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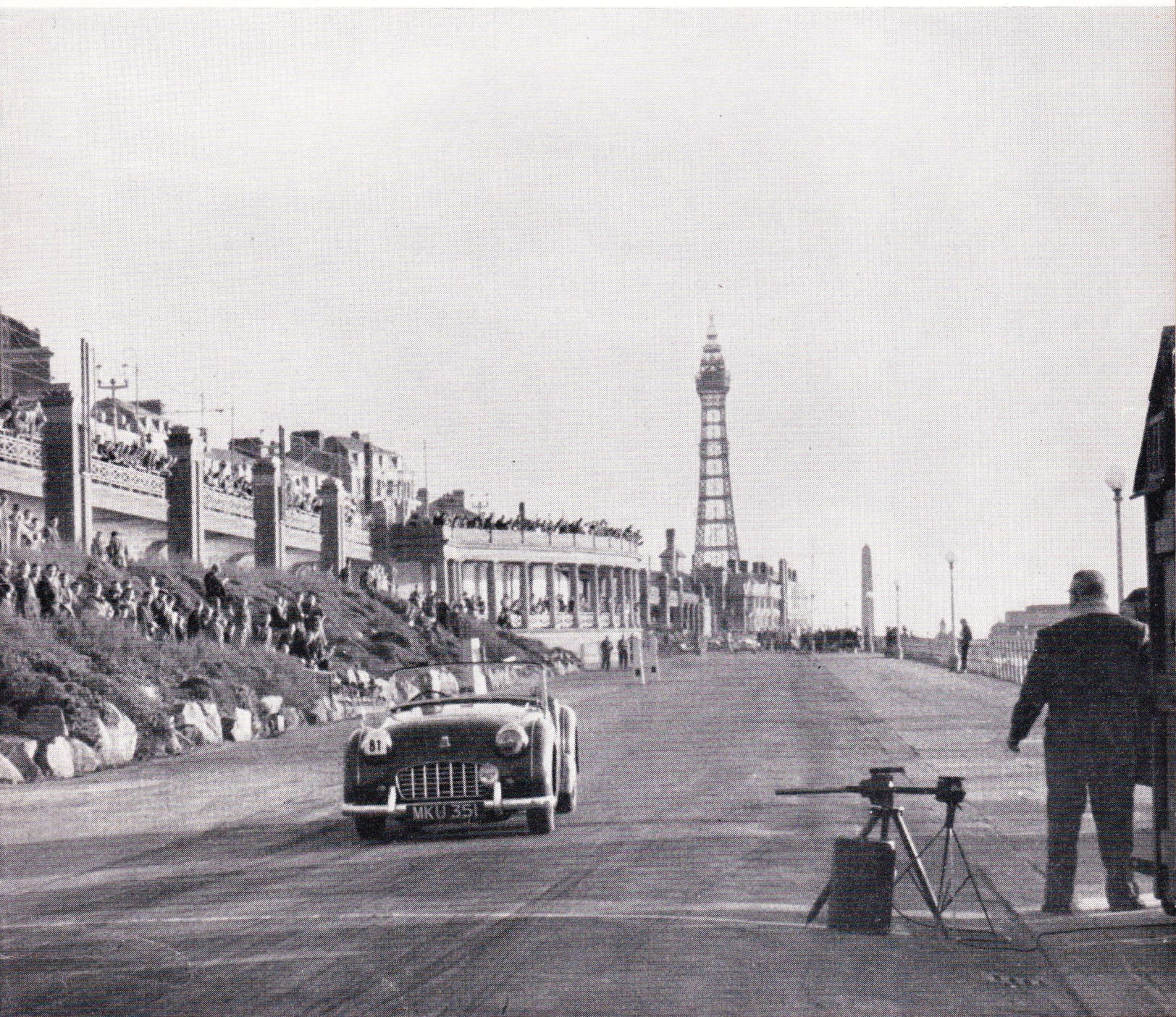
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BRITAIN'S MOTOR SPORTING WEEKLY

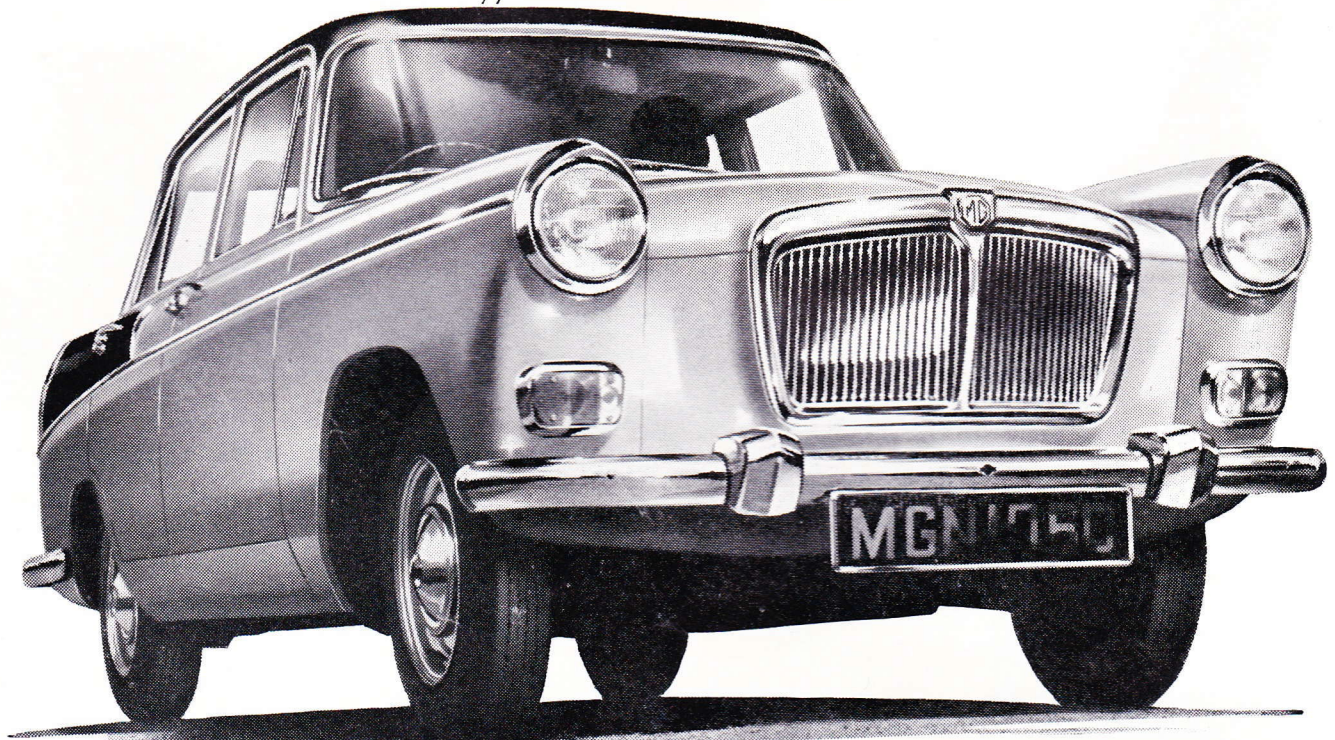
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IN THIS ISSUE

JOHN BOLSTER REPORTS ON THE TURIN SHOW : R.A.C. RALLY PREVIEW
PROFILE OF BRUCE McLAREN : THE TELEVISION TROPHY TRIAL

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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 19 No. 20 November 13, 1959

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EDITORIAL

THE R.A.C. RALLY

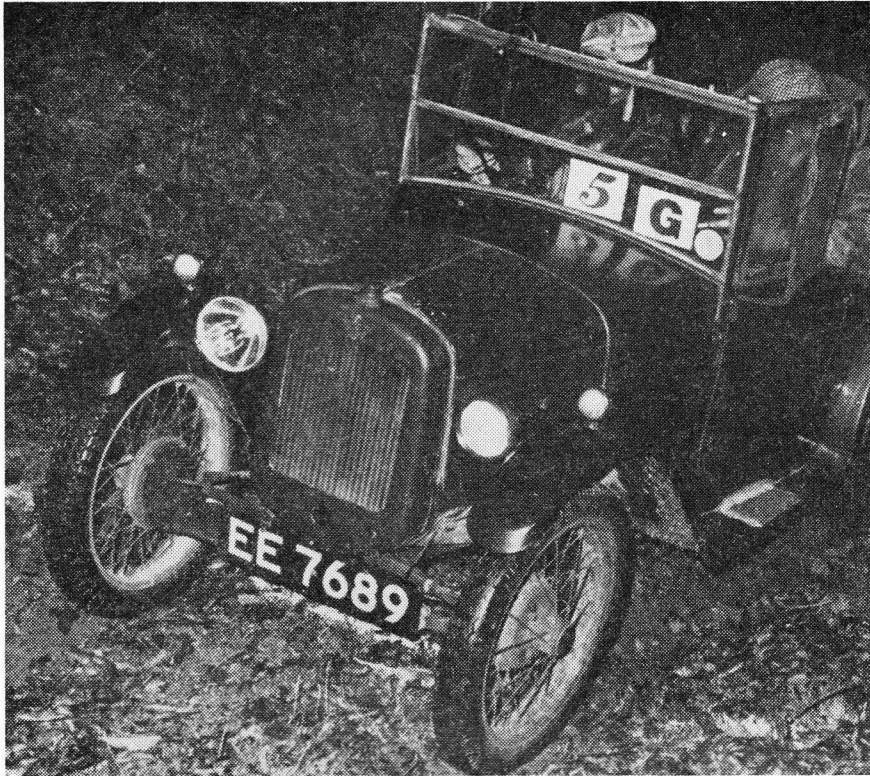
STARTING from Blackpool next Tuesday, the R.A.C. International Rally of Great Britain promises to be one of the most difficult road events ever staged in this country. The 1,900 miles route contains sections, in the Lakelands, Scotland and Wales, which will tax crews and cars to the utmost. By cutting out the much-discussed night navigation exercises, the R.A.C. have managed to attract some 16 foreign entries, which must prove something. AUTOSPORT has nothing against night navigation, but feels that it has no place in an International event which may decide the European Touring Championship. Continental organizers do not expect competitors to find their way by map references in strange country, but supply proper route cards and ensure the presence of police at scores of points where route-finding may be difficult. The R.A.C. have, at last, realized that foreign entrants do not care for map-reading exercises, however experienced they are at that sort of thing. It is their belief that this method of route-finding adds considerably to the perils of competition driving, a belief that is shared by many of this country's top-line rally drivers, and also by factory team managers. Again, it is pleasant to note that the remarkable situation which existed in the last R.A.C. event will not be repeated. It will be recalled that it was possible for competitors to miss out certain controls altogether, and finish up with lighter penalties than the stalwarts who checked in at them all. The organizers fully expect this rally to be won on the road, and well it may be, despite the number of special tests and speed events which are included. It should appeal to the public more than any other previous British rally, and ought to result in valuable publicity for all makes taking part.

TRIALS ON THE UP

THAT peculiarly British sport, trials driving, has entered a new phase of popularity. Thanks to a handful of enthusiasts, and certain trials-minded clubs, the grand pastime of hill-storming is making a wide appeal to those who realize that few sports give such an opportunity for sheer enjoyment, at comparatively little cost compared to (say) racing and International rallying. The British trials car has been evolved gradually, and these superbly built, tough little machines now have a cross-country performance which, at times, can make a four-wheel-drive vehicle look a trifle silly. Trials themselves produce highly skilled drivers, who find an outlet for their ability with the maximum amount of safety where the general public is concerned. In turn, trials produce some of the finest rally drivers of all, for the delicate touch necessary to negotiate some of the frightfulness introduced by organizers is invaluable.

OUR COVER PICTURE

BLACKPOOL PROMENADE: On Tuesday the eighth R.A.C. British International Rally starts with driving tests on this famous spot. A strong Continental entry has been received for this year's event, for it has a strong bearing on the Rally Championship results.



GRAHAM HILL will drive for the Owen Organization in 1960 in Formula 1. He will probably also race Porsches in sports-car events.

JACK BRABHAM and Bruce McLaren will again be with the Cooper works team next season.

STIRLING MOSS has definitely signed up for the Rob Walker stable to drive both Walker Special and Cooper-Climax in F1 and possibly Porsche in F2.

AUSTIN-HEALEY may return to racing with a semi-official works entry at Le Mans in the G.T. category.

WORLD'S first compact car race will be staged at Sid Langsam's Continental Divide Raceways, Denver, Colorado, on Sunday, 15th November. It is a six hours event.

FINANCIAL support is offered by a group of wealthy American businessmen to build cars suitable for the proposed Inter-Continental formula.

MICKY THOMPSON will go out in September, 1960, to attack the Land Speed Record at Bonneville, with a completely revised four-Pontiac-engined Special. Donald Campbell is also due there with his "jet" device.

DAYTONA SPEEDWAY may be the scene of attacks on long-distance International records with a specially built British small-capacity sports car.

SEBRING organizers are unlikely to follow the Le Mans lead for their 12 hours race and restrict G.T. cars to over 1,000 c.c., in view of the growing rivalry between Team Roosevelt's Fiat-Abarths and SAAB.

FAMILY BUSINESS: One of the best-known teams in motor sport during the past few seasons is "Dadanlads", a formidable combination in any event and trials especially. Here is "Dad" (Cuth Harrison) and sons Edward and John, the "lads".

PIT and PADDOCK

VANWALLS will almost certainly appear in the 1960 Grands Prix with an entirely new type of machine. Drivers? Tony Vandervell isn't worried.

STIRLING MOSS'S Cooper for New Zealand has been entered by the Yeoman Credit Racing Team. Moss will drive a Rob Walker Cooper-Borgward in South Africa, and Bristow will be in the Yeoman machine.

SCENE FROM THE PAST? No, it's the Austin of W. G. Thornton, competing in the recent Falcon M.C. Guy Fawkes "200", rapidly becoming one of the best modern long-distance trials.

A MAGNIFICENT 140-page book will be published at the end of the year—*Monza, 1960*. Beautifully illustrated, it is a complete record of the Italian circuit and is in both English and Italian. Further details may be obtained from AUTOSPORT.

THE SUNBEAM-TALBOT O.C. DINNER-DANCE

THAT very popular "annual", the Sunbeam-Talbot O.C.'s dinner-dance at the Dorchester Hotel on 26th October, was even more crowded than usual. Dancing was to Tommy Kinsman and his band, and the puzzle was to find a spare square inch on the dance floor. Amongst the better-known guests were Stirling Moss, Jack Brabham, Peter Harper, Paddy Hopkirk, Les Leston, Peter Jopp, Tommy Sopwith, Mary Handley-Page, Peter Bolton, Ken Gregory, Sid Henson, Brian Turlle, Jimmy Ray, George Hartwell, John Melvin, Sheila van Damm, Wallie Waring and Tom Wisdom. Rootes were, of course, strongly represented by the Hon. Geoffrey, the Hon. Brian, Desmond and Tim Rootes. Doing fine "host" jobs were Norman Garrad, John Bullock and John Rowe. The "Press" were well represented by Maurice Smith, Christopher Jennings, Gregor Grant, John Bolster, Basil Cardew, Alan Brinton, Harold Nockolds, Roy Pearl, Douglas Armstrong, "Dev" Dvorestky, Peter Garnier, Michael Clayton, Gordon Wilkins and Courtenay Edwards. From radio and TV came Peter Dimmock, Ronnie Noble, Paul Fox, John Cotter, Macdonald Hobley and Huw Thomas. Dancing went on to the early hours of Tuesday morning. During the evening someone whose name shall be unknown persuaded Tommy Kinsman to play a certain well-known jingle referring to "Happy Motoring". As the Sunbeam team runs on the products of a rival fuel concern, a certain amount of discomfiture resulted.



SPORTS NEWS

THE 1960 LE MANS REGULATIONS Several Changes; Grand Touring Cars of Unlimited Capacity Permitted; Modification to Index of Performance

THE regulations for the 1960 Le Mans 24 Hours Race will come as something of a surprise, although for several months it has been rumoured that the A.C.O. wish to encourage the re-entry of former big names by permitting G.T. cars of unlimited capacity. This has now been resolved, and Grand Touring cars from 1,000 c.c. will be admitted, in addition to sports-racing machines from 700 c.c. to 3,000 c.c.

Owing to the bigger windscreens demanded by the new F.I.A. regulations, the Index of Performance has been modified for both Appendix C and J machines. However, prize money has been reduced for this category, and has been increased for the Index of Energy Output which will replace the older Index completely in 1961. The last-named formula has also been modified by increasing the weight penalty.

Another important change affects the drivers, who may now drive for 52 consecutive laps at a time, in order to give co-drivers the chance to snatch some sleep during the night.

Naturally only sports-racing cars (including prototypes) up to 3,000 c.c. are eligible for the World Championship for Constructors, but the Grand Prix d'Endurance goes to the car which covers the greatest distance in the 24 hours, irrespective of category.

GERARD CROMBAC.

SHOWTIME SOCIAL NOTES

EARLS COURT provides the opportunity for clubs and manufacturers to organize lunches, dinners, dances and so on, as guests can also take in the Motor Show. On 19th October, **Daimler-Benz A.G.** held a Press reception in the Dorchester, and P.R.O. Artur Kaser addressed a large number of guests.

On 20th October several hundred Press representatives were entertained to lunch at Grosvenor House by the **British Motor Corporation**. The **Rootes Group** had a cocktail party on Press Day at the Show prior to the **S.M.M. and T.'s** reception. On opening day, **Perkins Engines, Ltd.**, entertained visitors.

National Benzole had a film show on 22nd October, and Karl Kling showed his **Mercedes-Benz** film the following evening. Then on Saturday the **Bentley D.O.C.** staged their annual dinner-dance at the Dorchester.

Renault, Ltd., opened their new factory extension at Western Avenue on 26th October, whilst in the evening Stirling Moss, Jack Brabham, several of the Rootes family and many rally drivers attended the annual dinner-dance of the **Sunbeam-Talbot O.C.** at the Dorchester.

Fiat (England), Ltd., entertained at the Washington Hotel on 27th October, and **Girling, Ltd.**, held a luncheon party at the De Vere Hotel, Kensington. On



MIKE'S MUG: Jack Brabham presents the tankard that the Steering Wheel Club gave to Mike Hawthorn to Air Commodore Alan Wheeler of the Royal Aero Club at a small ceremony at the "Wheel" recently.

28th October **Thomson and Taylor** staged a luncheon at the Café Royal to celebrate 24 years' association with **Alfa Romeo**.

On 29th October **Shell-B.P.** put on a crowded party at Shell-Mex House, where Walt Disney's fabulous "White Wilderness" was shown. Then on 30th October **United Dominions Trust** had a Press lunch in the Wellington Room, Earls Court, with Bob Gibson-Jarvie in the chair. Sir William and Lady Lyons entertained friends on behalf of **Jaguar Cars, Ltd.**, at Grosvenor House. Later on John Thornley presided over a crowded **M.G.C.C.** dinner-dance, when many awards were presented.

THE DEUTSCHLAND-RALLYE The 11th Round of the Rally Championship

IT is perhaps a little ironical that the Deutschland-Rallye (1st-3rd October), which was brilliantly won by Erik Carlsson, partnered by K. Svensson on a SAAB, may well prove the turning-point in the German attempt to regain the Rally Championship. The leader, Hans Wencher of the DKW team, only finished second in his class, so gaining four points to Carlsson's 11, and losing the Championship lead which he had held for so long.

Coltelloni, the Monte winner, who has been having a very good season, put in a protest, which is still under consideration, but this is not likely to affect the first three positions.

A brilliant performance was put up by Pat Moss/Ann Wisdom on a "works" Austin-Healey 3000, who, with Carlsson/Svensson, were alone "clean" on the road and in the tests. First place was actually decided by the margin each finished ahead of the runners-up in their classes, this going to the Swedes, who found it rather easier to beat a gaggle of NSU Prinz and BMW 600s than the B.M.C. girls did to beat the "works" Triumph TRs.

Pat Moss actually made B.T.D. in all the tests except one, where she was beaten by the Porsche Carrera of Walter

which, however, blew up in the most expensive fashion when scrapping with the Austin-Healey at Monza.

The rally was divided up into three stages, Stuttgart-Monza, Monza-Lyon Charbonnières and Charbonnières-Baden-Baden, with tests at Solitude Ring, Monza (seven laps), Mont Ventoux, Col du Rousset and Freiburg, and three Special Stages at very high average speeds. There were 64 starters, of whom 11 were in the rally class.

JOHN GOTT.

The detailed results are as under:—

General Classification

1, Carlsson/Svensson (SAAB), 0 points; 2, Pat Moss/Ann Wisdom (Austin-Healey 3000), 0 points; 3, Levy/Linzenburg (Auto Union 1000), 0.1 points.

Class Results

Grand Touring, over 1,600 c.c.: Moss/Wisdom (Austin-Healey). Up to 1,600 c.c.: Yolande Debra/Vernaeye (Porsche).

Touring, over 1,600 c.c.: Not decided—protest under consideration. **1,000-1,600 c.c.:** Dodd/Delling (Volvo). **750-1,000 c.c.:** Levy/Linzenburg (Auto Union). **Up to 750 c.c.:** Carlsson/Svensson (SAAB).

THE sixth National Boat Show will be held from 30th December, 1959, until 9th January, 1960. It will take place at Earls Court and the pool there will be used to make a harbour for the boats. Over 300 craft will be on display.

RODGER WARD, 1959 Indianapolis winner, has joined Camoradi U.S.A., America's Racing Team.

Ward will join Jim Rathmann, who came in second at Indianapolis this year, to drive the two Camoradi U.S.A. entries in the New Zealand Grand Prix in January. The two will also team with George Constantine and Bruce Kessler, to drive for Camoradi U.S.A. at Daytona Beach, Fla., in February; Sebring, Fla., in March, and Le Mans, France, in June.

Ward and Rathmann will represent the team in European events whenever their U.S. track racing schedule permits.

THE B.R.S.C.C. midnight film shows will take place at the Warner Theatre, Leicester Square, on 20th and 27th November.

CHEVROLET CORVETTE remains supreme in American unlimited-capacity Grand Touring and sports car events. The only model regularly raced in this country is that of Sir Gawaine Baillie.

At the moment quite a large number of machines are eligible to run in the G.T. category, but the Le Mans decision to restrict entries to those of over 1,000 c.c. automatically excludes many popular cars. It would seem, therefore, that there is a definite opportunity to organize events for the under 1,000 c.c. class, producing runners such as Sprite, Turner, D.B.-Panhard, Renault Alpine, Dauphine-Gordini, Fiat-Abarth, Berkeley, Fairthorpe, Auto Union DKW, NSU Prinz, and, when ready, the Ferrari "850". Promoters must be alive to the tremendous support for small-capacity racing, particularly with the rise of Formula Junior, and it can only be a matter of time before International

Why Grand Touring?

An Appraisal of the Field and the Future in G.T. Racing

IN the past, long-distance races for Grand Touring cars have not been conspicuously successful. At Rheims, for instance, the public was frankly bored with the 12 hours event, dominated from start to finish in 1958 by the G.T. 250 Ferraris. Nevertheless it is believed that there is a future for this type of racing, if it is supported by some of the leading manufacturers. The new F.I.A. regulations, with their insistence on large windscreens, definitely discourage out-and-out sports-racing cars. Paradoxically enough, this is one of the regulations designed to lower the speed of competing cars, and increase safety. The whole thing becomes farcical when it is realized that Le Mans now admits G.T. cars of unlimited capacity, so long as they comply with Appendix J rules.

Where the bigger manufacturers are concerned, it is not too difficult to build the requisite number of cars for homologation as G.T. vehicles, and there is nothing to prevent any of them producing large-capacity machines probably faster than anything that has ever run at Le Mans. Modern disc brakes and tyres have been developed to such an extent that G.T. cars could be put on the track with maximum speeds in excess of three miles a minute. As the 250 G.T. Ferrari has proved time and time again, the difference between the sports-racing car and its series-production sisters narrows as engine development goes on. In 1959, the G.T. machines were nothing like so fast as the special works cars, but were infinitely more reliable, as was proved by the proportion of Le Mans finishers in this category.

The introduction of unlimited capacity automatically lets in gas turbines, but, so far, none has gone into production. All are in the experimental stages, and, unless manufacturers can agree

with the F.I.A. on power-unit sizes as compared to piston engines and thus enter prototypes of under 3 litres comparative capacity, one will have to wait until the requisite numbers are built and homologated.

Another aspect of G.T. racing is that

BY GREGOR GRANT

promoters may have to admit special series touring cars complying with Appendix J. This would mean that certain touring cars could receive a far higher degree of tune and modifications than would be possible with the normal production G.T. vehicles, limited as they are to a few modifications; that is, of course, provided that special series Grand Touring cars are not admitted. If the latter class is allowed, then of course special series touring cars would be a complete waste of time if manufacturers are producing G.T. vehicles.

racers are organized for the "tiddlers". One can quite see the viewpoint of the A.C.O. that 1,000 c.c. should be the limit at Le Mans. For years drivers of fast cars have complained about the speed differential, and at last the organizers have yielded to their justifiable pleas. However, once again there is a paradox: sports-racing cars of from 700 c.c. may be accepted, presumably to give the French builders a chance in the "Index". It would have been far more sensible to limit all entries to over 1,000 c.c. than to encourage very special sports-racing editions of small-capacity G.T. cars running under the guise of prototypes.

Although there are many eligible G.T. cars in the various classes, few production large-capacity machines qualify. For example, in the over 3,000 c.c. field one can think of only Jaguar XK 150S, Aston Martin DB4GT, Facel Vega, Jensen, Chevrolet Corvette and possibly the 3.5-litre Maserati G.T.

A FULL G.T. VERSION of the Jaguar XK 150S could be built at short notice in sufficient numbers to qualify, and the prospect of such a car with a 3.8-litre engine is exciting.



THE ASTON MARTIN DB4 G.T. will undoubtedly be homologated, and should present a more than serious threat to Continental challengers.

FACEL VEGA (centre) have not so far entered competition, but the Grand Touring Category might very well persuade them to take part.

NOT HOMOLOGATED, but an undoubted possibility, is the 4.9-litre Ferrari Gran Turismo, seen below with the late Marquis de Portago standing beside it.

I can scarcely see the organizers "wearing" the 4.9 Ferrari as a G.T. car, for there would be an unholy row if this machine was claimed to have been homologated as *gran turismo*. Admittedly quite a number of the "America" version have been built and delivered over the years, but one would have to receive irrefutable proof that the requisite number have been produced within the requirements of Appendix J, before there is any question of acceptance.

Undoubtedly Aston Martins will have the DB4 homologated, as production is well under way at Leighton Buzzard. Again, with facilities such as Jaguar possess, a full G.T. version of the XK 150S could be built at very short notice in sufficient numbers to qualify. I must say that the thought of a G.T. "3.8" is one that would excite all Jaguar enthusiasts.

Facel Vega have not, so far, entered International competitions, but the G.T. category might well persuade them to take part. The Chrysler 300 engine can be made to produce a considerable amount of good, solid b.h.p., and with British disc brakes the car could be eminently suitable for Le Mans.

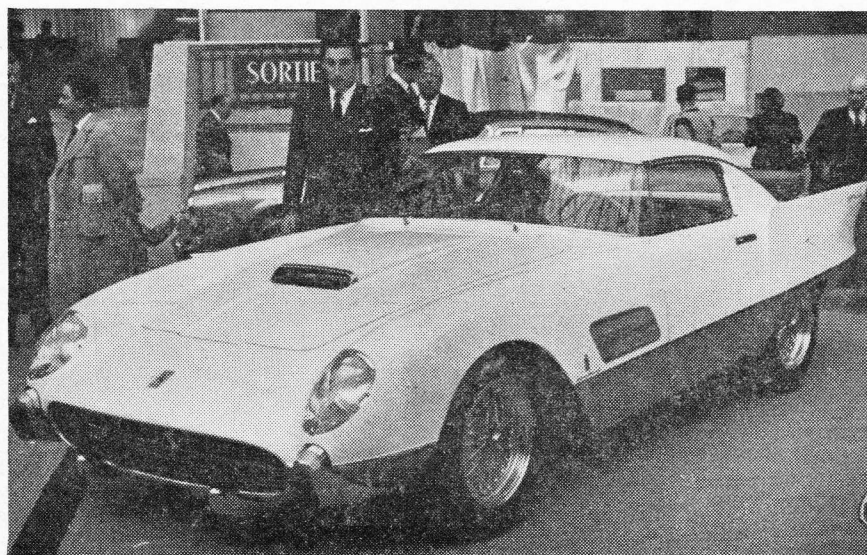
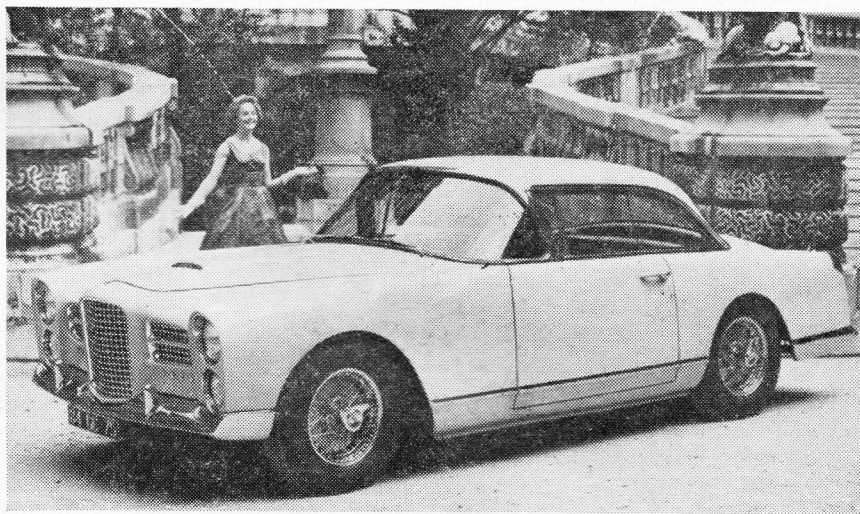
Naturally, General Motors must consider entering. The Corvette reigns supreme in American unlimited-capacity G.T. and sports-car events, and the enthusiastic Zorra Duntov will do his utmost to convince G.M. executives that it would be highly desirable to break away from the present ban on American manufacturers supporting motor racing.

The Jensen and its push-rod six-cylinder engine cannot be considered as ideal for G.T. racing, delightful high-performance road car though it is. One cannot visualize Daimler-Benz A.G. racing the existing 300SL, but there are still rumours that Alfa Romeo may produce G.T. versions of the "Disco Volante" 3.5-litre. Maserati have built many examples of their "3.5", and may decide to re-enter racing with this type.

With Daimlers producing a large-capacity V8 engine, it is not beyond the realms of possibility that the old-established Coventry concern may wish to enter the G.T. category with a larger version of the SP250.

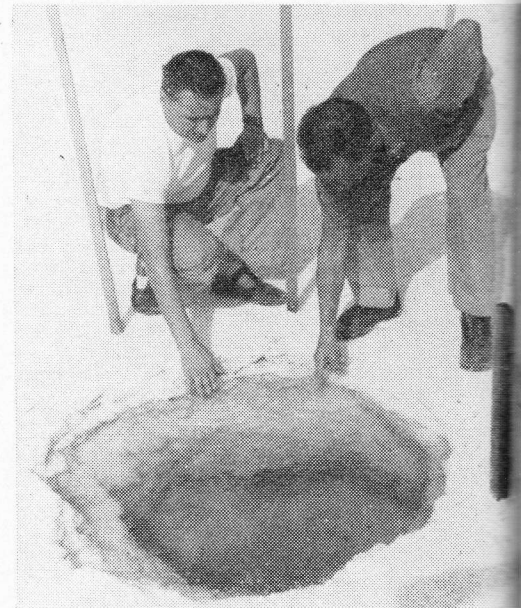
The other categories will undoubtedly have support from M.G., Austin-Healey, A.C. Ace, Alfa Romeo, Porsche, Lotus Elite, Morgan, BMW, and possibly Sunbeam and Lancia. In point of fact, every manufacturer of G.T.-type cars could easily be persuaded that the eventual publicity to be secured from successes in Grand Touring races might well justify full works support.

It would also be interesting to learn the reactions of the major oil companies who, in the past, have given support to sports-car racing. Will they now give that same support to entrants of series-production G.T. cars?



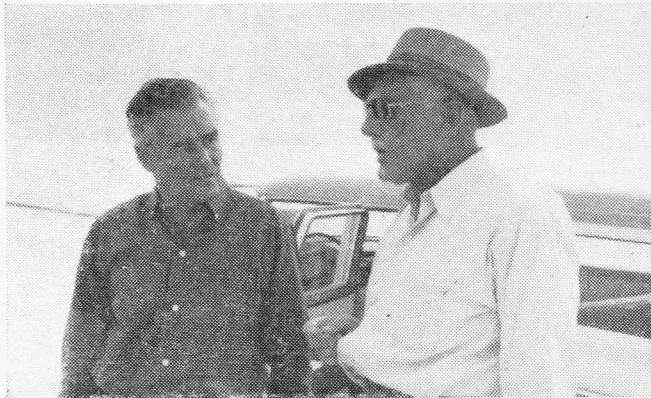
AUTOSPORT, NOVEMBER 13, 1959

TIMEKEEPERS' HUT (left) on the salt flats. BELOW: Alec Hounslow and Bert Denby, record-breaker of the '30s, inspect the hole in the salt desert to see if the water is rising dangerously.



Salt Flats Saga

The M.G. and Austin-Healey Record Teams on Foreign Ground



BUSINESS . . . Syd Enever looks serious during a conference on the salt with George Eyston, famous record-breaker of pre-war days.



. . . AND PLEASURE: The conference over, George Eyston simply looks contented as he fishes in the mountains of Nevada—some 5,000 feet up.



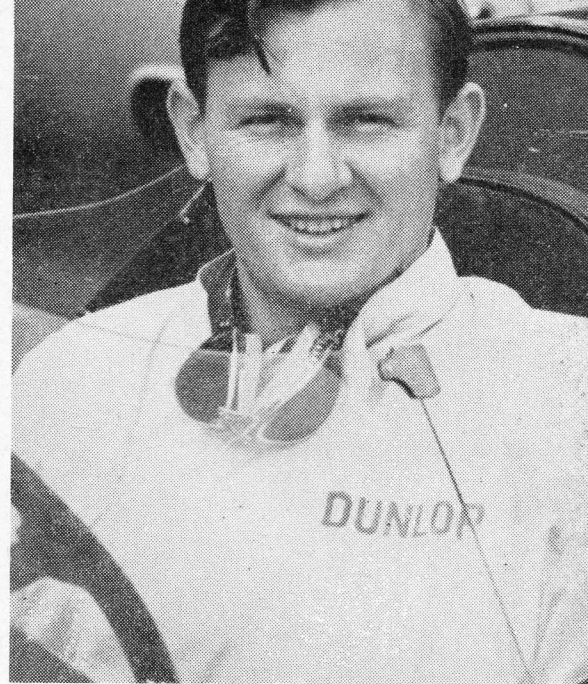
BRITON ABROAD: Tommy Wisdom, on yet another successful attempt, takes a break in the Nevada Mountains, dressed in local costume!



GHOST TOWN: Wisdom pauses in the ruined courthouse of the former gold and silver town of Hamilton, abandoned in 1913.

PROFILE **Bruce McLaren**

By Christopher Nixon



ONE day, some eight years ago, a young boy named Bruce McLaren was out riding near his home in Auckland, New Zealand. Now it is true to say that anyone who goes horse-riding is bound to fall off at some time or other and Bruce's sometime happened to be then: he fell. "So what?" you may ask. Simply this: but for that fall from a horse Bruce McLaren might never have become a racing driver.

It was a nasty tumble and Bruce broke his leg badly, with the result that he now has a permanent—though scarcely perceptible—limp. At that time he was a very keen rugby player, and I should think, a pretty good one too. It was immediately apparent, though, that his rugby-playing days were over. To try to compensate for this, his father bought him an Austin Seven for £100. And thus it was that at the ripe old age of 15 Bruce began to learn the first basic lessons of the art of motor racing.

He started off at Club meetings driving with his father. At first "Pop" was faster than Bruce but after about a year son had overhauled father and Bruce got more drives. It was during his first year of competition that he first met Jack Brabham, and I don't think many people appreciate just how much of Bruce's success is due to Jack.

He came over from Australia for the first New Zealand Grand Prix and it was at this event that he met the McLarens. Next year he was back again and he worked on his car in Mr. McLaren's service station. In this way the friendship between Jack and Bruce was begun.

Bruce kept the little Austin Seven for three years. Then he got a Ford 10 which he used for about six months, mostly in hill-climbs. An Austin-Healey 100 followed, and here again he raced it with his father. As with the Baby Austin, Pop was quicker at first, but then Bruce got the hang of it and eventually became the faster of the two.

From the Austin-Healey he progressed to a Cooper sports car. By now the name Bruce McLaren was beginning to mean something in New Zealand and his successes with the Cooper further enhanced his reputation.

Late in 1957 Jack Brabham brought a 1,700 c.c. single-seater Cooper to New Zealand and arranged for John Cooper to sell it to Bruce. Thus armed, Bruce raced all over New Zealand with considerable success.

It was about this time that the "Driver to Europe" scheme was born. The New Zealand International Grand Prix Association decided to find a promising young driver and send him, with financial backing, to Europe, to give him a chance to "learn the trade", as it were, among the top-flight European drivers.

They did not have to look far to find their man. Bruce McLaren, now 21, was a driver of enormous potential. A

keen, level-headed young man, and a most likeable personality, he would undoubtedly make a fine ambassador for his country.

So, in March last year, Bruce came to England. He went to see John Cooper and arranged that he should build himself a Formula 2 car. Then came his first race in England.

Completely unknown to him, Jack Brabham had got him an entry in the *Daily Express* meeting at Silverstone, in the Formula 2 race. Delighted, Bruce turned up at Silverstone, collected his £75 starting money and came third in the event! He has still got the note the B.R.D.C. sent him, accepting his entry. In the note, however, was a proviso: to wit, "This, however, is subject to your performing satisfactorily during officially observed practice!"

From this point on his career is, or should be, pretty well known, so I won't repeat it.

Bruce McLaren was born on 30th August, 1937, in Auckland, New Zealand. A small, chubby-faced, well-built man, Bruce would probably have made a fine scrum-half but for his accident. He likes popular music, Mantovani and Glenn Miller being among his favourite artists. He doesn't drink on the whole but he does like a little wine with his meals occasionally and he never smokes at all. Bruce is a keen swimmer, and when he is at home in New Zealand he likes to go shooting rabbits, ducks or wallabies!

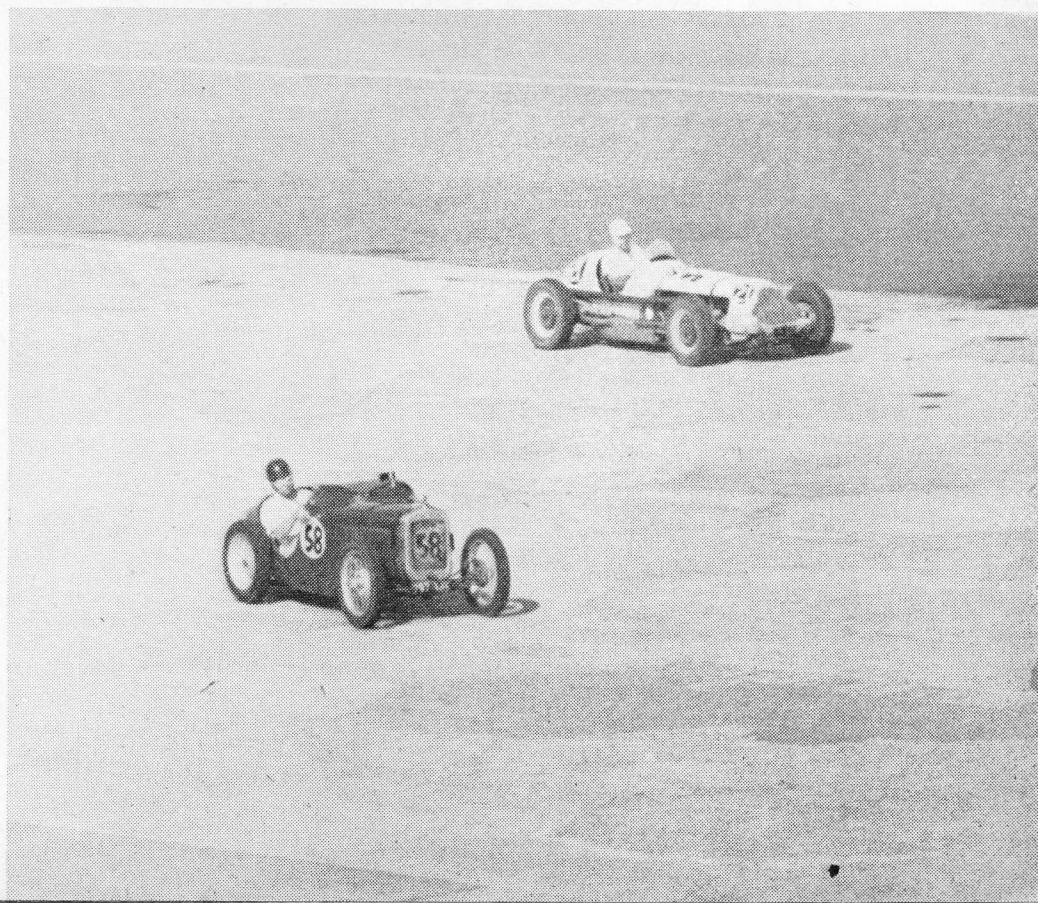
Like his friend and mentor, Jack Brabham, Bruce is basically a shy person. He talks quietly with only a very faint New Zealand accent and seems to get a great kick out of life, for almost whenever one sees him he

is grinning! He is as yet unmarried (that's his story and he's sticking to it!) and if he has any matrimonial plans he is keeping very quiet about them! When he isn't racing he spends his time at the Cooper works and at the time of writing is working on the new Formula Junior car. He has a flat in Surbiton which is his base during the season, and this of course is very handy for getting to and from Coopers.

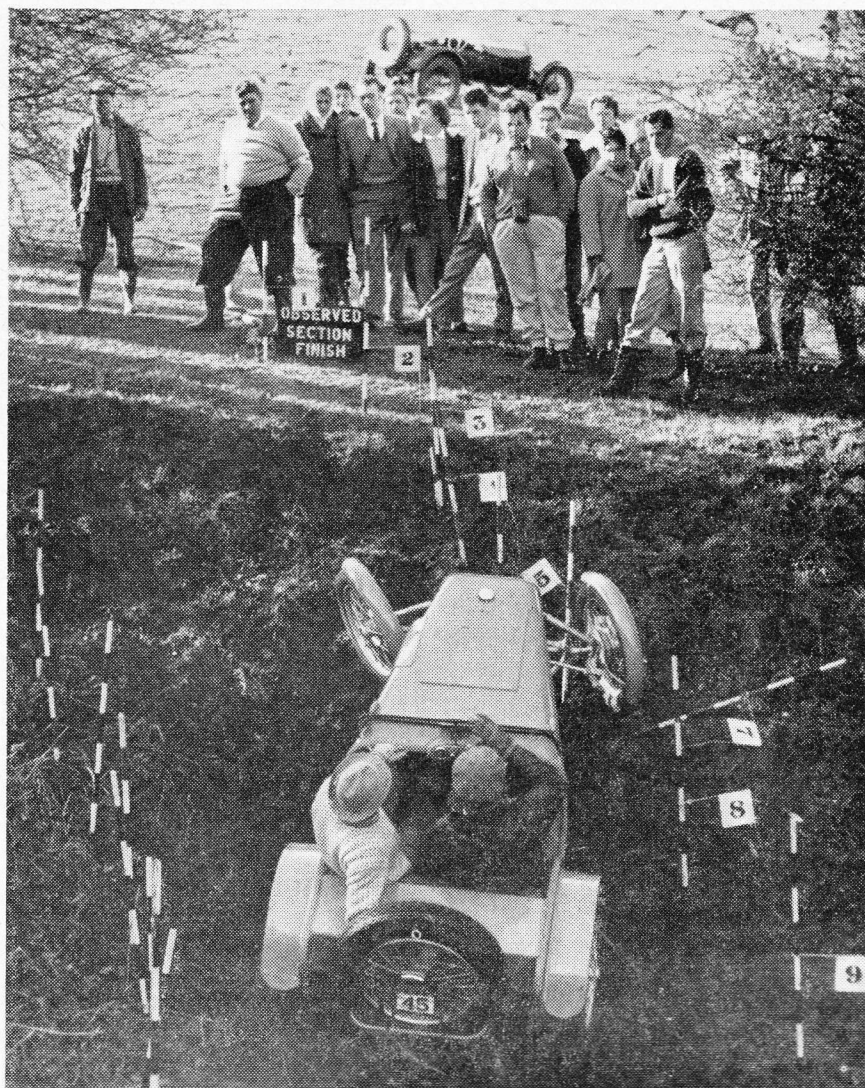
His favourite racing car is, not surprisingly, the Formula 1 Cooper. For his own use he drives a Morris Minor 1000.

Most drivers seem to dislike Aintree as a circuit, but it happens to be Bruce's favourite. It was here that he had his first works drive, in a Cooper. (This was yet another thing that Jack Brabham had arranged.) This year, of course, it was the scene of his great

(Continued on page 633)



WHEN WE WERE VERY YOUNG.
Bruce McLaren, all of 15 years old, hurries his little Austin Seven along the straight at Ohakea.



A First-Class "Chase"

C. W. Pollard (Cannon) Wins Shenstone and D.C.C. Trial

CONGRATULATIONS to the Shenstone and District Car Club for a really first class "Chase Trophy" in which just about every etc. which goes to make the running of a top line event had been thought out and utilized to the full!

The weather on Sunday, 1st November, was kind, for after a night of rain came a clear day, which held throughout, bringing in its wake a much larger following of spectators than usual.

The morning terrain, Eaves Field, was that used for the R.A.C. Championship of last year, in fact the whole trial was patterned on that event!

No. 1 ran up and over a steep bank, down into a deep, taped gully from which led a tight, taped turn, then up a one-in-two grass/mud bank, the main snag being that cars had virtually to stop on the gully turn, then could not gain enough speed to climb the bank! Highest section reached was four, into which came E. G. Yarwood (Ford Spl.), P. F. Highwood (Canhi), M. H. Lawson

(M.L. Spl.), N. Overton (Overton), P. A. Barden (P.A.B.), A. D. Alldred (Basinet), C. W. Pollard (Cannon) and L. Newey (M.H.S.).

No. 2 went up and over a steep clay rise, down and over another one, in fact, a switchback affair which caused only half a dozen failures. No. 3 started down an adverse cambered slope, up and immediately right to a downhill taped

TOPSY-TURVY WORLD! Percy Barden's new car—Climax engine and i.r.s.—mows down the markers on a short, steep, grassy bank.

turn, then up a further ledge to a bad right-hand taped hairpin (to which no one reached!). It was really rather a breaker-up of markers as time after time cars overshot the first turn! Only D. D. Kender (Cannon) made section seven, the rest all failing around 12.

No. 4 was a long, grass climb with a left- and right-hand turn near the top; a portion of this was timed to decide (if any) a tie, the climb itself presenting no difficulty.

No. 5 descended into a tree-guarded valley then up a very short steep rise to a left-hand finish on a ridge, which allowed some 15 cars to reach its summit. No. 6 went down a one-in-two incline then on a half-left turn straight up a similar gradient, which having no "bottom" simply threw cars off course into the markers. Section three was the highest reached by D. W. Smith (D.W. Spl.), J. Timmins (Chandler), N. Carr (Trafford II), D. W. Price (P.A.B.), N. Moor (Wasp), Lawson and Pollard. No. 7 went undulating through a wood to a very well marked and tricky one in two turn to a grass bank. Here clean climbs were observed by Highwood, Render, K. B. Lindsay (Cannon), Lawson and Pollard.

No. 8 consisted of a long adverse cambered grass climb on a hillside which was just too dry to be damaging! This one allowed some 19 drivers to reach the top.

No. 9 descended into a valley, turned right along a narrow track, then left over two ridges. Rather easy and allowed more than half the entry to retain a clean sheet. Only failures seemed to be in the early numbers. No. 10 ran down a leaf-strewn bank, hairpin left around a large tree then up a dry but steep bank. This one failed some half a dozen through touching the tapes when passing the tree.

At lunch time the lead appeared to be between Lawson, Pollard and Lindsay, with half a dozen others at their heels, i.e., wide open! So on to "Eades Bowl".

No. 11, which was a steep grass climb up a bank with a rough earth ledge near its summit, this one produced but few failures. No. 12 a timed climb along a valley, then up a bank which included an adverse cambered hairpin down into a gully then up a steep rise. A really good hill which sorted 'em out! Those

(Continued on page 635)

ANOTHER marker bites the dust and a look of horror crosses Norman Overton's face as still another looms up on a section with a tricky bit of camber.



IN THE LADY WIGRAM Trophy Race in 1957, Bruce drove his Austin-Healey. He was forced out with a holed piston.

McLaren—continued

dice with Moss in the closing stages of the British G.P. Of this drive Bruce recalls, "I thought we were going fairly slowly because Stirling was so smooth. Before he passed me I was all over the road. By following him I drove much more smoothly myself, and learnt a lot. At one point Moss missed a gear and I came up alongside him. He looked across at me and grinned, as if to say, 'Come on, let's get on with it!' He was very good about the whole thing." The 1959 British G.P. was undoubtedly Bruce's most exciting race.

At the beginning of this season Bruce did not expect to drive in F1 races and so the announcement of a new Formula came as a shock to him for it seemed that his chances of ever driving a proper Grand Prix car were very slim. He is very disappointed in the 1,500 c.c. Formula but will continue to race to it. He expects the Coventry-Climax 1,500 c.c. engine to be delivering around 160 b.h.p. by 1961.

Of the World Championship he says, "I think it is a good institution—we certainly want a Champion. It is a pity

Bruce also has a yen to try some rallying. He and his father have twice won the New Zealand Championship Trial and he won it a third time with Phil Kerr, Jack Brabham's manager. These two decided to try to get an entry for the R.A.C. Rally but for various reasons the project was dropped. He also takes an interest in Go-Karting. He made himself a Kart at the Cooper works in just under two days and he

expects to get a lot of fun out of it, although it is not yet *au point*. Needless to say, the machine is rear-engined!

I asked Bruce what he thought was the funniest incident of his career. "Ooh," he said, "you can't put that in AUTOSPORT!" (He was dead right too!) He thought for some minutes, then recalled the German G.P. last year. Jack Brabham and John Cooper talked him into going to Nürburgring with an F2 car to make up the field. There was nothing to lose and at the 'Ring, a lot to learn. So he went—and won the race!

Bruce has not had much luck in the latter half of this season. Since Aintree he hasn't finished a race! "I think Moss's jinx must have moved on to me." It is not yet known whether he is going to Sebring. If Masten Gregory is fit he will drive with Brabham. If not, Bruce will take his place. However, two cars are being sent "down under" for the New Zealand G.P. and Bruce will be going too. Let's hope his good luck emblem, a Maori "Tiki" will do its stuff.

Bruce will be back again next year, no doubt with the Cooper team and once again we shall be able to watch the neat, precise and fast driving of this very likeable young man who is undeniably yet another contender for the World Championship who has come up from "down under".

Number 4 of a series

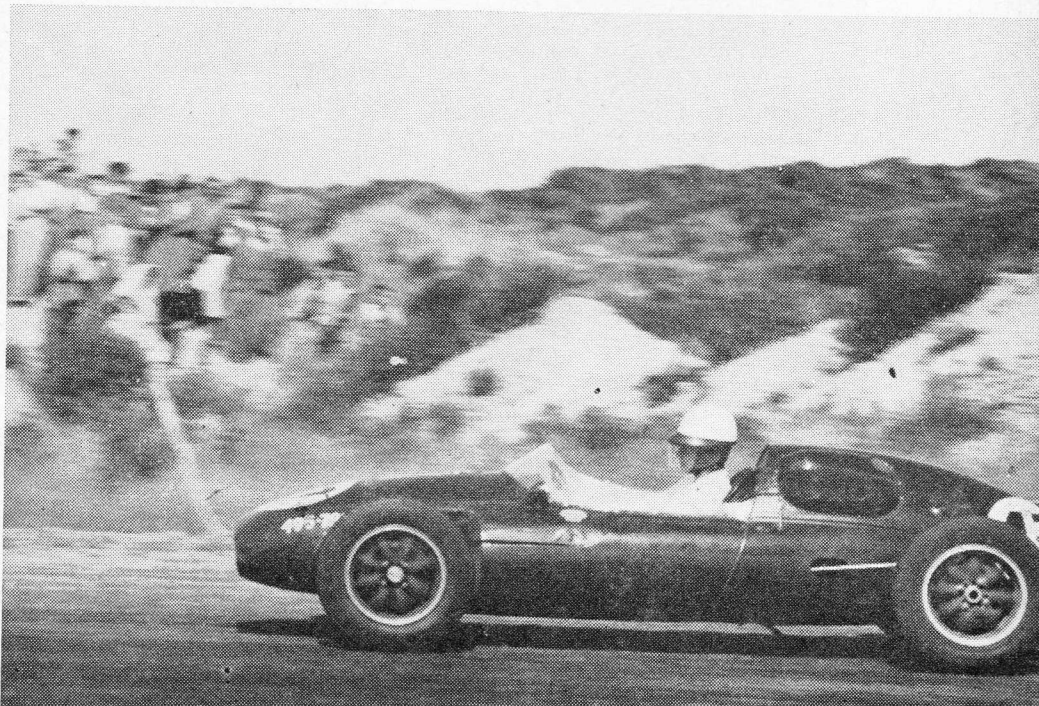


DRIVING the ex-Brabham 1,500 c.c. single cam Cooper sports car at Wghan-gerie Hill-Climb in 1957 (above).

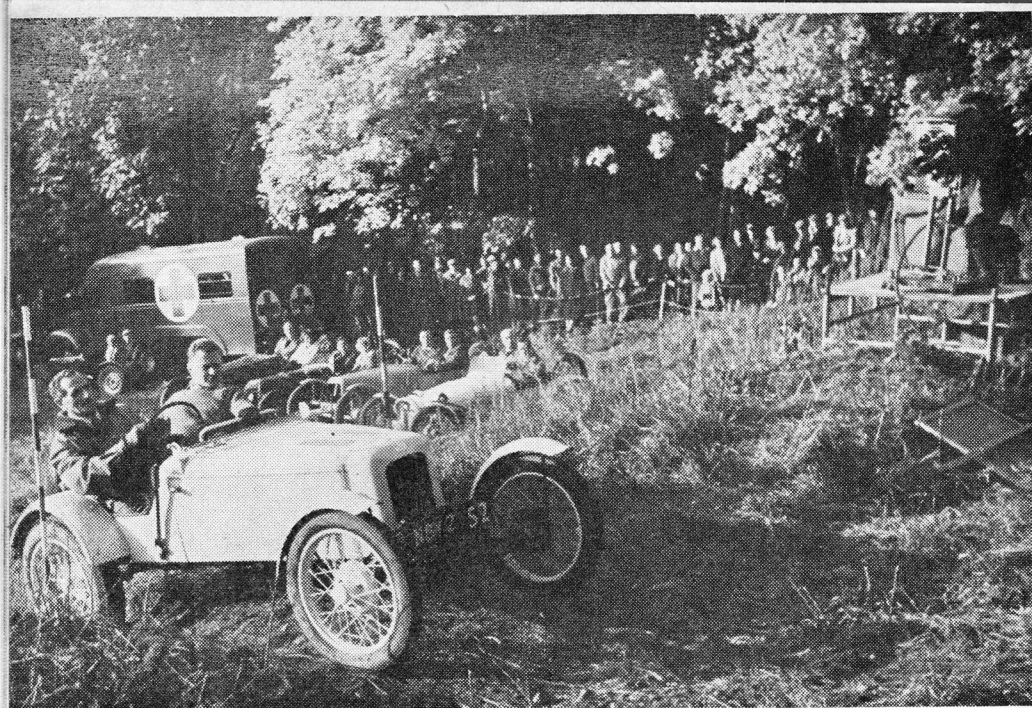
HIS FIRST drive in a single-seater was at Invercargill in 1958, shortly before he came to Europe. He finished second in this event (right).

though that the point awarded for fastest lap is to be dropped next season. The single point does give a little more incentive, although, of course, it is always a bit uncertain as the timekeepers are not always 100 per cent. accurate!"

What of the future? Well, he plans to keep racing for another four or five years. He is at present studying for a degree in engineering, but with the limited time available it seems doubtful whether he will manage to take any exams. However, he is constantly working on cars and in this way is gaining an immense practical knowledge of automobile engineering. When he retires from racing he plans to go back to New Zealand and help his father run his service station.



BEST individual performance was that of Mike Lawson, here seen passing a television camera as he commences to negotiate the first hill—a straight-up climb.



THE TELEVISION TROPHY TRIAL

Victory for South in Popular Annual Match Event ;
Michael Lawson Puts Up Best Individual Performance

As thousands of viewers to last Saturday's B.B.C. "Grandstand" will agree, the annual Television Trophy Trial, staged by the London Motor Club on behalf of the British Broadcasting Corporation near Wendover, was yet another outstanding success. With three cameras trained on the hills, a small army of technicians, Raymond Baxter on the microphone and the experience of Godfrey and Nina Imhof in stage-managing such events, all that was necessary was some good hill-storming from the experts of the North, South and Midlands. With Great Britain's top trials folk taking part, viewers were able to watch at close quarters the tricky art of off-road motoring.

Crowd control was a credit to the organizers, and amongst the officials who did a fine job of marshalling were Ian Mackenzie, Ron Carradine, John Suter and Ian Lewis, whilst Air Commodore Coslett of the R.A.F., Halton, provided an efficient band of volunteers from the adjacent air training establishment.

Fog around the area cleared away by lunchtime, and when Rex Chappell started off for the South, the sun shone from a brilliant blue sky. Rex made no mistakes in what was a straight-up climb, but the men from the North groaned when Cuth Harrison's Harford fluffed and failed a couple of feet from the top.

Hill 2 was a real stopper, but Midlander Ron Kemp struggled into the second section to score five marks. Cuth again seemed to lose power, and this time scored a zero; Mike Lawson sailed into the second section before spinning to a standstill. For the Midlands, Frank Lewis made a tremendous effort and nearly got there. John Harrison had his front wheels lock and slid down before the "five" mark—another setback for the North. Chris Pollard's engine had terrific punch, and he all but uprooted the "five" board in passing.

At the end of the runs on Hill 2, the

score read: Midlands, 35; South, 30; North, 25.

Hill 3, a steep run uphill amongst trees, following a sharp bend, saw Chappell make no mistake. However, Ron Kemp became tangled up with a tree root and surprisingly spun to a standstill. Cuth Harrison made amends with a superb climb, but Mike Lawson was the star here. I believe he started trials driving around 1923, and he is driving better than ever. By a coincidence Lotus manufacturer Colin Chapman was there to see him—he was Colin's very first customer with the famous Lotus trials bolide. Pollard showed that he is now a name with which to reckon, the blue Cannon steaming up almost effortlessly; it was beautifully handled. Edward Harrison stopped near the top, and brother John failed to reach the "five" point. Geoff Newman (South) made no mistake, nor did Frank Lewis for the Midlands.

Now came the *piece de resistance*, uphill through a cutting, and down through a steeply cambered U-turn lead-

ing once again to Hill 1. Came a blow for the South when Rex Chappell failed to negotiate the U-turn. Cuth Harrison made it all look so easy, whilst Mike Lawson was a study in sheer concentration as he edged his car through the turn, turning on the power just at the right time for a perfect ascent. The Midlands fell back a bit when Frank Lewis stuck on the U-turn, and the North came right back into the running with two fine 100 per cent. climbs by both Edward and John Harrison. Pollard scored a maximum for the Midlands, as did Geoff Newman for the South. This left the score at South, 80; Midlands, 75; North, 75. With Hill 5 to go, it seemed likely that there would be a very close finish. Indeed excitement grew as both Chappell and Kemp failed to reach the "five" mark, but Cuth Harrison did, to bring the North level with the South. Lawson scored his five marks, as did Pollard, who went farther up than anyone. Newman added five for the South, and both the Harrison boys emulated Dad. Frank Lewis also scored for the Midlands, so the position was:—

South, 90; North, 90; Midlands, 85.

It was decided that the team leaders would decide the issue, with a "highest-up" assault of Hill 6. Rex Chappell scored the vital five points to give the South victory for the second successive year, by getting up a few inches higher than Cuth Harrison, who, in turn, bettered Ron Kemp's effort. The Northerners had made a wonderful recovery after a somewhat disastrous start, but those extra inches gave Chappell, Lawson and Newman the TV Trophy.

Now came the battle for the best individual effort, with Edward Harrison, Mike Lawson, Geoff Newman and Chris Pollard all having a bash on Hill 6 for "highest-up", the quartet having scored 30 points to tie for the award. Lawson made an all-out effort, scattered marshals, sent the "five" board flying for six, and came to rest well into the second

(Continued on page 648)



ABOUT to take the steeply cambered U-turn is Frank Lewis for the Midlands team.

GENTLY DOES IT! Eric Jackson makes use of all the remarkable lock of a trials car to clear a marker on a very tight corner indeed.

Shenstone—continued

reaching the top "unaided" included T. A. Marshall (Cannon), H. Smith (F.H.10), E. J. Chandler (Chandler Spl.), G. Pratt (Harfeach), Render, A. W. Francis (Cannon), Moor, Lawson, Overton, Alldred, F. T. Lewis (Cannon), Pollard and Newey.

No. 13 led down a grass bank, past a tree to a long twisty climb in a forest which allowed about 50 per cent. to climb clean.

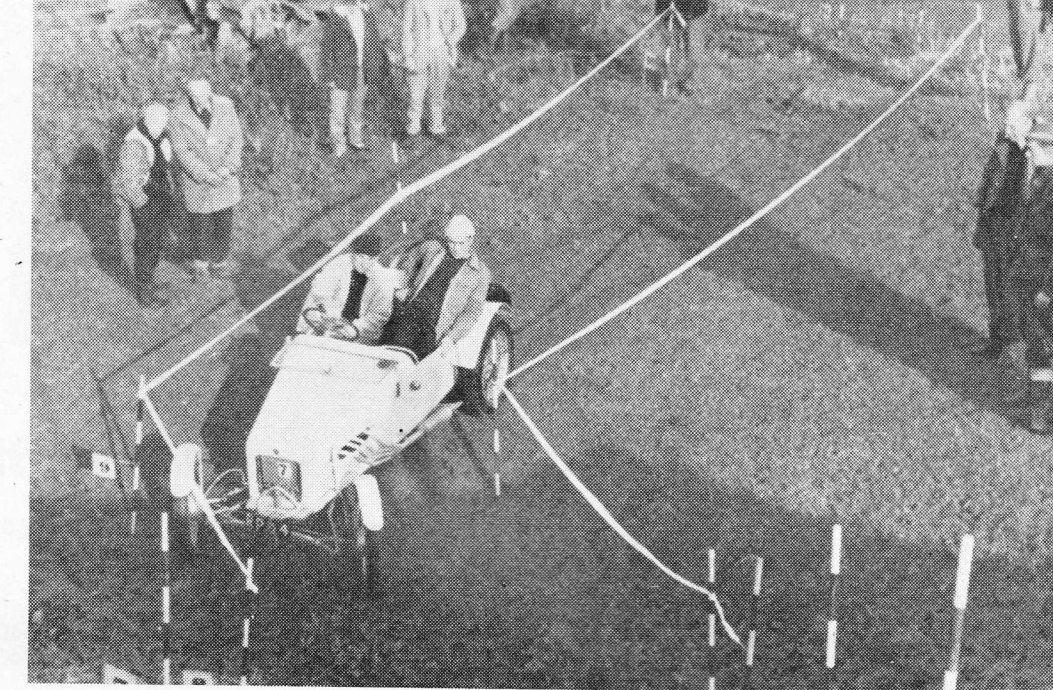
No. 14 was rather on similar lines but very much more difficult as it looped around many big trees which about section seven became very tough. Those to reach the top were R. W. Phillips (Fairley), E. Jackson (Cannon), Overton, Alldred, Lewis and Pollard.

No. 15, in the same wood but steep, went straight up. It was rather easy and failed but few.

No. 16 went straight up a grass/mud hillside, no one reached the top, highest being Lawson into section two and J. F. Harrison (Harford) and Barden who reached four.

No. 17 was very similar but rather more muddy. Here Jackson reached section one and John Harrison three.

No. 18 was back in the wood again, another tree twister allowing some half the entry success. No. 19 was a rehash of No. 14 but minus the stopping bump



on the main "tree" turn, now allowing many cleans!

No. 20 was the last hill of the day around which all the spectators thronged. It ran up a very, very steep bank causing the margin between success and failure to be very fine. Again about half the entry were successful.

Totting up my own private scoreboard, the winner obviously lay between Lawson and Pollard; it was the latter by

nine marks, a grand display of first class trials driving!

Results

Chase Trophy: C. W. Pollard (Cannon), 33 marks. **The Committee Cup:** M. H. Lawson (M.L. Spl.), 42; 3, P. F. Highwood (Canhi), 45; 4, K. B. Lindsay (Cannon), 45; 5, L. Newey (M.H.S.), 45; 6, A. D. Alldred (Bassinet), 47; 7, D. D. Render (Cannon), 49; 8, F. T. Lewis (Cannon), 50.

The Rugeley Bowl (for the best performance by a member of the promoting club) went to E. J. Reynolds (Dellow).

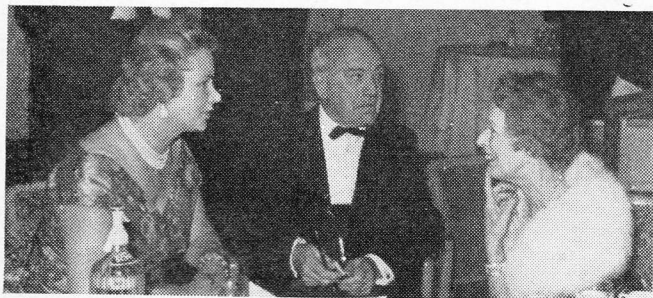
Dining with The B.A.R.C.



GOLD MEDALS FOR TWO: John Cooper and David Brown proudly display their awards.



EXTINGUISHER FOR ONE: John Green presents a memento of the T.T. fire to Reg Parnell.



AFTER-DINNER CHAT: Countess Howe, Earl Howe and the Duchess of Richmond and Gordon.



PRE-DINNER DRINK: Joe Waldron, John Morgan and Bobbie Leapingwell.



Sidney Allard



Peter Bolton



Cuth Harrison



Johnny Wallwork



Annie Soisbault



Les Leston

The Eighth R.A.C. British International Rally

Strong Foreign Entry For This Year's Important Event



Pat Moss

Alexandre, also in a Citroën, the leading Coupe des Dames contestant Mrs. E. Rosquist (Volvo), and challenger for the Championship itself, Wencher (Auto Union DKW). The latter will be supported by team-mates Wolfgang Levy

BY GREGOR GRANT

and Hahnemann. Co-driving with Erik Carlsson (SAAB) will be John Sprinzel. Annie Soisbault will be in a Triumph TR3A, whilst another Parisian Georges Houel will drive a Panhard.

Sidney Allard is in a Ford Zephyr, as is Gerry Burgess. The Ford Motor Co., Ltd., have no less than six works entries, comprising P. R. Davies, Denis Scott, Edward Harrison, Anne Hall, Mrs. M. L. Wright (Anglias) and Peter Riley (Zephyr). The eight-car B.M.C. assault comprises Ken James (Mini-Minor),



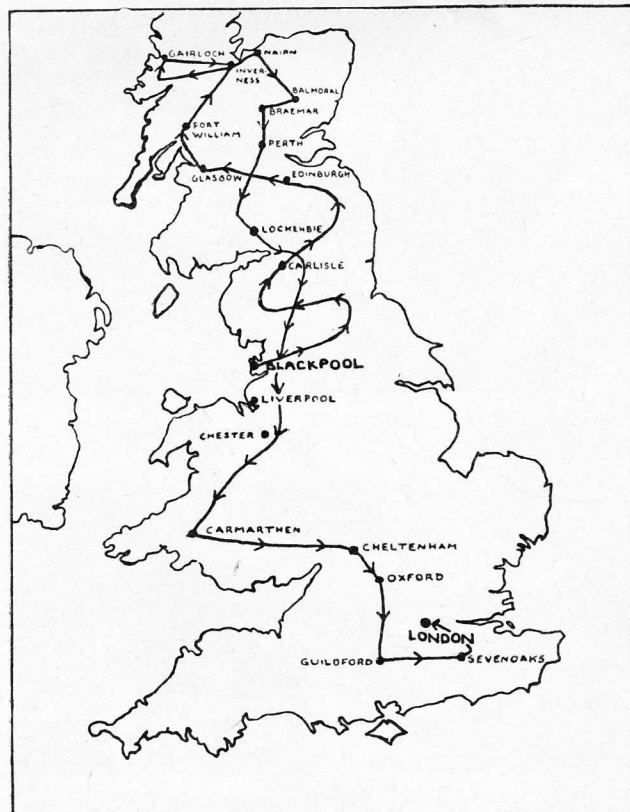
Paul Coltelloni

Alex Pitts (Mini-Minor), Pat Moss (Minor 1000), Douglas Johns (Wolseley), Jack Sears, John Williamson, Donald Morley (Austin-Healeys) and Pat Ozanne (Mini-Minor).

Sunbeams have Peter Harper, Jimmy Ray, Peter Jopp, Paddy Hopkirk (all Rapiers), whilst the Standard-Triumph entry is Keith Ballisat, Peter Bolton, "Tiny" Lewis (all Heralds), and of course Annie Soisbault (TR3A).

Other well-known names are Cyril Corbishley (Herald), John Wallwork (Volvo), John Boardman (Volvo), Ken Barrow (Volvo), Don Bennet (Fairthorpe), Tommy Clark (Austin 7), Tom Christie (Minor 1000), Bernard Fursdon (Renault Gordini), A. B. Fraser (Sunbeam Alpine), Tom Gold (Sprite), Cuth Harrison (Ford), Peter Morgan (Morgan), Pauline Mayman (Morgan), A. McCracken (Jaguar), Robin N. Richards (Riley), Dr. J. T. Spare (Gazelle), Rosemary Seers (Austin-Healey), Lyndon Sims (Aston Martin), David Seigle-Morris (TR3A), J. M. Uren (Zephyr), F. J. Vivian (Gazelle), John Whitmore (Austin 7), Ian Walker (Zephyr), Phil Walton (Jaguar) and D. Wilson-Spratt (Sprite).

The event starts with a special test on Blackpool promenade, and from there the route goes through very difficult by-roads and moor-roads in the Lakelands and then to Scotland, via Otterburn, speed tests at Charterhall and Rest-and-be-Thankful on 18th November. Going farther north, the cavalcade travels via Glasgow and the Western Highlands to Fort William, along Loch Ness and the Caledonian Canal to Inverness and then Tomintoul and the Gairloch of Wester Ross, back over the wilds of Cromarty to Inverness and Nairn. The route then strikes east to the bleak Cairngorms with Britain's highest village Tomintoul looking over the Grant country of Strathspey. Then come the majestic Grampians and Royal



ROUTE of the R.A.C. International Rally, starting from Blackpool on 16th November and finishing in London with speed tests at Crystal Palace.

No.	Entrant (or first driver)	Co-driver	Car	c.c.	Class
1	J. R. Williamson	J. E. Milne†	Austin-Healey	2,912	9
2	J. H. F. Parks	G. W. Howarth	Jaguar 3.4	3,442	9
3	D. Seigle-Morris	V. H. Elford	Triumph TR3A	2,136	9
4	S. H. Allard	R. C. Holmes	Ford Zephyr	2,553	9
5	P. J. Smith	E. W. Lodge	Austin-Healey	2,639	9
6	J. G. Sears	W. Cave†	Austin-Healey	2,912	9
7	A. McCracken	J. M. Innes	Jaguar XK 150	3,442	9
8	M. V. Mackie	G. Jones	Jaguar XK 150	3,442	9
9	D. J. Morley	G. E. Morley	Austin-Healey	2,639	9
10	L. O. Sims	R. Jones	Aston Martin DB2/4	2,922	9
11	J. Casewell	H. Davenport	Austin A99	2,912	9
12	P. G. Walton	M. Martin	Jaguar 3.4	3,442	9
14	E. Hodson	A. H. Collinson	Triumph TR3A	1,991	8
15	J. H. Ray	G. P. Crabtree†	Sunbeam Alpine	1,494	8
16	P. H. G. Morgan	D. E. J. Thompson†	Morgan Plus 4	1,991	8
17	T. St. J. Foster	J. B. Fairclough	Triumph TR3	1,991	8
18	Mile. A. Soisbault	Miss V. Donleop†	Triumph TR3A	1,991	8
19	B. Harper	R. Crellin	Morgan Plus 4	1,991	8
20	J. Watson	R. E. Kassell	Ford Consul	1,703	8
21	A. Fraser	L. Shenley-Price	Sunbeam Alpine	1,494	8
22	D. C. E. Johns	Mrs. Joan Johns†	Wolseley 1500	1,489	8
23	A. Griffiths	D. Stone	Triumph TR3	1,991	8
24	F. J. Powell	K. Davies	M.G.A. Twin Cam	1,588	8
25	G. D. Grimshaw	P. Rowland	Triumph TR3A	1,991	8
26	Mrs. E. P. Maynam	Miss D. Freeman	Morgan Plus 4	1,991	8
27	J. D. Gilley	P. J. Smith	M.G.A. Twin Cam	1,588	8
28	J. Webb	A. Harris	Simca Monthéry	1,290	8
29	W. G. Cawsey	K. Bridle	Triumph TR3A	1,991	8
30	I. B. McLaughlin	J. F. May	Triumph TR3	1,991	8
31	S. R. Skelly	G. Youngster	M.G.A. Twin Cam	1,588	8
32	E. L. Yardley	X	Triumph TR3A	1,991	8
33	C. Bent-Marshall	D. H. Pratt	Wolseley 1500	1,489	8
34	J. M. Tuck	E. N. Combe	Triumph TR3	1,991	8
35	A. W. Hobson	J. G. Hopwood	Triumph TR3	1,991	8
37	Miss Rosemary Seers	Miss I. Robinson	Austin-Healey Sprite	948	7
38	E. Carlsson	J. Sprinzel†	SAAB 93b	748	7
39	W. Schluter	H. Wencher	Auto Union DKW	980	7
40	D. H. Wilson-Spratt	H. J. Bayliss	Austin-Healey Sprite	948	7
41	R. G. Smith	M. Tyson	Austin-Healey Sprite	948	7
42	R. M. Wall	A. G. Jakes	Austin-Healey Sprite	948	7
43	H. A. Appleby	R. L. McGhie	Austin-Healey Sprite	948	7
44	W. Levy	G. S. Turner	Auto Union DKW	980	7
45	L. Bertorelli	R. Leathwood	Triumph Herald	948	7
47	Air Vice-Marshal D. C. T. Bennett	X	Fairthorpe		7
48	Gregor Grant	Brian McCaldin*	Fiat-Abarth	747	7
49	P. J. C. Hughes	N. D. Birkett	Ford Anglia	1,172	7
50	C. Molyneux	K. H. Allen	Austin-Healey Sprite	948	7
51	T. A. Gold	M. Hughes	Austin-Healey Sprite	948	7
52	D. D. Guttridge	J. Patterson	Austin-Healey Sprite	948	7
53	B. W. Fursdon	X	Renault Gordini	845	7
54	E. W. Lockwood-Nicholson	X	Austin A40	948	7
55	Viscount Boyne	Capt. D. H. Brassey	Jaguar 2.4	2,483	5
56	L. H. G. Handley	R. N. West	Ford Zodiac	2,553	5
57	E. Elliott	D. Wright	Ford Zodiac	2,553	5
58	N. Quick	A. C. Whatmough	Ford Zephyr	2,553	5
59	E. Jackson	N. Donovan	Ford Zephyr	2,553	5
60	T. C. Harrison	J. F. Harrison	Ford Zephyr	2,553	5
61	D. R. Milton	X	Ford Zephyr	2,553	5
62	P. Riley	M. Carson†	Ford Zephyr	2,553	5
63	J. M. Uren	I. Sutherland	Ford Zephyr	2,553	5
64	G. King	C. Sproston	Ford Zephyr	2,553	5
65	I. Walker	J. Patten	Ford Zephyr	2,553	5
66	G. N. Burgess	S. E. Croft-Pearson	Ford Zephyr	2,553	5
68	—, Henry	H. Thenias	Citroën DS	1,911	5
69	C. Bobrowski	Jacqueline Levoivenel	Citroën ID19	1,911	5
70	J. Badoche	P. Jacob	Citroën DS19	1,911	5
71	A. E. Cleghorn	A. S. Doble	Standard Ensign	1,670	5
72	P. Coltelloni	X	Citroën ID19	1,911	5
73	P. Alexandre	C. Ardouin	Citroën DS19	1,911	5
74	G. Durand	F. Bichat	Citroën ID19	1,911	5
76	D. Rosedale	J. Nott	Sunbeam Rapier	1,494	3
77	Madame Ewy Rosquist	Madame Liff Struve	Volvo 544	1,598	3
78	P. Steiner	A. D. C. Gordon	Simca G/Lango	1,290	3
79	P. Harper	P. Proctor†	Sunbeam Rapier	1,494	3
80	P. D. Sapsed	A. F. Brocklehurst	Volvo 1223	1,583	3
81	J. Wallwork	J. M. Wood	Volvo 1223	1,583	3
82	K. Sherry	R. Tilson	Volkswagen	1,192	3
83	D. J. F. Stammers	R. H. Cutler	Sunbeam Rapier	1,494	3
84	R. W. Richards	G. C. Davies	Riley 1.5	1,489	3
85	H. J. O'Connor-Rorke	B. Wallwork	Volvo 1225	1,489	3
86	P. Hopkirk	J. W. S. Scott†	Sunbeam Rapier	1,494	3
87	Dr. J. T. Spare	J. F. Barley	Singer Gazelle	1,494	3
88	B. Phipps	Angela Phipps	Riley 1.5	1,489	3
89	L. F. Chamberlain	W. P. Mullen	Sunbeam Rapier	1,489	3
90	Sir Charles Kimber	T. Ambrose	Volvo 1225	1,489	3
91	R. Crawford	J. J. Syer	Sunbeam Rapier	1,494	3
92	K. Piper	M. S. Cooper	Sunbeam Rapier	1,494	3
93	P. Jopp	L. Leston†	Sunbeam Rapier	1,494	3
94	J. Boardman	P. Dingley	Volvo 1225	1,489	3
95	G. M. R. Pearson	J. Hearn	Singer Gazelle	1,494	3
96	J. H. La Trobe	J. W. Spiers	Volvo 1225	1,489	3
97	K. W. Barrow	J. Huntridge	Volvo	1,489	3
98	E. Malkin	A. A. G. Robson	Sunbeam Rapier	1,494	3
99	F. J. A. Vivian	Mrs. V. A. Vivian	Singer Gazelle	1,494	3
100	R. MacIver	G. M. F. Humble	Sunbeam Rapier	1,494	3
101	E. B. Masheder	H. C. Cooper	Singer Gazelle	1,494	3
102	Mrs. L. F. Ashfield	Mrs. G. K. Wilton-Clark	Austin A55	1,489	3
103	M. Sutcliffe	D. C. Astle	Riley 1.5	1,489	3
104	M. J. Gething	F. H. Richmond	Hillman Minx	1,494	3
106	W. Stuart	S. R. Dixon-Stubbs	Triumph Herald	948	1
107	R. K. Hooper	L. N. Northmore	Morris 1000	950	1
108	A. Anderson-Wright	X	Morris 1000	950	1
109	J. Langley	D. Eatwell	Morris Mini-Minor	848	1
110	G. F. Mabbs	D. Mabbs	Standard	948	1
111	G. Benson	D. J. Day	Standard	948	1

Entries continued on page 641

Balmoral, followed by the forests of Braemar, wild Glen Shee, the Forest of Alyth, Blairgowrie and Perth. It is now 19th November, and the road lies via Lockerbie, Carlisle, and speed tests at Aintree and Oulton Park. Now come the Welsh sections, via Llangollen, Bala, Rhayadar, Llandoverly, Carmarthen, Pembroke, Merthyr and Ross, with a regularity test put in for full measure.

A speed hill-climb at Prescott on 20th November, with tests at Harleyford and Brands Hatch, conclude the road section, with cars left in the *parc fermé* at Crystal Palace for the final races on the L.C.C. circuit. In the evening the prize-giving takes place at the London Hippodrome.

A VISIT TO THE BORGWARD EXPERIMENTAL TEST

By LESLIE BROOKE

WHILST in Bremen recently I called at the Borgward factory where I was lucky enough to be able to contact Herr Karl Brandt, their development engineer. My purpose in doing this was because I had heard recently that Borgwards would like to give the Climax engine a run for its money. After about an hour together with the Herr Ingenieur, when he was sure that I was not going to steal the company's secrets, he very kindly took me along to the Experimental Department's brake test, where Stirling's engine was at that moment on its final tests before being put back into the Cooper chassis prior to its shipment to the new East London circuit in South Africa.

A word about test beds: even today many of us get quite thrilled if we can find a concrete block to lash an engine on to, a large pulley, some graphite grease and some strong rope, out of which to create a primitive "brake", but when I had one look at this last word in test houses, it literally made me gasp. Down the years I have seen many testing devices but never such a beautifully made set-up as this one. It is done in the best aircraft traditions, with the tester and his assistant sitting on high plush stools behind a polished desk with built-in stop watches, masses of instruments with heavily chromed bezels, highly polished taps and everything which could ever possibly be needed for detailed test, the most imposing instrument being the fuel metering unit which gives the whole thing that sort of space ship air. Add a little quavering music and you would be practically at Mars. The engine roars away at a suitable distance behind thick glass panels while the assistant stares through a pair of "field" glasses at the Moment Meter just behind the engine. Imagine the whole place looking as if the paint was still wet on the walls and you will have some idea of the hospital-like cleanliness of this last word in test houses.

The engine? No alteration in design, except perhaps a slightly improved injector pump, and perhaps 10 extra b.h.p., Herr Brandt's view being that top b.h.p. is not always the most important factor but to have the horsepower where it is most wanted.

What do they intend to do in the field of racing next year? Well, that would be a matter for Director Dr. Borgward to decide. Let us see if Stirling's performance at East London will tell us anything in that direction.

CADILLAC by Pinin Farina: This "Starlight" coupé was seen in Paris; its transparent roof has an electric blind to shut out glare, and seats and windows are electrically controlled.

coupé, though the *giardinetta* (station wagon) and that old favourite the beach-car still appeal to them. Open sports cars invariably have wind-up windows and disappearing hoods, so that they are now really indistinguishable from drop-head coupés.

So much for the trends in Italian coachbuilding, which will influence car shapes all over the world. Let us get down to some actual details.

Pinin Farina has left his cubist period behind and shows some lovely cars. His latest thinking is displayed in a sports coupé on a 4.9-litre Ferrari chassis. This car has a very pronounced and deep grille with no bumper ahead of it, en-

The Turin Motor Show, 1959

The Most Valuable Show of the Year

By far the most valuable show that we have attended this year is the Italian exhibition. The Paris Salon was excellent, of course, because it was held in the gay city, and also because so many new models were unveiled. London had some value as the greatest commercial show, where the greatest number of cars were actually bought and sold. Turin, however, indicates the shape of the car of the years ahead, for it is the stage upon which the incomparable Italian coachbuilders reveal their delectable creations.

Without the slightest doubt 1959 is a vintage year, and the very many Italian body shops have excelled themselves. There is literally not an ugly car among the hundreds shown, and some of them have a beauty that takes one's breath away. The trends are plain for all to see as one threads one's way between the stands. First of all, the angular look has gone, and long, low, sweeping lines are the order of the day. A few rudimentary tail fins remain, but they are definitely on their way out, and rear lamp clusters are becoming much smaller.

In many cases, two large headlamps have been replaced by four small ones, and very neat they look, too. The very square grille is no longer popular, and the air entry is generally becoming lower. In some cases the radiator grille projects forward and has no bumper to protect it, the two small bumper bars defending only the front mudguards and lamps. This is not a good feature, but in all other respects the new cars are like the girls of Turin, who combine exquisite beauty with many practical advantages.

In every case, the Italian bodies have extremely comfortable seats with an excellent driving position and superb visibility. Large luggage boots sometimes result in a length of tail that approaches the practical limit, and longer bonnets are being worn. De-

generate features, such as useless chromium decoration or rear windows with an exaggerated or reverse angle, are also extinct, and a very real effort

BY JOHN BOLSTER

Photography by THEO PAGE

has been made to render the interior of the cars so inviting that one longs to sink into the cushions.

Rear-engined cars are so popular in Italy that they appear frequently on the coachbuilders' stands. There is a considerable tendency to have either a false grille or some sort of a styling motif to add interest to the front of these cars. In some cases, a chromium plated bead gives emphasis to the bold edge of the bonnet, which sweeps into pronounced peaks above the headlamps. Those cars with twin pairs of lamps usually have a rather flat top to the mudguards, which is quite becoming. Air scoops in the bonnet top often break up a too large expanse, and twin air scoops are a definite trend. As always, the Italians have concentrated on the two-door

tirely different from the wide and angular grilles of recent Farina conceptions. The four headlamps are employed as a styling motif, too. The white Cadillac "Starlight" coupé was seen at Paris. Its transparent roof has an electric blind, and the seats and windows also move electrically. The full width radiator grille wraps right round the front corners of the car to avoid the square effect which is now "out".

Farina's two Fiat coupés have similar treatment, and his Lancia Flaminia has such a low grille that the slope of the bonnet is pronounced. His Giulietta hard top has just a suspicion of fins above the rear mudguards, but these slope down to small rear lamps, which is typical of the new trend.

Touring show a Superleggera body on a Lancia Flaminia. This sports coupé is in dark blue, a very popular colour this year which looks far better than the more garish shades. It has four headlamps and a very long bonnet and tail. Their Alfa Romeo 2000, on the sports twin-cam chassis with two double-choke Solex carburettors, has two separate small air scoops on the top of the bonnet. A Maserati 3,500 G.T. has

N.S.U. Prinz by Bertone has a roof line sloping right into the tail and is a truly beautiful little machine.



TRIUMPH TR3A, by Michelotti, possesses an extremely handsome body of flowing lines. Visibility appears to be extremely good from within the closed body.

grilles to let the hot air out through the wings, just behind the front wheels.

Bertone naturally show their lovely N.S.U. Sport Prinz. In this, the roof line slopes right into the tail, a treatment that a Giulietta also receives. Quite astonishing is an Osca coupé with a low nose slightly reminiscent of a Citroën, but with a carburetter air intake to break up the long slope of the bonnet. An extremely long tail is flanked by a small pair of fins, but these terminate well before the back of the car. A pretty open spyder on the Simca Aronde is believed to be a prototype for a new model.

The Vignale stand contains a Fiat 1800 coupé with the signature of Giovanni Michelotti on its bonnet. It has chromium edged "hoods" above its lamps, a slightly projecting grille, and vestigial fins. The Vignale Fiat 600 with a long bonnet and dummy grille, is one of Michelotti's masterpieces.

The Ghia showpiece is one of those dream cars, with handlebars for steering that can be passed to the occupants of either of the front seats ("I say, who's driving, old boy?"), the rear seats incorporating a built-in bar. A prototype sports coupé for the Valiant is called the Chrysler 250, and has a very bold vee-shaped grille.

Really beautiful are the Viotti exhibits. A dark blue "Coupé Lusso" on the Fiat 1800 is a superbly comfortable genuine four-seater. It has a wide, flat bonnet and absolutely no decoration. The Fiat 1500 coupé is just exquisite, with an unusual elliptical grille incorporating flashing indicators at its ends. The "Giardinetta" shows that a rear-engined station wagon is not necessarily an impossibility.

La Zagato show some superb creations, one of which is perhaps "the car of the show". This is the Lancia Flaminia Sport, a glorious coupé with double bulges in the roof and a rounded tail with no hint of fins. The Fiat Zagato 1500 coupé is a long, low, red



FIAT 2100 on the Viotti stand is an extremely handsome open version of the six-cylinder Fiat, normally a saloon.



car with two big air scoops on the top of the bonnet. A great impression of long, low lines is also given by a silver-grey Appia in which the blending of the rear window with the lengthy, rounded tail is sheer artistry. The double bulge is also seen in the roof of the Abarth 750 on this stand.

Excellent in every way is the rose coloured coupé on a 600 Fiat shown by Allemano. This rear-engined car has a frontal styling feature that makes no attempt to look like a "radiator", but which adds interest to an otherwise plain nose. The Allemano open body on the 2200 Abarth is a big, comfortable roadster, and the 750 Abarth again has a frontal motif to add interest.

Scioneri show a Fiat 600, with a full-length body that is reminiscent of an

MOST IMPRESSIVE is the staggering Maserati 5000 G.T. with Superleggera body. Some 340 b.h.p. will propel this machine at 170 m.p.h., and Girling disc brakes stop it.

PROTOTYPE sports coupé for the Chrysler Valiant is Ghia's "250", with a bold, vee-shaped grille and louvred bonnet. Front bumper treatment is interesting.

President, a strikingly low limousine with occasional seats.

Fissore break new ground with their Fiat 1200, for there is a full width air scoop above the normal grille. The maximum width of this body is at the scuttle, and it tapers visibly towards the tail. Siata have a drophead Abarth 750 with a pretty little dummy grille, which has plain painted "hoods" over its headlamps and flashers. A long-suffering Fiat 600 has a literally enormous station wagon body and, most unexpectedly, an Abarth-tuned engine.

On the manufacturers' stands, a Triumph with a Michelotti-designed two-seater coupé body is beautiful indeed. A functional offset bulge accommodates the carburettors under the low bonnet. Moretti have a new 500 c.c. car with a flat-twin engine, front drive, and a station wagon body. They also exhibit their special Fiats, which show some Farina influence.

A staggering car is the 5000 G.T. V8 Maserati with its 340 b.h.p. and 170 m.p.h. This car has four overhead camshafts, four twin-choke Weber carburettors, and a short central remote control lever for its four-speed gearbox. The brakes are servo discs by Girling, and the Superleggera body has four headlights, and an unusual separate air intake in the main grille. The steering wheel has a curious projection that appears somewhat lethal.

Two Formula Junior racing cars are to be seen, a Fiat Stanguellini 1100 and a Moretti. The Stanguellini is a slightly offset single-seater, of which the propeller shaft is inclined to the right by virtue of a rear axle with half shafts of uneven length. The Moretti is a rear-engined car, with independent suspension all round by wishbones and torsion bars. One is glad to see the return of the Cisitalia, a Fiat-based 750 c.c. car with a frontal treatment reminiscent of the Floride.

One of the features of the Turin Show

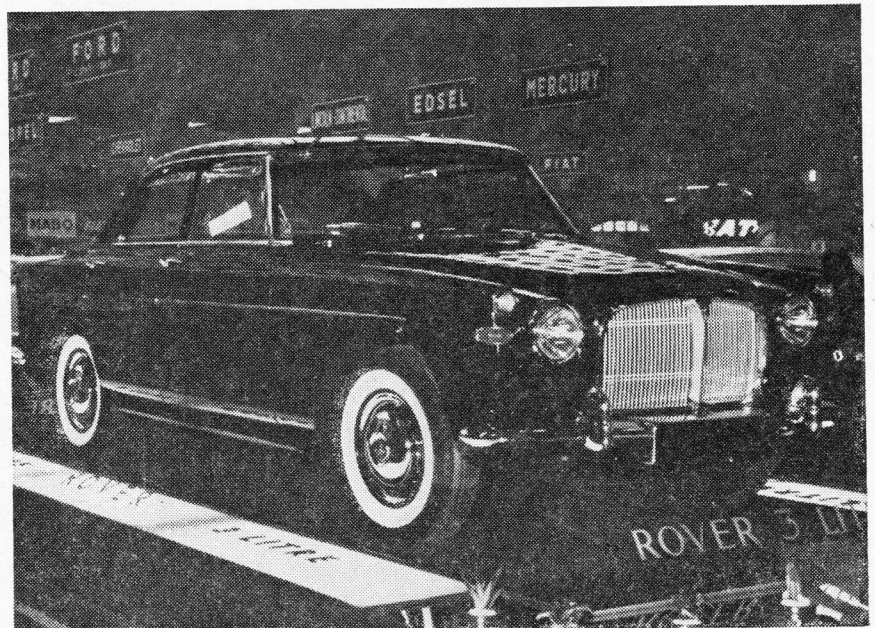


Austin A40; and a Fiat 1500 that has beautifully clean lines.

Monterosa have a blue-grey Fiat 1500 coupé with a functional offset air intake. The wide grille projects forward and once again one finds a long, flat tail. Alone among the bodies shown, the Mantelli exhibit is guilty of having dummy knock-on hub caps, chromium plated flashes and tail fins, which is a pity as the frontal treatment is very modern. Colli concentrate on station wagons, all on Alfa Romeo chassis, which are plain but good.

Savio exhibit the "Torpedo Spiaggio", a huge "boat" of a beach car on a Fiat Multipla chassis. There are sideways facing basketwork seats and a wooden slatted floor, while the fringed curtains can form a roof to keep off the burning sun. A large saloon on the six-cylinder Fiat has a divided radiator grille. Francis Lombardi likes the long, low look, and achieves it in his "Rocket", a white coupé on the six-cylinder Fiat, with exceptionally long bonnet and tail and no decoration. Really roomy is his

ABOVE: The Farina Ferrari sports coupé on the 4.9-litre chassis. RIGHT: The Rover 3-litre, an exhibit attracting much interest in Turin.



SUPERB luxury car from France is the Facel Vega HK500, an extremely well-built machine of very high performance. Automatic or manual transmission is available.

is the new Pirelli tyre. The tread is in three detachable sections, and can be replaced for fast driving on dry roads or winter motoring in snow, for example. We shall be writing more on this subject, so suffice it to say that preliminary tests indicate high cornering power coupled with uncanny silence. This is an invention of the utmost importance.

The name of Fiat is the greatest in Italian motoring. Consequently, the competition versions of the various well-known models are legion. In the past, the smaller Fiat engines have attracted the tuner, but now the 1800 and 2100 "sixes" are accepting the treatment. The Nardi versions of this engine develop 106 and 120 b.h.p. respectively, with two twin-choke downdraught Weber carburettors. A particularly good central remote control replaces the "column shift" of commerce. More advanced is the Abarth conversion, which is a 2,200 c.c. "six" of 79 mm. x 73.5 mm. with a 9.5 to 1 compression ratio. The Fiat, like almost all Continental engines, has an aluminium head, and with three horizontal twin-choke Weber instruments it encompasses 135 b.h.p. at 5,900 r.p.m.

I make no excuse for taking first things first, since the bread-and-butter cars have already been reviewed in connection with the Paris and London shows. The British cars are well presented, and the more celebrated German makes are shown. France is an important exhibitor, and the Renault Alfa Romeo is an almost bilingual car. The Floride appears on a turntable and also with a self-raising hard top. The V8 Tatra still tempts me, for it is one of the very few current cars that I have yet to drive in the world, and it is alleged to be quite a performer.

Big cars with drum brakes do not fit in well with Alpine conditions, so American machines are not greatly in demand here. The new compact models may appeal, and the A.C. generator of



R.A.C. International Rally Entry List—continued

No.	Entrant (or first driver)	Co-driver	Car	c.c.	Class
112	R. A. E. Aldridge	K. Coombs	Ford Anglia	997	1
113	T. Clarke	X†	Austin Seven	848	1
114	J. Handley	A. G. May	Austin Seven	848	1
115	S. Carruthers	W. Robson	Ford Anglia	997	1
116	H. A. R. Nash	H. J. C. Liddon	Ford Anglia	997	1
117	Miss J. Crossley	Mrs. P. Carson	Morris 1000	950	1
118	Mrs. Anne Hall	X†	Ford Anglia	997	1
119	T. B. D. Christie	G. Gauld	Morris 1000	950	1
120	J. Jacoby	X	Triumph Herald	948	1
121	Miss Pat Moss	Miss Ann Wisdom†	Morris 1000	950	1
122	C. Corbishley	G. D. Haggie	Triumph Herald	948	1
123	F. W. McNaughton	M. P. W. Britton	Austin A40	948	1
124	A. G. Baldet	Mrs. E. I. Baldet	Goggomobil	700	1
125	P. Bolton	G. Shanley†	Triumph Herald	948	1
126	K. H. James	L. J. Hall†	Morris Mini-Minor	848	1
127	K. Ballisat	P. Roberts	Triumph Herald	948	1
128	E. Harrison	J. W. Fleetwood†	Ford Anglia	997	1
129	Miss P. A. Ozanne	Mrs. N. Gilmour†	Morris Mini-Minor	848	1
130	P. Simister	G. Bickerton	Ford Anglia	997	1
131	G. Houel	Rene Fery	Panhard	851	1
132	K. R. James	W. Bradley	Ford Anglia	997	1
133	J. H. D. Whitmore	I. M. Smith	Austin Seven	848	1
134	I. L. Lewis	R. Porter†	Triumph Herald	948	1
135	A. G. Pitts	J. Bayliss†	Morris Mini-Minor	848	1
136	Mrs. M. W. Mackenzie	Miss Pal Walker	Austin A35	948	1
137	D. G. Scott	G. K. Armstrong†	Ford Anglia	997	1
138	Mrs. M. L. Wright	Mrs. G. Davies†	Ford Anglia	997	1
140	J. Trigg	Dr. Andrew Doughty	Ford Anglia	997	1
141	J. H. J. Flook	J. Steadman	Triumph Herald	948	1
142	R. A. Sanson	Sqdr.-Ldr. H. H. Gaston	Triumph Herald	948	1
143	K. C. Chambers	D. H. Marshall	Ford Anglia	997	1
144	M. T. Marsden	J. H. S. Hinchliff	Triumph Herald	948	1
145	P. R. Davies	G. H. Proctor†	Ford Anglia	997	1
146	W. Gunson	X	NSU Sport Prinz	583	1

* Entered by Franklin D. Roosevelt, Jr., U.S.A.

† Works entries.



the Valiant is likely to be followed for technical reasons—I'll write a piece on this later if the space can be spared. The all-independent, air-cooled Chevrolet Corvair still looks very good against this immensely competitive background, but the finish of the show car is not its best feature.

The Turin show is such a gold mine of motoring intelligence that one could literally write a book on it. In this important year it appears that all the trends are advantageous to the prospective buyer, and some of the prototypes are overwhelmingly attractive. In a vintage motoring year this is the show of shows, and the photographs accompanying this article may give some idea of the sheer glamour that the cars of 1960 and onwards will possess.

JOHN COOPER'S prototype Cooper-Austin Formula Junior has been completed. It has been round Brands Hatch in under 61 secs.

MARRIAGE of British family car and Italian body, the Riley saloon was closely examined by the Continental visitors.



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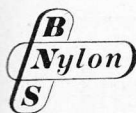


says *Jack Brabham* famous racing driver

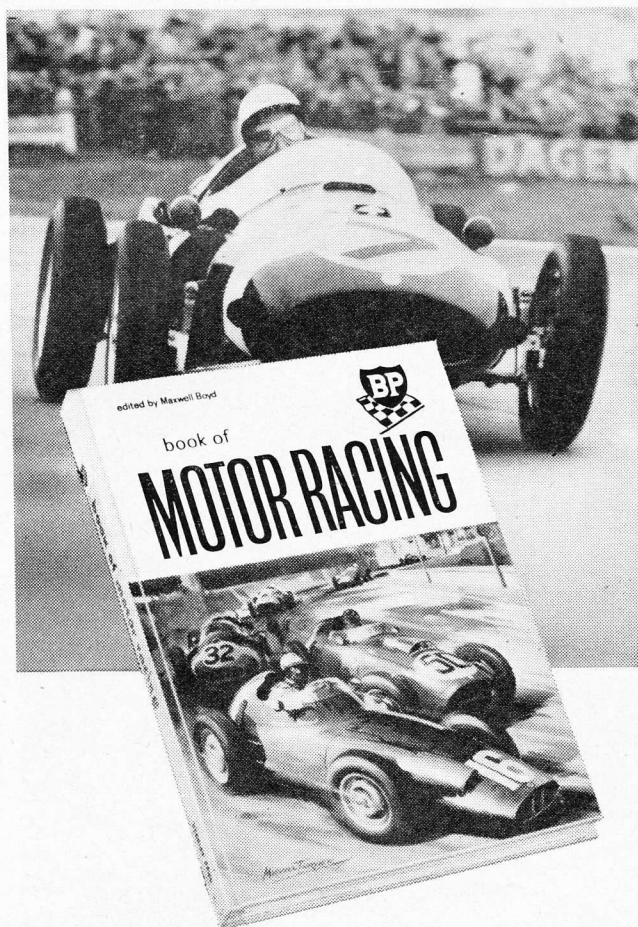
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CORRESPONDENCE

Corvettes and Successes

HAVING watched the "massive" Corvettes reign supreme in American production car racing for over two years, effortlessly whipping the pants off Mercedes-Benz, A.C., Austin-Healey, Jaguar, etc., and being whipped only on occasion by an aluminium-bodied Ferrari 250GT (the normal steel-bodied version getting nowhere), it occurs to me that something must be wrong with Sir Gawaine Baillie's machine. AUTOSPORT calmly reports contest after contest in which Healeys and even Morgans are harrying or besting Baillie's Chevrolet, with the consequent implication that there is nothing terribly unusual in this. Yet if such a thing were to happen in the U.S., it would be read about in headlines, followed by exclamation marks. The most wretchedly driven, completely showroom "stock" Corvette is generally at least half a lap ahead of its so-called competition over here. The Jaguars are simply not in it, and the announcers are always careful to point out that one should not judge the Triumphs, Porsches, Austin-Healeys and A.C.-Bristols in connection with the Corvettes, for they are "having a race by themselves". In all sober truth I tell you that the occurrence of a Jaguar victory over a Corvette would, in these parts, be tantamount to the occurrence of a Berkeley victory over a Lotus.

As Baillie's reputation is high, I would urge him to investigate the many modifications which are available (legally available) to Corvette. Fully outfitted with Super Sport suspension and other such goodies, the average Corvette finds itself within a couple of seconds of excellent RSK Porsche time on our Riverside Race Track. Jim Jeffords, Bob Bondurant, Bill Gaskins and others were all making quicker laps than most of the 2-litre Ferraris (sports-racing, not GT Ferraris, too!) A "factory prepared" Mercedes-Benz 300SL roadster won the last event only because the leading five Corvettes went out with mechanical difficulties—a most unusual happening. Generally, the Corvettes are not only fantastically swift but also pretty reliable.

I posted second fastest time of the day at the San Diego Hour Glass course recently in my Porsche 550 Spyder, travelling over four seconds faster than the Lotuses and Coopers. A modified Corvette beat me. By six seconds.

The only Chevrolet I own is a 1951 Sedan, so I can't be accused of prejudice. Those Corvettes just plain go!

CHARLES BEAUMONT.

NORTH HOLLYWOOD, CALIFORNIA, U.S.A.

Flockhart or Herrmann?

IN your report on "Avus and its Ersatz G.P.", you stated that it is difficult to justify the inclusion of Hans Herrmann with the B.R.P.-B.R.M. instead of Ron Flockhart. About this I would like to say a few words.

I cannot see that Flockhart is all that he is cracked up to be. We must not forget that he, like Herrmann in Monte Carlo, had a serious crash at Rouen in June, 1958, which put him out of racing until the Moroccan G.P.

You state that Flockhart has plenty of experience of banked circuits but as far as I knew he has never raced at Avus. Herrmann has raced there with both Porsche and Mercedes-Benz.

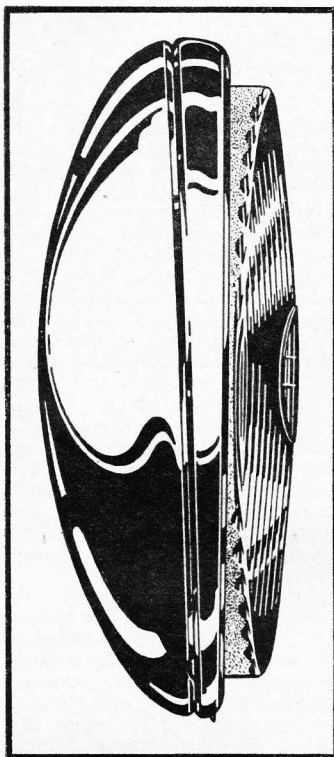
After his crash in Rouen Flockhart has not been as fast as his team-mates when driving single-seaters while it will be recalled that Herrmann might have won the Rheims F2 race this year if his brakes had not failed, and last but not least don't forget that Herrmann has been driving much slower cars in G.P. races than Flockhart.

What would you say if he could be in a faster car?

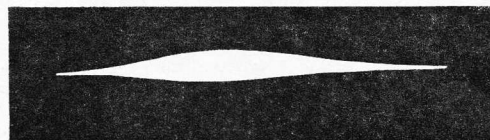
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As 1959 moved into November, the competitors in the Falcon Motor Club's traditional long-distance trial headed for the Cotswolds from the usual starting points at London, Southampton, Taunton, Birmingham and Cambridge. As in the past two years, the Guy Fawkes 200 was supported by the Guido Vase event, a slightly easier competition run over substantially the same route but with the toughest sections, such as Nailsworth Ladder, replaced by less formidable tasks.

In contrast to last year, when torrential rain fell from start to finish and caused

in the shape of an engine-restarting test on a moderate grassy slope. As always, a number of the power units showed a strange reluctance to burst into life at the touch of the button, but several of the competitors who were fortunate enough to possess co-operative carburetors made life unnecessarily difficult for themselves by stopping as soon as the front wheels crossed the line. Knowing that they were to be timed from the signal to start until the rear wheels cleared the line, they should have stolen every inch they could before switching off; after all, it takes a car a measurable

The Guy Fawkes "200"

Best Performance By Derek Fleming (Primrose)

such delays that the last few sections had to be scrubbed, the weather this year was almost too kind for the likes of the trials folk. Nevertheless, it was a glorious day on which to enjoy that beautiful part of the country, which was scenically at its very best in the sunshine of Sunday morning, and still only six competitors, or 10 per cent. of the entry, managed to keep a clean sheet. Derek Fleming, Michael Lawrence and Michael Barker drove the successful trials specials; Jack Davis, E. G. Walsh and Alan Blick matched their success with saloon cars, driving two VWs and a Renault 750 respectively. It is notable that no sports car came through without loss of marks although Peter Scott, the winner of the category in a Sprite, failed on one hill only and that, according to himself, due entirely to driver-trouble and not to any inadequacy on the part of the car. It is also of interest that the successful saloons had engines at the rear and i.r.s.; some of the "conventional" saloons like Fords and Austins performed extremely well and even conquered the Ladder, but could not break the back of Fort I, the hill which also floored the Sprite.

In the Guido Vase the winner was H. J. Norris, who put up a staggering performance in what appeared to be nothing more exotic than a two-seater Morris Eight of the middle to late 30s. This formidable combination climbed every hill, recorded highly commendable times in the "sprints" and special tests, and would have been unpenalized but for a timing error which cost a mere one point. However, this small blunder nearly proved fatal, for Dennis Williams, a prominent member of the organizing club who drives a much-travelled Standard 8 saloon, would have had a completely clean sheet, had he not stopped astride a line which he should have cleared.

The organization of the event was, as always, absolutely first class, and a word of praise must go to the enthusiastic band of marshals and other officials who gave up a night's sleep and motored enormous distances to ensure that the competitors had their fun. It was a great pity that the trial was slightly marred by an accident to a competitor, who turned a Sprite over on the main road and injured his passenger, but nothing in the planning or conduct of the event could possibly be said to be responsible for this unfortunate incident.

After assembling at Puesdown, the field faced its first task at Guiting Cross

time to cover its own length from a standing start on a slippery surface and those who realized this made the best times in the tests which involved stopping "astride a line".

Woodmill Lane which followed claimed only one victim in the shape of a Standard Vanguard. Postlip was a simple "sprint", but two drivers failed to negotiate the hairpin and had to reverse. Two new sections came next; Greenway I was somewhat rough but failed no one while Greenway II, a straight leafy climb, defeated four. The stop-and-restart line on Stancombe, an old favourite, was cunningly placed on the hairpin and several drivers did it all wrong; notable exceptions were Michael Barker, Wally Wonnacott and John Sheldrick in specials and Peter Scott in the Sprite.

The last hill before breakfast was another new one called Througham and pronounced Thruftum; it was a straight climb beside a typical Cotswold wall and would have been a pig in wet weather but, in the prevailing conditions, it failed only three wearers of standard tyres.

After an excellent and very welcome meal, a timed climb of Ferriscourt started proceedings anew; here, Michael Lawrence turned the tables on Derek Fleming, who had recorded the best time on Postlip. In Jack's Wood came the familiar stop-astride-and-press-on-again test, with a foul line 20 yards beyond the finish of the timed section. It was here that Dennis Williams threw away the Guido Vase, but he was not alone in his error of stopping when he shouldn't; into the bargain, eight other chaps didn't stop when they should!

Then came the real meat of the trial, starting with the Ladder. Thirteen cars climbed this famous hill, in which Ford saloons were prominent; VWs are, after all, expected to climb it. There was an interesting comparison between the A35s of John Noad and Maurice Cooper; the former had an elderly standard engine and nobbly tyres and got up—the latter had a Speedwell engine and standard tyres and didn't, although it was touch and go. It seems that grip is even more important than zip. At the other end of the scale, only three specials conquered the gradient; the restart at 7, which was right on the bottom step, was murderous, but an excellent example of handicapping.

Fort I followed and again 13 cars were successful; this time, however, it was a specials' benefit and the big hand

must go to the drivers of the four successful saloons, Davis and Walsh in VWs, Bayley in a Dauphine-Gordini and Blick in a Renault 750. Fort II, the straight one, had a wonderful coating of potting compost at seven where the specials restarted, and nine cars died in this area.

Axe, the very long hill which came next, has got progressively easier as the years go by, and the majority of the failures here were those who could not restart. Old Hollow, which was the alternative hill for the Guido Vase competitors, also had a restart line which failed three.

Two more new sections completed the trial. Scrubbets Lane would have been a beauty in the wet but, as it was, only five failed including, surprisingly enough, one Ford Special. Boxwell Road was a timed climb which failed no one but produced a most interesting result; six cars broke 12 seconds and these included the fastest special (Fleming, 11 ft.), the fastest sports car (Jones/Morgan Plus Four, 11 ft. 8 ins.) and the fastest saloon (Bayley, 11 ft. 8 ins.).

To conclude, a few honourable mentions for some of those who have not so far claimed fame. P. E. Butt drove a Fairthorpe, an unusual car in this branch of the sport, with considerable success. W. G. Thornton, in the Guido Vase, drove what was certainly the oldest car in the trial, a Chummy Austin, which performed very well. Alec Joyce, a former winner, appeared in a 500 Berkeley, which was at an obvious disadvantage. H. A. F. Jackson triumphed over electrical trouble in his special and reached the finish with credit. R. J. Dudley, with the Austin-Riley, took the cake for sheer determination; he rebuilt the gearbox at the start and again at Puesdown, and still finished the trial.

This most entertaining event, which is a regular feature of the calendar, can be strongly recommended to anyone who fancies his skill as a driver; thanks to intelligent handicapping, almost any type of car can win it.

DAVID PRITCHARD.

Results were published in last week's issue.

THE ROCKET RALLY

ON Saturday evening, 24th October, the East Surrey Motor Club presented a half-night event—the Rocket Rally. It was in every way a complete success and lived up to the high standard for which the club is renowned. The event was organized by E.S.M.C. as a joint promotion for its own members and those of the Mid-Surrey A.C., the Surrey Sporting M.C. and the Sutton and Cheam M.C. Despite this restriction 72 cars took part.

The event was over 120 miles starting from Coudsdon at 9 p.m. and finishing on Sunday from 1 a.m. onwards at Gatwick Airport. Competitors agreed it was a difficult but safe and enjoyable rally. The event was in five sections. The first was by route card, the second was regularity following six line diagrams, the third was an "8 Clubs" section, the fourth was navigation by compass bearings and distances and the final section consisted of map references to be visited in any order.

The event was won by A. C. Simond driving an Austin Sprite with B. J. Robson navigating. Second were C. W. Dart and P. Donovan in a Triumph 14/60. Third were W. G. French and R. Brown in a Hillman Minx.

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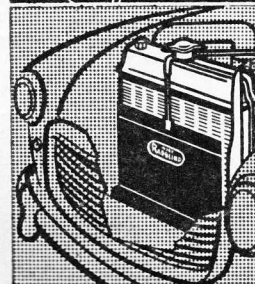
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Club News

By MICHAEL DURNIN

UNFORTUNATELY there appears to be a dearth of Club News this week—perhaps there aren't many events—but, in any case, would secretaries please try to send in details of their clubs' forthcoming activities as long before the scheduled date as possible. . . . **Thames Estuary A.C.** are having their Kitten's Eyes Rally, a closed event, on 5th-6th December. The entry list closes on 2nd December and regs. and official entry forms are available from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea. . . . Another closed event, the Shenstone Rally, organized by the **Shenstone C.C.**, will take place on 5th December over some 210 miles. Regs. and entry forms are available from M. Webb, 390 Birmingham Road, Sutton Coldfield, who must have all completed entries by 30th November. . . . **Nottingham S.C.C.'s** Miniature Rally, a 60-miler, is scheduled for 29th November. This closed event is open to those members of the club who have not previously won an award—other than a finishers' award—in a road event. The entry list closes on 21st November and regs. are available from the secretary of the rally, J. H. Gledhill, 214 Wollaton Vale, Wollaton, Nottingham.

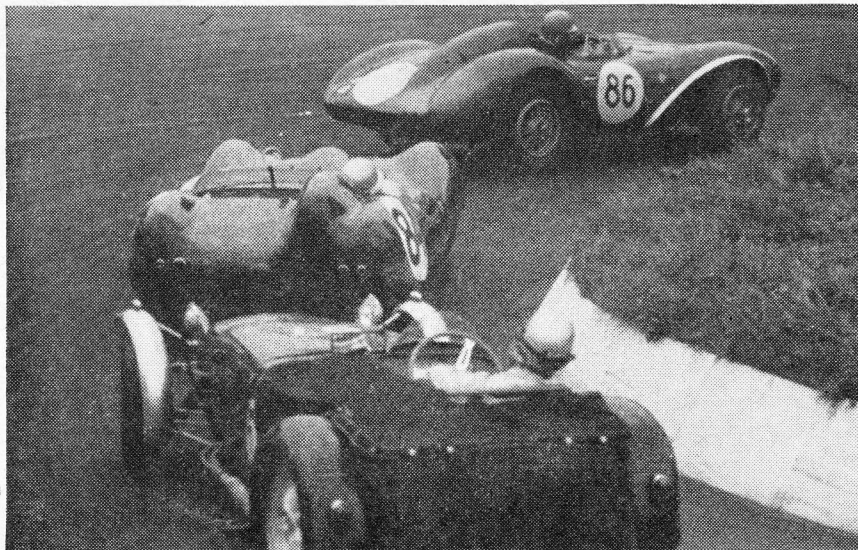
Television Trophy Trial—continued

section. Harrison and Newman weren't quite so successful, but Pollard stopped exactly at Lawson's rear-wheel marks. This meant another run-off, and again Mike Lawson was positively brilliant, going even farther up the steep, slippery slope.

Pollard, normally very calm, was a trifle bothered by the occasion, and turned the wick up just a shade too soon after becoming airborne at the first bump. The resultant near-broadside spoiled his chances, and the verdict went to Lawson, surely the most experienced trials driver competing today.

All-in-all a fine day's sport, and one calculated to make trials even more popular during the coming winter season. Introduced by producer John Vernon, Colin Chapman presented the awards to the victors.

GREGOR GRANT.



Coming Attractions

November 15th. *United Hospitals and University of London M.C. Driving Test Meeting, Heston Aerodrome, Middx. Start, 10.30 a.m.*

Yorkshire S.C.C. Pennine Trophy Trial, Pack Horse Hotel, Southowram, near Halifax. Start, 10.30 a.m.

November 16th-21st. *R.A.C. International Rally. Start, Blackpool, 2 p.m.*

THE oldest event in the annual calendar of the Yorkshire Centre of the B.A.R.C., the Greenwood Cup sporting car trial, was held on 18th October on the hillsides and slopes of Airedale and the Brontë country.

In spite of the very dry weather the entry found the observed climbs difficult and no one got near maximum marks. The sections consisted of smooth climbs on grass and bracken, many of them with a twist in to make them more difficult. There were 16 sections in all, all non-damaging, but only one of these—on deep bracken and roots—beat the whole entry.

P. C.

Provisional Results

Greenwood Cup (best performance): R. J. Winder (Austin 7, 1929), 158 marks gained. **Opposite class award:** R. J. Frolich (Volkswagen), 131. **First class awards:** J. M. Denton (Austin van), 134; G. Firth (Ford Rochdale), 131; E. D. Clark (TR3), 129; C. A. Winder (Vintage Humber), 129. **Novice Award:** J. M. Wheatley (Ford Prefect), 125.

FOLLOW MY LEADER: John Dalton (Aston Martin DB3S), Hon. E. G. Greenall (Lotus) and Eric Pantlin go in procession through Shaw's Corner at Mallory Park.

THE SCOTTISH SHOW

THE Scottish Motor Show at Kelvin Hall opens to the public today. Although largely a dealers' exhibition, it provides the opportunity for Northern people to see the majority of the exhibits featured at Earls Court.

Accessories are there in profusion, and amongst the novelties are the new Pirelli B.S.3 tyres, and a wide selection of everyday, high-speed and winter covers from Dunlop, India of Inchinnan, etc.

Lighting equipment has been improved considerably, particularly for high-performance machines. Lucas show their sealed-beam range as well as a multitude of spot, fog and pass lights. The Swaine group's novel fog-lamp is also on show.

The Show is open daily from 10 a.m. to 9 p.m. Price of admission on both Saturdays is 5s. from 10 a.m. until 2 p.m., and 2s. from 2 p.m. until 9 p.m. On all other days except Tuesday and Wednesday admission is 5s. from 10 a.m. until 5 p.m. and 2s. from 5 p.m. until 9 p.m. On Tuesday the price is 5s. all day while on Wednesday it is 10s. from 10 a.m. until 5 p.m., and 2s. from 5 p.m. until 9 p.m.

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Classified Advertisements—continued GO-KARTS

GOLD SEAL CAR CO., LTD. of New Cross are now appointed Agents for Trokarts. All enquiries welcome. Details are available of our Trokart Club and entries are invited for the Go-Kart Meeting at Biggin Hill on 22nd November. Tel.: NEW Cross 7433 and 3980.

1953 FORD 8 van, sound condition, 40 m.p.g., ideal for "Go-Kart" tender, etc. £120 o.n.o.—View at Mantles' Garages, Ltd., Henlow Camp, Beds.

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JAGUAR "C" type, disc brakes, Webers, ex-works Le Mans car, first-class condition. Spares, £1,500.—Ring P. J. Sargent, ADDISCOMBE 1310, 7-9 p.m.

JAGUAR 3.4-litre automatic, 1958, indigo blue with grey interior, 15,000 miles, disc brakes, unmarked. £1,325.—FOOTSCRAY 5200.

JAGUAR 3.4, special equipment. Cotswold blue. Overdrive, disc brakes, H.M.V. (twin speakers), 7,000 miles. £1,450.—STONEGROVE 6232.

JAGUAR 150S hardtop, June 1959, Sherwood green with green interior, 3,000 miles, three carburettors, overdrive, disc brakes, wire wheels, undersealed, Bray engine heater. This car cost £2,125 and is virtually new. £1,795.—FOOTSCRAY 5200.

MK. VII M-type, overdrive, perfect throughout, two owners, black, red leather, new tyres. £495. Terms. Exchanges.—Blythway Motors, Alcester Road, Wythall, nr. Birmingham. Wythall 2130.

PRANGED 3½-litre JAGUAR, excellent for spares, engine recently rebored, P.100 headlights, towable.—Offers to Little, Eskdail Street, Langholm, Dumfriesshire.

R. A. GIBSON offers his 1956 Series Jaguar XK 140 fixed head special equipment overdrive car. Silver, red upholstery, fitted disc brakes all round, 9:1 pistons, 2 ins. carburettors, competition clutch, close ratio gearbox, 3.77 PowerLok diff., Konis, special anti-roll bar and rear springs, chrome wire wheels, radio, Halda, three spot lights, R5 tyres. This car has a better performance than a 150 S and has been maintained regardless. £1,100.—R. A. Gibson, Eastfields Farm, Wilden, Beds. Ravensden 310.

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.

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LOTUS Elite, brand new, in light blue. Immediate delivery.—Bolton of Leeds, Ltd. (Lotus Distributors), 120 Albion Street, Leeds, 1. Tel. 36036.

LOTUS Super Seven, 1959, Climax 1100 Stage I, perfect condition, B.R.G., 12 meetings 10 awards, no crashes. A.A. or R.A.C. inspection welcome.—Edwards, Church Mead, North Leigh, Witney, Oxon. Tel.: Freeland 214.

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M.G.A. 1956. Blue, radio, heater, rack, tonneau, mirrors £685

Austin-Healey BNI 1955. Black/red, overdrive, wire wheels, heater, tonneau £645

Austin-Healey Sprite 1959. One owner, leaf green, heater, rev. counter, tonneau £645

Swallow Doretta 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 BNI 1955. Ice blue, spots, tonneau, heater, o/drive £595

Austin-Healey BNI 1955. Ice blue, heater, 'X' tyres, overdrive, mirrors, tonneau, etc. £595

Austin-Healey 100/6. (Prototype) Red, o/drive, tonneau, spots, heater £595

TR2 1955. White/black, hard top, 'X' tyres, heater, wiring mirrors £595

Austin-Healey 100M 1954. Red, tonneau, spots, heater, Le Mans mods, o/drive £575

Lotus Mark VII 1958. 2-seater. Red, fully tuned 1172 c.c. unit, weather equipment £575

Morgan Plus 4 1955. B.R.G., TR2 unit, heater, tonneau, spot lamp, wing mirrors £575

M.G. TF 1954. Green, 'X' tyres, heater, spots, washers, tonneau, mirrors £565

Monkspath Ford Special. Sept. 1959. Pale blue, radio, spots, tonneau, Aquaplane mods. £445

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MERCEDES-BENZ, October 1955, 220A, only 38,000 miles and in mint condition throughout. £1,195.—Dickson Motors (Perth), Ltd., Crieff Road, Perth. Phone 3892-3.

M.G.

U.M. HAVE the largest stock of M.G. spares in the country outside of the M.G. factory.—University Motors, Ltd., 7, Hertford Street, London, W.1. GROsvenor 4141.

MAGNETTE, Nov. 1955, B.R.G., fully tuned unit, 23,000 mls., many extras. £595 o.n.o.—"Britannia", Kingsway South, Warrington. Tel. 31552.

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M.G. J2, swept-wing model, good condition. £80 o.n.o.—Phone: H1Ther Green 7144.

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1932 MIDGET, hydraulic brakes, crank re-ground, new battery, Bosch lamps, tele-shockers. £70.—10 Sutton Road, Heston, Middx. HOUnslow 5193.

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POWERPLUS MINOR 1000, twin-carburettor engine conversions provide phenomenal performance with economy and reliability.—Write, call, or phone: Wicliffe Motor Co., Ltd., Morris Distributors, Stroud, Glos. Phone 1670-1-2-3.

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(Continued overleaf)

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Austin-Healey 100/6 1959, blue, discs, o/drive, w/wheels, spots, heater, high lift cam £1,285

Aston Martin DB3S regd. 1956, ex works car, dark blue, twin plug head, brakes just relined £1,285

Lotus Mk. XVII 1959, fibreglass body in B.R.G., discs, Webers, Stage III 1100 Climax £1,285

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Austin-Healey 100/6 1958, primrose yellow, 6-port head, radio, heater, spots, tonneau £925

TR3A 1958, red, hard top, disc brakes, 'X' tyres, heater, literally as brand new £885

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Jaguar XK140 1955, F/head, dark grey, radio, heater, overdrive, spots, unmarked £865

Frazer Nash "Mille Miglia" 1952, 2-seater, B.R.G., F.N.S. unit, tonneau, etc. £845

Austin-Healey 100/6 1957, red/white, radio, heater, 'X' tyres, washers, wing mirrors £815

Jaguar XK140 1955, drop-head, pale blue, C type unit, wire wheels, radio, heater, spots £795

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Lotus Mk. XI '56 or '59, Club, both 1100 Climax, red or pale blue, unmarked from £765

MGA 1957, white, 'X' tyres, heater, spots, mirrors, rack £755

MGA 1957 model, unmarked, green, wire wheels, radio, heater, tonneau £715

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MGA 1956, blue, radio, heater, 'X' tyres, w/wheels, tonneau £695

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Austin-Healey Sprite 1959, green, one owner, heater, tonneau, rev. counter £645

Austin-Healey BNI 1955, red/white, radio, heater, tonneau, 'X' tyres, w/wheels, o/drive £625

Austin-Healey Sprite 1959 model, green, mirrors, heater, rev. counter, washers £625

Austin-Healey BNI 1955, hard and s/top, red, wire wheels, tonneau, rack £615

Austin-Healey BNI 1955, 2-seater, red sports, heater, o/drive, tonneau, etc. £595

Austin-Healey Sprite 1958, 2-seater, pale blue, washers, heater, spot, rev. counter £595

Jaguar XK120 1954, Drophead, silver grey, wire wheels, radio, heater. New hood £595

Swallow Doretta 1955, pale blue, heater, 'X' tyres, washers, tonneau £595

TR2 1955, B.R.G., o/drive, heater, 'X' tyres, spot, mirrors, etc. £565

MG TF 1954, Cream, tonneau, luggage rack, spot lamp, mirrors £545

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M.G. TD 1951, 2-seater, flame red, spot lamp, wing mirrors, demisters £495

TR2 1954, 2-seater, B.R.G., radio, heater, 'X' tyres, tonneau, mirrors £495

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WALSGRAVE-ON-SOWE 2569

Classified Advertisements—continued

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Two Dauphines, 1958. 16,000 miles. One standard tune. One h/c. head. Four-branch exhaust. Equals the Gordini. From £575. Dauphines taken in exchange.

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1957 Frazer-Nash V8/BMW, 2,480 c.c. Specially prepared for Le Mans 1957, but did not compete. The total mileage is only 6,000. The engine was prepared by BMW, and is very highly tuned. Independent front wheel suspension, de Dion rear. All light alloy body. Probably one of the fastest closed cars in the country. **£1,575**

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1955 XK 140 Drophead coupé, ivory, radio, heater. Special equipment model. Wire wheels. This car is in mint condition throughout. **£875**

1953 Frazer-Nash Targa Florio streamlined 2-seater. B51 engine. Modifications too numerous to mention in this description, would be forwarded to an interested person. Lightweight Borrani disc wheels, full weather equipment, excellent order. **£875**

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1948 Bristol 400 saloon. Fitted new B54 racing engine. Chassis overhauled by Bristols. Special brake linings, new tyres, fitted radio and heater. Mechanical condition is 100 per cent. Black cellulose, and light tan upholstery. First class saloon car racing, ultra-fast road use. **£700**

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The Four Clubs' Hill-Climb

A JOINT promotion by the Chiltern C.C., Oxford M.C., Singer Owners' Club and the Southsea M.C., the Four Clubs' Hill-Climb was held at Harleyford on Sunday, 25th October.

Last year the clubs organized the event under a closed permit; this year it was a restricted event open to clubs in the Association of Central Southern Motor Clubs. The over-subscribed entry list and bright, dry weather made the meeting a success, although unfortunate delays caused by a faulty line connection between the start and the timing apparatus meant that the programme began to run late, and some competitors were forced to make their second climbs using headlights. It was wisely decided to cancel the second runs, and the results were therefore decided on the first runs alone.

In Class A (Closed, up to 1,000 c.c.), J. Odor's A40 made fastest time in 28.79 secs., followed by the A35s of C. K. Bond-Smith and Mrs. V. R. Richmond with 29.45 secs. and 30.06 secs. respectively.

W. B. Blydenstein's well-known Borgward won Class B (Closed, 1,001 to 2,000 c.c.), climbing in 27.90 secs. Second was J. F. Dunn's 122s Volvo, 28.69 secs., and third A. R. Hartwell (Hillman Minx), 28.91 secs.

Only three cars competed in Class C (Closed, over 2 litres). T. G. Leake (Aston Martin DB3) recorded 27.20 secs., beating A. W. H. Maslen (3.4 Jaguar), who climbed in 29.46 secs.

D. Richmond (Lotus) Makes B.T.D.

Best performance in Class D (Open, up to 1,100 c.c.) was put up by D. Brown's Austin-Healey Sprite with 27.43 secs., very closely challenged by C. R. Folley (Fairthorpe Electron), 27.54 secs. Third was B. T. Cooper's Sprite, 28.02 secs.

With a very fast climb in 26.65 secs., F. P. E. Dewe (M.G.A.) easily won Class E (Open, 1,101-1,600 c.c.). P. R. G. Cole (M.G. TD) took second place with 29.15 secs., ahead of the Ford Buckler of D. C. Witts with 29.52 secs.

There was stern competition in Class F (Open, over 1,600 c.c.) and the first four were separated by only .6 sec. Honours went to the Frazer-Nash Targa Florio of R. S. Pierpoint with 25.19 secs. Then came two Jaguars, an XK 150S driven by J. L. Kendall, 25.60 secs., and C. M. Leaver's XK 120, 25.74 secs. Not far behind came the Aceca Bristol of H. P. K. Dibley, 25.78 secs.

Class G (Sports/Racing, up to 1,500 c.c.) went to J. M. Edwards (Lotus Super 7) in 24.45 secs., F. J. Tiedeman's Mille Cent was second fastest with 26.61 secs., then came P. W. Burston (Lotus Mark 6) who recorded 26.84 secs. Class H (Sports/Racing, over 1,500 c.c.) was dominated by the Alton Jaguar of M. H. Barker who made the best time of 24.26 secs.

Fastest time of the day was recorded by D. Richmond's Lotus with 23.74 secs., and the trophies for the best perform-

ances by the members of the promoting clubs were won for the Chiltern C.C. by F. P. E. Dewe (M.G.A.), for the Oxford M.C. by G. Holland (Lotus), and for the Singer Owners' Club, J. M. Edwards (Lotus Super 7).

PETER BROWNING.

Results

Class A: J. Odor (A40), 28.79 s. Class B: W. B. Blydenstein (Borgward), 27.90 s. Class C: T. G. Leake (Aston Martin DB3), 27.20 s. Class D: D. Brown (Austin-Healey Sprite), 27.43 s. Class E: F. P. E. Dewe (M.G.A.), 26.65 s. Class F: R. S. Pierpoint (Frazer-Nash TF), 25.19 s. Class G: J. M. Edwards (Lotus Super 7), 24.45 s. Class H: M. H. Barker (Alton Jaguar), 24.26 s. B.T.D.: D. Richmond (Lotus), 23.74 s.

PHILIP RUTTER, Headmaster of The Preparatory School, Alcester, Warwick, is engaged on writing a biography of Peter Collins. He would be grateful if readers would lend him any material they possess about Peter.

THE withdrawal of the B.R.M.s from Sebring meant the cancellation of some 16 seats in the R.A.C.-B.A.R.C. Charter Flight. At £150 return, via New York, the DC6C offered wonderful value. If these seats can be filled, John Webb will put on the flight.

DON PARKER wishes to thank everybody for their kind enquiries after his accident, from which he has now fully recovered.

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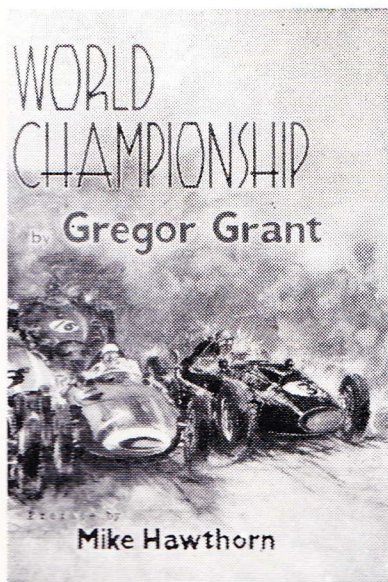
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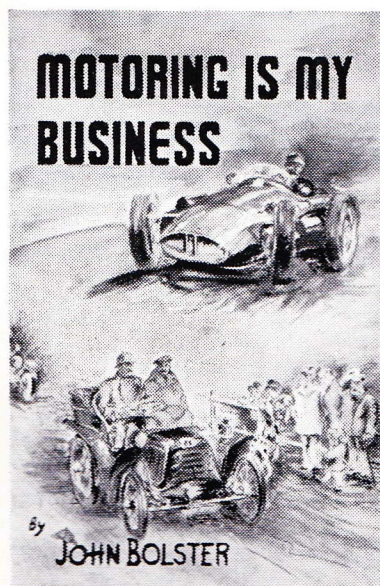
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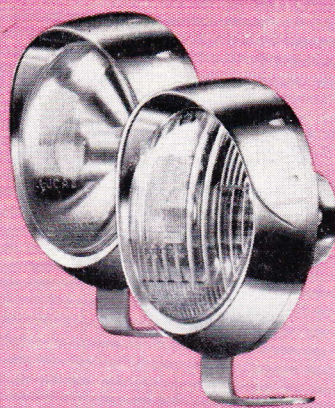
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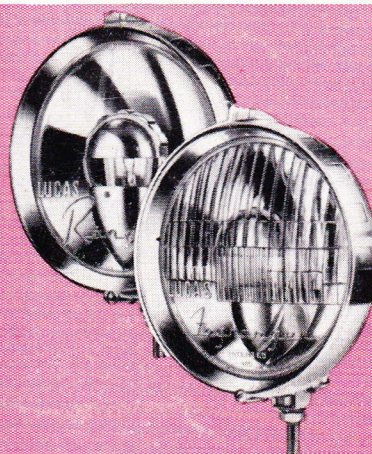
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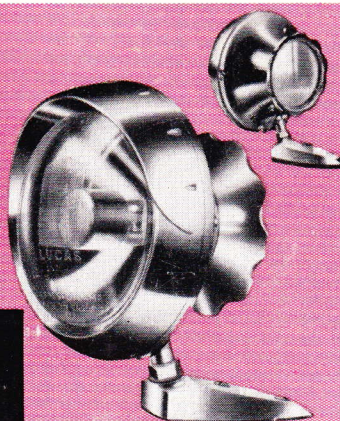
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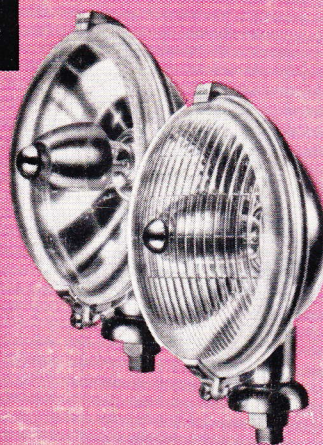
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