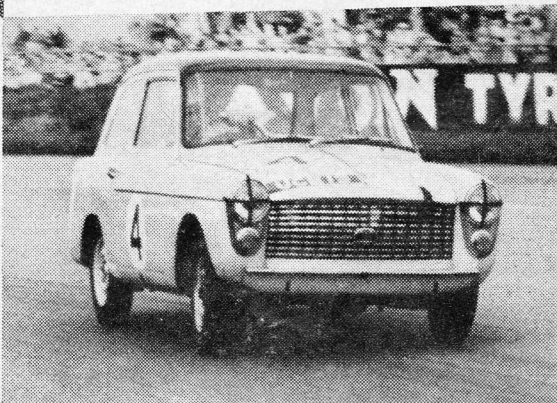
(Autocar Photograph)



and **GEORGE SHEPHERD**

UP TO 1300 c.c. B.R.S.C.C. CHAMPION

"The A40 has certainly had a busy summer, starting in no less than 12 circuit races (including the 100 mile at Snetterton) and the University Speed Trial. Being a small power unit, you can imagine the effort put in by the engine. I am happy to tell you that Castrol has more than adequately looked after engine and transmission and helped considerably in achieving so much success."



(Motor Sport Photograph)



FOLLOW THE EXPERTS—
ALWAYS ASK FOR CASTROL
BY NAME

CHRIS BRISTOW drove the Kart marketed by Motor Books, the Wasp. He was troubled by persistent misfiring.

Class IV—Motor cycle engines. Maximum displacement 200 c.c.

(c) Gearbox or transmission which will vary the ratio between engine and driving wheel/s while the car is in motion is forbidden in Classes I and II.

(d) Gearbox or variable transmission optional in other classes.

* In order to cater for existing cars and the time required for modification, it has been agreed that braking on one wheel only will be accepted in all classes up to 1st January, 1960, provided that the scrutineer of the meeting is satisfied that the braking efficiency is adequate for the course in question.

Brighton Run—continued

took the Panhard, and then stopped to waste time. Far ahead, Stanley was pressing on with his incomparably beautiful 1901 Mors, the oldest 4-cylinder on the run. The huge 1904 Mors of H. A. Pierpoint also went well, resplendent in a new coat of paint and varnish.

After an incredibly easy drive, we approached Brighton. Raymond complained that he preferred the agony and discomfort of a really wet "Brighton", because one has a greater sense of achievement after battling through the elements. Personally, I'll take fine weather every time, thank you! I like Brighton, and I would rather enter it on a 1903 Panhard than by any other means. I admit that I enjoy that final drive through the cheering crowds on the Madeira Drive. Then, at last one can switch off the trembler coils, and the huge flywheel gradually slows down from its crazy 800 r.p.m. The automatic inlet valves give a few convulsive snorts, and the cast iron pistons come to rest in their 90 mm. x 130 mm. cylinders. As the friction-driven water pump stops spinning, the water drains out of the radiator and the cylinder jackets, back into the seven gallon copper tank. Another "Brighton" is over.

Other cars were still coming in, and would continue to do so right up to 4 p.m. There were those who had worked against every sort of mechanical disaster, and others who had stopped to eat and drink. Jack Brabham's Sunbeam, carrying Peter Harper and John Bullock, the head P.R.O. of the Rootes group, checked in dead on time. So did the racing de Dion Bouton of R. P. Ville from France, an extremely rakish 2-seater with a tubular frame and a big 18 h.p. 2-cylinder engine. This is

(Continued on page 616)



Go-Karts—continued

went superbly and never missed a beat. The twin-engined machine of the same make goes much faster but it was felt that the five b.h.p. that this one develops would be too much for a beginner, so it was given to Graham Hill who is more capable of handling such immense power.

There were numerous other Karts about, Azum Karts, Go-Karts, Tro Karts, etc. It is worth knowing that these machines have minds of their own. John Whitmore overturned one which promptly righted itself and went galloping off down the hill, over the bottom straight and buried its nose in the bank, where it remained, buzzing angrily. The sight of John chasing it all the way was something to remember for a long time. He, poor lad, was bitten by the brute when he finally caught up with it, receiving cuts on both hands!

Kart Klubs are cropping up all over the country, one of the latest to appear being the Kent Kart Klub, organized by Alan Burgess. Anyone interested in joining should write to the Secretary, Mrs. J. M. Burgess, 270 High Street, Beckenham, Kent.

For those interested in building Karts here is the official R.A.C. specification:—

Chassis

(a) **Wheel base:** Maximum 50 ins., minimum 40 ins. Maximum overall length of vehicle 72 ins. Any

appendage to the front or sides of a vehicle which might form a hazard to other vehicles or drivers is forbidden.

(b) **Track:** Minimum two-thirds the measurement of the wheel base.

(c) **Height:** Maximum 24 ins. measured at centre of seat back (any anti-roll or safety bar not to be taken into account).

(d) **Tyres:** Pneumatic tyres obligatory. Maximum overall diameter 12.5 ins., minimum 9 ins.

(e) **Wheels:** Ball or roller type bearings obligatory.

(f) **Frame:** All metal devoid of any type of body shell above the wheel centre.

(g) **Steering:** Direct, or of a suitable design for maximum safety.

(h) ***Brakes:** Efficient braking on not less than one wheel for Class I and not less than two wheels for other classes.

(i) **Exhaust:** So designed that exhaust gases are carried away from and to the rear of the driver.

(j) **Throttle:** Foot operated throttle obligatory.

(k) **Ignition:** Effective cutout obligatory.

(l) **Fire Wall:** Effective fire wall or bulkhead between driver and engine obligatory.

(m) **Fuel and oil:** Commercial type fuel and oil only. Fuel and lubrication containers and feed system of a design such as to prevent leakage and spillage during competitions.

Engines and Transmission

(a) All engines stock two cycle only.

(b) Engine capacity classes:

Class I—Industrial engines. Maximum displacement 100 c.c.

Class II—Industrial engines. Maximum displacement 200 c.c.

Class III—Motor cycle engines. Maximum displacement 100 c.c.



GRAHAM HILL is seen here (left) on the Progress Chassis Kart (powered by two engines) rounding one of the hairpins. His wife, Bette (right) on an Azum Kart, takes a tighter line through the same corner.

THE trials season opened in the North recently with the "Stone Trough" trial, a joint promotion by the Yorkshire Sports Car Club and the Yorkshire Centre of the B.A.R.C., held in Upper Wharfedale.

The beautiful summer weather persisted, and there was the unusual experience of having a full-blooded sporting car trial being held in bright, warm sun with large crowds of shirt-sleeved spectators looking on. But these most un-Yorkshire weather conditions had their difficulties for organizers John and Ken Mitchell and Peter Clay as there was virtually no mud to plug!

Officials and competitors all agreed that this was probably the driest trial ever to be held in Yorkshire, but in spite of this the organizers had managed to lay out a course on which even the ultimate winner, Edward Harrison, lost 19 marks and they did not have a single section which turned out so easy that everyone climbed it clean. Even so, it was a course which gave the many spectators something worth while watching.

Twenty-five cars left the centre for the trial—the Devonshire Arms at Cracoe, near Skipton, and motored five or so miles through Grassington on to the moors and a lonely valley called Yarnbury, where the whole of the trial was laid out in a small radius.

The early sections were on a number of spoil-heaps left over from ancient lead-mine workings. The first was a very short climb on a steep grass slope followed by a drop into a sandy bowl, a hairpin and a climb out of the bowl again. Although every inch of the section was snuff-dry, only nine drivers

managed to score maximum marks here, many others being unable to manage the final climb out on the loose surface.

Two more similar sections followed, then the field went into a valley-bottom where the only mud of the trial was encountered for four harder sections which took in a small stream. Section eight, the last before lunch, was one of the easiest in the trial. This was followed by a timed test in which L. Hurt made B.T.D. in 24.5 seconds.

The lunch stop was back at Cracoe and here it became known that Stan Jenkins (Stansford) was leading with a clean sheet. John Harrison was next best with three marks lost, Roland Wilson with five and then Edward Harrison with eight.

After lunch the first section was a short, steep climb on smooth grass which in normal conditions would have failed 90 per cent. of the entry, but as it was everyone climbed it but J. B. Fletcher. The next three sections required very careful driving. All three started on grass but became rapidly more difficult as they all steepened and the surface changed to bracken and roots. Good climbs here were made by Edward Harrison, Eric Jackson, Tony Alldred and Cuth Harrison.

A great crowd-drawer was section 14, a short climb on bumpy grass into a gully and a steep climb out of the gully on a rutted, loose, sandy surface.

Both *pere et fils* Cuth and Edward Harrison registered full marks here, but Tony Alldred became unstuck and failed half-way up. L. Hurt almost stopped but using all the power of his special, plus some most enthusiastic bouncing, he got up to reap some well-earned applause.

The last three sections consisted of the first three slightly modified, but no one found them any easier later on. The final section—number 18—was the first all over again but graced now by even more critical spectators. A final test consisted of a timed dice up a sandpit and down again and kept the crowds happy in spite of the clouds of dust thrown up. Fastest here was Cuth Harrison in 15.0 secs.

Tony Alldred had the best performance of the afternoon, losing only eight marks, while Edward Harrison lost 11.

Soon after the return to the Devonshire Arms the results were announced over ham and eggs and the organizers, keen to the end, put on a film show to round off the day.

P.C.

Provisional Results

Stone Trough Trophy (Best performance): E. Harrison (Harford), 19 marks lost.

Gambles Trophy (runner-up): A. D. Alldred (J.A.P. Bassinet), 20.

First Class Awards: R. J. Wilson (R.J.S.), 26; L. Hurt (Ford Spl.), 29; R. W. Faulkner (Paul Special), 30.

Team Award: "Dad and Lads"—T. C. Harrison, E. Harrison and J. F. Harrison (Harfords).

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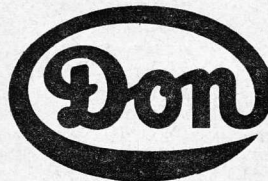
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Club News

By MICHAEL DURNIN

FIRST of all, will Northern clubmen take note that our Northern Editor, **Francis Penn**, has a new address: "Westwood", Rhydtalog, North Wales, and that in future all his correspondence should be addressed to him there. . . . **Farnborough D.M.C.** are organizing their Winter Mixture Rally on 5th-6th December. Clubs invited to this 240-mile restricted event are: Advertising M.C., B.A.R.C., Brighton and Hove M.C., C.S.M.A. (Farnborough Group), East Surrey M.C., Guildford M.C., Haslemere M.C., Horsham and D.M.C. and L.C.C., R.A.S.C. C.C. and West Hants and Dorset C.C. All timing will be by the sealed watch method. Regs. are available from H. W. Greenwood, "Torestin", Abbey Estate, Rectory Road, Farnborough, Hants, to whom all entries must be sent by 3rd December. . . . **Allard O.C.** are to have a film show in the Constitutional Club, Northumberland Avenue, London, W.C.2, on 10th November, at 8 p.m. Contact R. W. May, 25 Hardinge Road, Kensal Rise, London, N.W.10, for details. Programme includes "Tribute to Fangio" and other films. . . . **North Staffs M.C.'s** Evening Rally will be held on 11th November. Entries for this closed event (lists close 9th November) should be sent to J. Cartwright, 11 Edward Avenue, Newcastle, Staffs. . . . Congratulations to the **Chiltern C.C.** It is now 21 years old and, to celebrate the event, an anniversary dinner-dance will be held in the Bull Hotel, Gerrards Cross, on 20th November. Tickets, price 25s., are available from Brian Sellman, Robins Hill, Amersham Road, Chalfont St. Giles, Bucks. . . . **R.A.C. Conference of Recognized Clubs** is due to be held at 2 p.m. on Friday, 19th February, 1960, in the Main Committee Room of the Royal Automobile Club. As usual, the meeting will be entirely informal and I would point out that its purpose is essentially to act as a forum for discussion and exchange of views and not for the purpose of formulating motions or passing resolutions. It goes without saying, however, that every opportunity will be given to club representatives to make known their views on all aspects of the sport. In order that the Competitions Committee may have the fullest opportunity of studying the points to be discussed, it is requested that you give written notice not later than first post on Tuesday, 29th December, 1959, of the questions you intend to raise, together with the name of the delegate who will be attending on behalf of your club. Questions of which prior notice has thus been given will receive priority. It will only be possible to discuss subjects of which prior notice has not been given if time permits. . . . **United Hospitals and University of London M.C. and North London E.C.C.** will jointly promote a driving test meeting at Heston Aerodrome on 15th November. This is a closed event (starting at 10.30 a.m.) and details may be had from L. E. Williams, 14 Stanhope Place, London, W.2. En-



PORTENT: "Doc" Shepherd won his class in the Snetterton M.R.C. Sprint. Perhaps B.M.C.'s fantastic baby will enhance the Shepherd-Austin alliance's great reputation next season.

tries close 12th November. . . . **B.R.S.C.C. (Midland Centre)** are holding their dinner-dance on 13th November. Contact Jon Goddard-Watts, 3b The Avenue, Acocks Green, Birmingham, for details. . . . The ninth Annual Night Rally promoted by **Leeds U.M.C.** will be held on 7th-8th November. . . . **Yorkshire S.C.C.'s** Pennine Trophy Trial is to be held on 15th November. The start of this 12-mile event will be from Pack Horse Hotel, Southowram, near Halifax, at 10.30 a.m. Entries close 9th November and should be sent to H. O. Holliday, White Gates, Gelderd Road, Gildersome, near Leeds (late entries until 12th). More marshals are urgently needed for this event and anyone willing to help is asked to contact chief marshal Charles Austin, Windyridge, Leeds Road, Birstall, near Leeds. . . . **Romford E.C.C.** will organize their November Rally on 21st November. The following clubs are invited to this 130-mile event: Billericay, West Essex, T.E.A.C., Ford Sports, M.G.C.C., East Anglian, U.H. and U.L.M.C., North London Enthusiasts, London M.C., Marconi. Entry list closes 16th November and secretary of the meeting is C. A. Pelling, 40 Squirrels Heath Road, Harold Wood, Essex. . . . Open to all member clubs of the London Association of Motor Clubs, the **Herts County A. and Ae.C.** Nocturne Rally will be held on 21st November. Start and finish of this 130-mile event will be at Harpenden. Secretary of the meeting is K. E. Westover, "Fulling Ridge", Oakhill Drive, Welwyn, Herts. . . . **Advertising M.C.** dinner-dance will be at the Park Lane Hotel on 23rd November. Tickets, price 45s., are available from Mrs. M. Marks, 39 Hertford Street, London, W.1. Sheila Van Damm will be presenting prizes won in the club's events during the past year. . . . **Sevenoaks and D.M.C.** dinner and dance will be at the Grasshopper Inn, Westerham, Kent, on 27th November. The club hopes that many well-known personalities will be present. Tickets may be had from A. Read, 20 Christchurch Road, London, S.W.2.

1959 RADCAP RALLY

24th-25th October—Organized by the North London Enthusiasts' Car Club—B.T.R.D.A. Silver Star Event

THIS year's event started on Saturday evening from the premises of W. Waters & Sons, Hatfield. The first car away at 10.01 was Paul Steiner with his Simca. They set off on what one must describe as a very tough 230 miles of navigational rallying. Section one consisted of 15 time controls but to get to these one had to plot 110 map references, thus the club were able to attain a completely closed route through some of the rather well-known rallying districts around the Home Counties. The first section embraced such well-known places as Beaconsfield, Chesham, Berkhamsted, Tring, etc., and finished for a refuel stop of one hour at Luton. This first section certainly seemed to sort out the field as at supper stop there were only two clean sheets: these were Paul Steiner (Simca) and Douglas Wilson-Spratt (Sprite). The Sprite beat the Simca on the one driving test which was held during the first section by .5 sec. The fastest man on the test was J. A. Hessey in a Morris Minor. The test consisted of a straightforward see-saw.

The second and final section of this event was slightly easier than the first. Consisting of eight time controls and about 50 map references, it was of a straightforward type with competitors required to note sign post codes. The organizers were rather fiendishly clever on this section inasmuch as they took us in and around the new motorway where we found a maze of new roads which the maps did not show. The finish of this event was at a most friendly hotel, the Bedford Arms, Woburn, Beds, where a very good breakfast was had by all of the 26 finishers.

P. F. S.

Results

1, Douglas Wilson-Spratt/J. Bayliss (Austin-Healey Sprite), 0 marks; 2, Paul Steiner/B. Cumbers (Simca), 40; 3, P. Noad/A. E. Pryce (Volkswagen), 240.
Team Award: Harrow C.C.—P. Noad (Volkswagen), Miss G. Dollar (A35).

LONDON M.C.

NORWESTER RALLY

"Tiny" Lewis and R. Porter (Triumph) Win a Splendid Event

WEATHER is almost always one of the factors governing the result of a rally. Rain and fog are accepted hazards on any event, but the dominant element on the London Motor Club's Norwester Rally was the wind. During the weekend of the event something of a gale swept the West Country, turning the rally's route into a chaos of fallen trees and carpeting the roads with a slimy layer of muddy leaves. The many difficulties which a malevolent Nature added to an already stiff course can be gauged from the fact that of 82 starters only 10 crews managed to qualify as finishers. Nevertheless, it was a most enjoyable event and no one, not even those unfortunate who had to spend hours clearing tree-blocked lanes or moving bogged cars, could find any fault with the club's splendid organization or with their diabolical route.

One memorable aspect of the Norwester was that motoring journalists were invited to compete for a Press award—a gesture which was much appreciated. The Press category was won by the AUTOSPORT crew from opposition representing several journals.

From a start near Basingstoke a fairly simple 99-mile section led through the rain to a supper stop at the Huntworth Gate Garage near Bridgwater. The café here was dominated by a most imposing collection of rally plaques collected over the past few years by the proprietor, Leslie Griffiths, a regular competitor in international events. From Bridgwater the road curved north-west and back again in a southerly direction to a point near Brompton Ralph. The road was slippery with mud and it was hereabouts that the going got tough. At one point we—that is, Lloyd Roberts, John Rogers and myself—came round a corner to find the Dauphine-Gordini's path blocked by a tree which required the concerted efforts of three crews to shift. From control 2 to control 32 was hard going; short, sharp sections had navigators working hard and drivers really had to try very hard to complete the sections in time—in fact, few crews were unpunished for very long after leaving Bridgwater. The route was cunningly

selected to ensure that any navigational error resulted in visits to some of the most horrific roads that Devon could boast (if that is the right word). The wind approached gale force, driving rain before it and causing all sorts of discomfort to the 110 heroic marshals whom Chief Marshal Peter Harwood had persuaded to run the event.

Trees and assorted storm wreckage littered the roads, the route leapt from one map to its neighbour in swift succession and the navigators were faced with some of the trickiest work ever encountered on any rally anywhere. This gave them little chance to forewarn their drivers of the road ahead. Many crews who had tried wrong roads sportingly warned others of bad conditions and "no through roads". Rally cars were scattered haphazard through half a dozen parishes and the field was well spread out, all down on time. Between controls 28 and 29 almost every navigator in the area chose the wrong route which resulted in about three dozen cars being stuck on both sides of a valley near Tiverton which had a swift-flowing ford at the bottom. Co-operation became the order of the day but the united efforts of the assembled crews still took the best part of two hours to clear the valley. Most people, when their car was "over the hump" came back to help those below. Several "gentlemen", however, distinguished themselves by pressing on regardless as soon as their cars were cleared, leaving their erstwhile helpers to fend for themselves.

It was a sadly depleted field which limped back through wildest Devon towards breakfast. After surviving all this, A. C. Lorkin (Morgan) was unfortunate enough to have a stub axle break while negotiating a fast corner. The wheel went sailing into a field and the unfortunate crew were left high but far from dry in a watery dawn.

Joint clerks of the course, Brian Odoni and Ron Carradine (who were ably assisted by Brian Punchard and Rene Boucher) had promised a magnum of champagne to any crew finishing clean. They were never in any danger of paying out! Four months of hard work had

resulted in an excellent and most testing rally which, with the appalling weather conditions, was probably one of the most difficult of all time.

When the results were announced and it was discovered that "Tiny" Lewis (Triumph Herald) had won with a total of 28 marks lost, the news drew forth the most heartfelt applause and admiration I have ever heard at the end of a rally. Stephen Clipstone's effort in taking second place in his VW with 29 marks lost was no less praiseworthy as he forfeited 7 marks due to late start caused by his working hours. S. Silverthorne (Porsche) and R. Michalkiewicz (TR) were class winners, while the Press award was taken by the AUTOSPORT crew in a Renault Dauphine-Gordini. There must be a moral in the fact that four out of these five cars were fitted with independent rear suspension!

There can be no doubt that this was one of the best events ever run in this country. The London Motor Club hope to have a National permit for this event next year—I hope they get it.

MICHAEL DURNIN.

Results

Imhof Challenge Trophy (for best Performance): I. D. L. Lewis/R. Porter (Triumph), 28 marks lost.

Carradine Challenge Trophy (Class 1): S. P. Clipstone/H.T. Godfrey (Volkswagen), 29 marks lost.

Kimber Challenge Trophy (Class 2): S. D. Silverthorne/C. H. Fisk (Porsche), 42 marks lost.

Mackenzie Challenge Trophy (Class 3): Not awarded.

Coronet Challenge Trophy (Class 4): R. Michalkiewicz/E. J. Clarke (TR), 72 marks lost.

Hoile Challenge Trophy (Best Performance by a Novice): A. P. Smith/Barbara Smith (Simca), 360 marks lost.

Crawley Challenge Trophy (Best Performance by a mixed crew): B. Phipps/Angela Phipps (Riley), 67 marks lost.

Press Challenge Trophy: AUTOSPORT (Renault), (Ll. Roberts/J. Rogers/M. Durnin).

**A SUPERCHARGED HEALEY
SPRITE**

A SUPERCHARGED Austin-Healey Sprite with a maximum speed of 96 m.p.h. made its appearance at the Motor Show at Earls Court on Thursday. This follows an agreement reached between Mr. Alfred Owen, chairman and joint managing director of the Owen Organization, and Mr. Donald Healey, whereby the Donald Healey Motor Company, Ltd., have the sole rights for the distribution of the Shorrock Supercharger to B.M.C. dealers throughout the world.

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THE BOURNEMOUTH RALLY

Standard/Triumph Carry Off First Three Places

THIS year's Bournemouth Rally truly enhanced the reputation of the organizing club, West Hants and Dorset Car Club, as well as that of their annual "Bournemouth". The organizers were well rewarded in the form of a handsome entry of some 100 cars and competitors were equally well rewarded in the form of a well-devised rally.

The course of 400 miles was basically divided into three stages, each stage containing many sections and several road books: 11 road books in all.

Starting from the Town Hall at Bournemouth from 5.01 p.m. onwards, competitors followed a simple route card for a few miles to Canford Magna to clear "built-up areas", then things settled down to a "flat 30" average with the route leading westwards through Bloxworth, across the Dorchester/Weymouth main road, via Abbotsbury and Litton Cheyney to the most westerly point of the rally at Shave Cross where fuel was available from a couple of pumps in the backyard of a public house. The choice of two routes on the map (1 in. O.S. 177) from Abbotsbury to Litton Cheyney was a pitfall for many competitors who chose the more direct but inferior route which progressively deteriorated and finished in a muddy field that called for a smart about turn. One car with great determination, or cleated tyres, ploughed across the field and succeeded in reaching a metalled track on the other side! After refuelling, competitors swung eastwards across Beaminster Down, through Cerne Abbas and north-east via Fontwell Magna, Tisbury and Great Wishford to the completion of Stage I (Control No. 33) and the supper stop at the High Post Restaurant a few miles north of Salisbury where there were first class facilities for refuelling man and machine.

Competitors restarting after supper, encouraged by the field having become quite selective, pressed on along a route still in a north-easterly direction via a variety of "dotted tracks" and white roads after which, near Thruxton, came many yellow and less likely roads embracing 10 controls over a distance of 44 miles. As if to give crews time to get their breath back a 20 miles section came as a respite, only to be followed by a bunch of short, sharp sections con-

taining 12 controls within a radius of four miles in a favourite rally merry-go-round area north of Petersfield. The compass then indicated the route following a north-westerly direction through Hambledon, Otterbourne, King's Somborne and so to the end of Stage II (Control No. 78) at High Post Restaurant for more fuel and breakfast. By this time there was a positively ghost-like atmosphere prevailing, in that the half of the field that resumed after supper had itself been halved and there were related the usual fund of breathtaking adventures.

Several competitors of the decimated field that set off on Stage III were shortly confronted with a ford of doubtful depth near Salisbury. Discretion and a detour proved to be the correct strategy.

At last the route led on to the Bournemouth O.S. map, a sign the rally was drawing to its end. Nevertheless, many miles still lay ahead and difficult "morning driving" called for absolute alertness of drivers following a route through remote parts of the New Forest and to the last time control at Hurn where competitors were advised "the clock is no longer your enemy". A straightforward route card led competitors to the finish (Control No. 93) and lunch at the Queen's Park Golf Course, Bournemouth. This last stage had not been without its anxious moments, finding a few apparently non-existent roads in the New Forest and in particular for P. Channon whose Mini-Minor was seen to be proceeding rather stealthily after fracturing an hydraulic brake pipe when the car bottomed near Control No. 87: all was not lost, the handbrake proved to be a useful substitute for the hydraulics and the Mini-Minor successfully completed the rally.

Crews at the finish can be well pleased with their 400 miles of co-ordination: while there were no "clean sheets" a few cars were not very far adrift for time. The Grimmer Volvo of Rally Maps was among the present contingent at the finish, obviously they had brought the right maps with them!

The afternoon was devoted to a series of driving tests where, unusual as it may seem, performance of the family cars completely eclipsed the sports cars!

Meanwhile, the results team was still hard at it: by six o'clock at the Grand Hotel the winners were announced and analysed results of all competitors were on view.

LL. R.

Provisional Results

1, G. J. Mabbs/D. Mabbs (Standard 10); 2, W. Wadham/C. J. Plummer (Herald); 3, I. Lewis/R. Porter (Herald).

Best Novice: G. Kirkpatrick (A40). **Best Lady Crew:** Mrs. P. Mayman (Morgan). **Best Mixed Crew:** Mrs. J. Fraser (Dauphine). **Best Member:** A. Robbins (Anglia). **Team Award:** Channon, De Souza, Rose (Mini-Minors).

Driving Tests: W. Wadham (Herald).

A HILLMAN MINX Special saloon averaged over 70 m.p.h. to win its class in Ecuador's 250 miles road race "Entre Rios y el Mar".

Over a mountainous route, half of which consisted of dirt roads, the 1½-litre Hillman was an easy winner of its own class and finished ahead of a number of cars of much greater engine capacity. It was driven by Agustin Jimenez and Hernan Luque, both members of the staff of the Rootes Dealer in Guayaquil, Ecuador.

CAMBRIDGE RACING'S plans for the 1960 season include three or four Lola Formula Junior cars, which will be driven by Tom Threlfall, Peter Riley and Arthur Taylor. Two Austin A35s, an Austin-Healey 3000 and a Morris Mini-Minor will also be used. The Junior cars will compete in Continental races as well as in this country.

Brighton Run—continued

the model that went so well in the light car section of the Paris-Madrid race, driven by Pellison and Bardin. M. Ville had a wonderful run in this superb car, and claimed to have exceeded the hundred. "Formidable!" I cried, before realizing that he meant kilometres!

Tony Bird and Bunny Tubbs had a no-trouble run in the 1904 Lanchester, and George Lanchester, looking hale and hearty, was there to welcome them. Cecil Bendall, the V.C.C. tyre expert, had no tyre trouble, and C. M. Jeffreys enjoyed the most luxurious run of the day in his 1903 Georges Richard with its delectable closed body. Bob Porter turned straight round and drove his de Dion back to London, and I did the same for the shorter journey to Horsham.

It was a splendid "Brighton", beautifully organized with good-humoured efficiency. This is without any doubt the most popular motoring event in the world, and it deserves to be.

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USED CARS FOR SALE

A.C.

A.C. -BRISTOL, 1956, D, Stage II engine, Le Mans exhaust, silver grey, extras, spare plastic windcreens, very gently used, no competitions.—Peter Gourlay, Six Longdown, Guildford. Telephone 5656.

ALFA ROMEO

G.W. ALFA ROMEO, 1959 (June), Giulietta Sprint Veloce. Red with grey upholstery, 8,000 miles only. One owner. Rear seat conversion. As new.—M. Salmon, Gordon White & Co., Ltd., Gerrards Cross, Bucks. Gerrards Cross 2077/8.

ALVIS

1953 (June) ALVIS TA21 sports saloon, two-tone green/black, one owner from new, taxed Dec. £525.—Marsh of Chorley, Ltd., Pall Mall, Chorley, Lancs. Tel. 4347.

ASTON MARTIN

1955 (July) ASTON MARTIN DB2/4 saloon, 38,000 miles, engine completely overhauled at 32,000, bodywork inside and out in perfect condition and fitted all new tyres, taxed Dec. £1,425.—Marsh of Chorley, Ltd., Pall Mall, Chorley, Lancs. Tel. 4347.

AUSTIN

ROBIN BRYANT'S BARWELL-TUNED A35 is now offered for sale after having been thoroughly checked over and is now ready for next season's saloon car championship. Now fitted with Nicholls suspension stabilizer which gives fabulous road-holding.

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AUSTIN-HEALEY

AUSTIN-HEALEY Sprite, July 1959, de luxe model, over £60 extras, 3,000 miles, as new. £625. Can arrange H.P.—BUCKHURST 1773 or Ongar 182.

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AUSTIN-HEALEY 100S, just overhauled and resprayed. £800 o.n.o.—Box 3341.

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G.W. 1959 (Feb.) HEALEY SPRITE 2-seater sports. Green with green upholstery. One owner. Full conversion and many other extras. 8,000 miles. Immaculate condition. Cost new over £800. With modifications, £645.—R. Bloxham, Gordon White & Co., Ltd., Gerrards Cross, Bucks. Gerrards Cross 2077/8.

100S. THE most beautifully prepared example in the country, multitude of spares. Many recent successes.—M. Bowling, 5 Wolsey Road, E. Molesey, Surrey.

1959 AUSTIN-HEALEY 100/6 2/4-seater, specially fitted hardtop, Motorola radio, overdrive, luggage carrier, heater, twin spot lights. Colour: ice blue with dark blue interior. £1,150.—Phone: Dronfield 3019. No dealers.

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BENTLEY, 1954, R. Type Automatic, probably the best specimen in the country. Chauffeur driven, and maintained regardless of cost, very low mileage and reasonably priced at £2,600.—Dickson Motors (Perth), Ltd., Crieff Road, Perth. Phone 3892-3.

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THREE-WHEELER de luxe, Oct. 1958, low mileage, heater. H.P. and insurance arranged.—RAVENSBOURNE 5700.

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BRISTOL 401 saloon, 1951, perfect mechanically, radio, Michelin X tyres, newly recellulosed. £765.—Nixon's Garage, Hassell Street, Newcastle, Staffs.

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BASIL ROY, LTD., B.S.A. (Scout Model) spares. Comprehensive stock wholesale and retail.—161 Gt. Portland Street, W.1. LANGHAM 7733.

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CITROEN Light 15 roadster, 1939, only 120 miles since complete overhaul, including respray, new tyres, etc., good hood. £150 o.n.o.—Matthews, PADDINGTON 6146.

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FORD Squire, 1958, white, 13,500 mls., Elva conversion, Handa overdrive, perfect condition, twin spots, heater, w/washers. £590 o.n.o.—Warren, 12 The Lawns, Tyters Green, Bucks.

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FRAZER-NASH Le Mans Replica, numerous awards last season. The complete car and engine is stripped down for the purchaser's most minute inspection. £920 o.n.o.—Box 3342.

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1958 (June) JAGUAR 3.4 special equipment saloon, o/drive, discs, 9,800 miles, one owner, taxed Dec., as new throughout. £1,450.—Marsh of Chorley, Ltd., Pall Mall, Chorley, Lancs. Tel. 4347.

(Continued overleaf)

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Classified Advertisements—continued

JAGUAR—continued

ATTRACTIVE light blue 1954 Jaguar XK 120 hardtop in fine condition. This Special Equipment model has "C"-type (9 to 1) cylinder head, twin pipe exhaust, wire wheels with good condition tyres, and has been carefully checked over for rapid motoring. Details of work done on request. £635. Exchange and H.P. arranged if required.—The Robertsbridge Garage, Ltd., Robertsbridge, Sussex. Robertsbridge 3.

JAGUAR, 1958, 2.4 saloon, Cotswold blue/blue, special equipment, discs, overdrive. £1,375.—Nixon's Garage, Hassell Street, Newcastle, Staffs.

JAGUAR 2.4, registered Oct. 1956, heater, radio, o/d., in suede green with green upholstery, turbo discs. An immaculate car for a connoisseur. £1,045. Also another in B.R.G., July registration, o/d., heater, radio, set of new Michelin Xs, an outstanding car. £1,025.—Star Hill Garage, Hook Heath, Woking. Phone 3515.

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UNIQUE 1939 3½-litre S.S.100 fixed head coupé, show model, in concours condition, unusual polychromatic maroon with red leather upholstery, resprayed, rechromed (including engine parts), recent engine overhaul, new electrics, tyres, etc. Present owner last five years. £375 o.n.o.—28 The Drive, Bexley, Kent. Bexleyheath 2954.

XK 120, LEFT-HAND drive, 1952, Roadster, white, sound throughout, new RS4s, racing linings, many extras. £385.—Barron, 139 Privett Road, Gosport.

150S 1959 (May), 5,600 miles, red, full "speed" specification, locked diff., just as new throughout and not a mark anywhere. Cost £2,150. Our price, £1,750. H.P. and Exchanges.—Jones' Garage, Syston, Leics. Syston 2257, 8 a.m.-7 p.m.

1958 3.4 JAGUAR, Automatic, 15,000 miles, indigo blue and grey, disc brakes, unmarked. £1,350.—W. M. B. Smith, Footscray 5200.

1955 XK 140 D/H. coupé, white/red, radio, heater, 21,000 miles, no competition work, one owner. £850.—R. J. Bubeat, 7 Park Square Mews, Upper Harley Street, N.W.1.

1949 3½-LITRE JAGUAR saloon, immaculate throughout. This vehicle has only motored 25,000 miles during its life, and is now running in a new engine. It is so well preserved that only a personal inspection will prove its worth at £295, this price, of course, includes radio and heater.—Swain & Jones, Ltd., Farnham, Surrey. Telephone 6201.

JOWETT

JAVELIN de luxe, 1951, maroon, heater. Terms. £250.—Bone, 44 Lascotts Road, N.22. BOW 9003.

JUPITER, 1952, Series III engine, gearbox and engine recently overhauled, brakes relined, four new tyres, new battery, radio, special aluminium body by Abbotts. Whole car in immaculate condition throughout. £375.—Box 3344.

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K. M. FRANCIS offers for sale his exceptionally clean and successful LOTUS XI. £875 o.n.o.—Francis Brothers, Ltd., Whalley Road Garage, Read, Nr. Burnley. Tel.: Padiham 376.

LOTUS ELEVEN, ex-Team Lotus, fibreglass body. Stage III engine, Webers, very carefully maintained. £1,075.—W. D. Bertram, 26 Colinton Road, Edinburgh.

LOTUS SEVEN, twin SU's, four-branch manifold. 1 c/r. gears, never raced. £525.—Ring LEE Green 5105, evenings.

SUPERTUNE, LTD., Lotus Specialists, tuning, race preparation, service, repairs.—2A Pindock Mews, Warwick Avenue, London, W.9. CUN-ningham 9040.

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MERCEDES Type 220 saloon, l.h.d., sun roof, heater, radio, 1952 model first registered in this country 1956. Quality car of excellent performance. £465.—Star Hill Garage, Woking. Phone 3515.

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M.G.A. 1956. Blue, radio, heater, rack, tonneau, mirrors **£685**
Austin-Healey BN1 1955. Black/red, overdrive, wire wheels, heater, tonneau **£645**
Austin-Healey Sprite, 1959. One owner, leaf green, heater, rev. counter, tonneau **£645**
Swallow Doretto 1954. Heater, spots, 'X' tyres, tonneau, green, overdrive, wire wheels **£635**

Austin-Healey Sprite 1958. Dark green, heater, rev. counter, washers, tonneau **£615**
Austin-Healey BN1 1955. Ice blue, spots, tonneau, heater, O/drive **£595**
Austin-Healey BN1 1955. Ice blue, heater, 'X' tyres, overdrive, mirrors, tonneau, etc. **£595**
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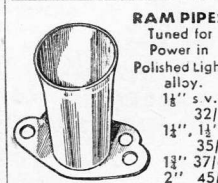
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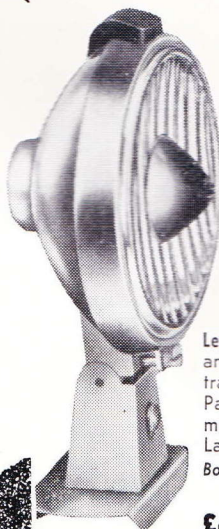
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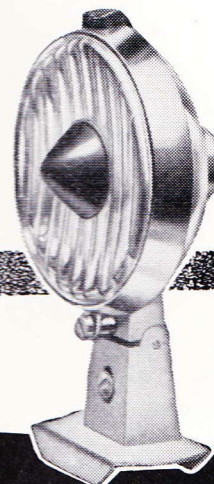
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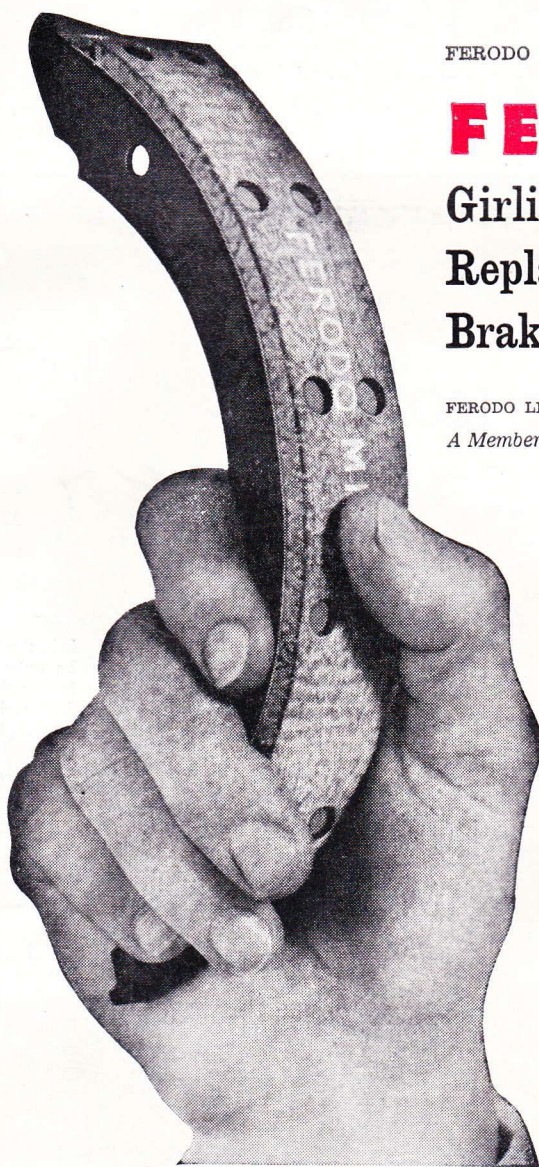


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