

AUTOSPORT

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BRITAIN'S MOTOR SPORTING WEEKLY

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



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THE GOLDEN AGE OF U.S. RACING : THE R.A.C. RALLY—PROGRESS REPORT
PROFILE—DAN GURNEY : THE BOLTON RALLY DRIVING TESTS

Fast and foremost

THE AUSTIN HEALEYS

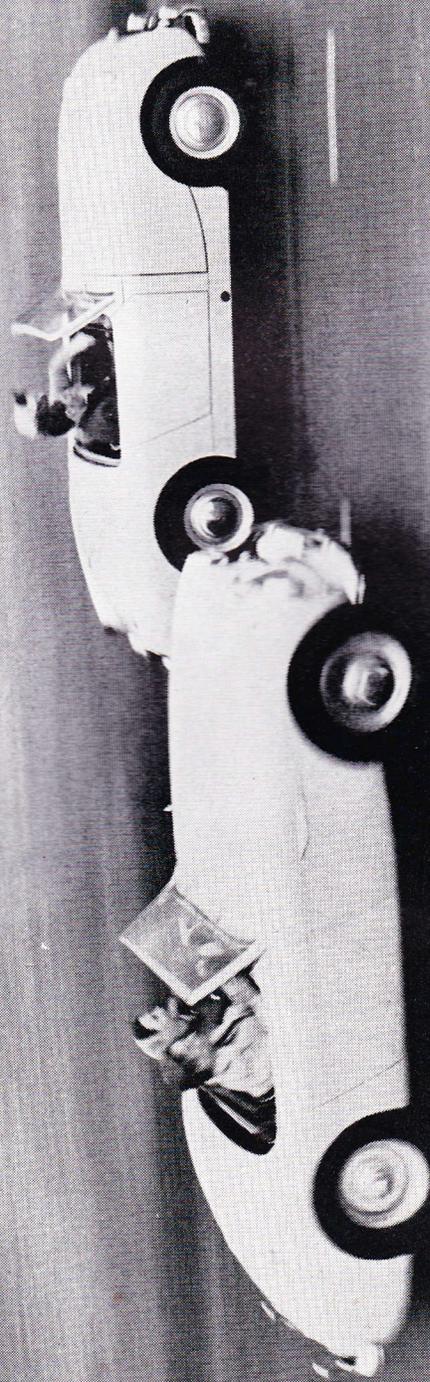
3000 New, larger engine and higher compression. Twin carburetors. Disc-brake front wheels, and overdrive on all models.

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AUTOSPORT

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Vol. 19 No. 21 November 20, 1959

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EDITORIAL

THE ITALIAN INFLUENCE

LOOKING at the exhibits at the Turin Show it must be obvious that the very beauty of body design springs from the inherent artistic ability of Italian craftsmen. To them, a motor vehicle is not merely a means of transport, but something which provides designers with the opportunity to create. In applying their skill as coachbuilders, the Italians have managed to combine practicability with aesthetic appeal. Their most beautiful cars are usually models of simplicity, avoiding excessive decoration and having an air of quality and distinction which other nations find the greatest difficulty in emulating. True, it is not always possible to apply their methods to quantity production, although Alfa Romeo have managed to do so with the Sprint Veloce series. The two-door closed car is the leading example of the art of the coachbuilders of Turin and Milan, but there are signs that designers are beginning to work on the traditional "square box" family saloon to make it comparative with the "two-door" in respect of eye-appeal. It is significant that the vast Fiat concern encourages special bodywork to the extent that new models are handed over to selected coachbuilders even before they are announced to the public. Evidently the Turin giant believes that variety is a necessity, and that standardization of their normal production line can be offset to a certain extent by making vehicles available for presentation in many body styles. No one can deny that the Italian influence is widespread, and even the U.S.A.'s new "compacts" have a decided European line. B.M.C., Standard-Triumph and others have, of course, gone completely Italian on the majority of their closed cars, but strangely enough, the angularity which is a feature of certain models, is gradually disappearing on the latest Italian cars, to be replaced by a smoothness of line which gives productions that air of speed.

INCENTIVE TO WIN

THE Competitions Dept. of B.M.C. has just announced a scheme whereby owners of their cars will be encouraged to take part in International rallies. A sum of £500 is offered to outright winners in important events, with other monetary awards for class and special prize winners. By doing this, B.M.C. surely emphasize the tremendous publicity value of successes, and the scheme is applicable equally to "works" entrants and private owners. Never before has a manufacturer disclosed the amount of bonus available for competition successes, and there is little doubt that this announcement will have repercussions throughout the entire industry, and may force others to follow suit. In other words, International rallies may shortly become big business, and might result in considerable inducement being offered top-liners to drive the products of interested concerns.

OUR COVER PICTURE

DRIVING TESTS on Blackpool promenade started off the eighth R.A.C. British International Rally on Tuesday afternoon. Here Wolfgang Levy, in a works Auto Union 1000, gets pre-R.A.C. practice in the Bolton-le-Moors C.C. driving tests.

On the road in Swedish Lapland some of the test cars meet typical Arctic weather. In conditions like these, starting was easier and warm-up more rapid with BP 'Visco-static' motor oil.



LAPLAND TEST PROVES EASIER STARTING WITH BP ENERGOL 'VISCO-STATIC'*

the oil that's proved to give 80% less piston ring wear

ARTIC SWEDEN — home of reindeer and Laplanders — this was where BP scientists chose to carry out cold performance tests with fuels and motor oils.

Here in the intense cold of the Arctic, engineers made many tests on a number of different cars. In every case where BP 'Visco-static' motor oil was used, tests proved quicker warm-up compared with a winter grade ordinary oil SAE 20. They found too that starting in the intense cold, which went as low as minus 10 degrees Fahrenheit, was consistently easier with BP 'Visco-static'.

Flows freely even in intense cold

Even in freezing cold, BP 'Visco-static' remains free-flowing. So your engine is free to turn over more easily. This means easier, quicker starting and less strain on your battery.

From the moment your engine starts it runs more easily, takes less time to warm up and gives better performance. You save petrol too because less power is lost in oil drag with BP 'Visco-static'.

80% less wear in tests

Because it flows more freely in cold weather BP 'Visco-static' prevents the

heavy wear that usually occurs immediately after cold starting. Tests in the laboratory and on the road with the amazing radio-active wear detector showed 80% less wear on piston rings compared with ordinary oils.

Change now

With BP 'Visco-static' your car starts more easily, gives better performance and will last longer. So change now. But remember for best results you should make a complete change — have your old oil drained away and replaced with BP 'Visco-static'.

*'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED



THERE'S money in it! The 1959 Grand National champion of the American National Association for Stock Cars, Lee Petty, earned himself 45,570 dollars during the past season!

OF enormous value to those who make long journeys by night, two booklets have been produced giving details of Shell and B.P. stations and the hours during which they are open. An easy-reference alphabetical list gives, in addition, information regarding services available, and maps are included.

JERSEYMEN Arthur Owen and Bill Knight are going off again to make attempts on more records. This time they are taking their 2-litre Cooper-Climax F1 car, which has been seen over here during the past season, to Monza, where they will attack Class "E" records up to one hour at present held by Gardner and Taruffi, and from one hour to three hours, taken from Owen and Knight last March by the von Frankenburg/Linge Porsche. Ecurie Cooper-Climax already holds nearly 40 class records!

THE Ecurie Ecosse Association has announced the formation of a branch in the U.S.A. Total membership now exceeds 3,000.

SPORTS NEWS

C. C. WAKEFIELD & CO., LTD., makers of Castrol, have a new home. From this week the address will be Castrol House, Marylebone Road, London, N.W.1 (Telephone number: HUNter 4455).

MOTORWAY NEWS: It is announced that Michelin "X" tyres, correctly fitted and inflated, are suitable for journeys of "motorway length" at sustained high speed up to the maximum capability of cars for which they are recommended.

Filmlets on "motorway behaviour" have been produced by Shell-Mex and B.P., Ltd., dealing with parking, drowsiness, overtaking and the use of the hard shoulders.

NINO FARINA has been seriously injured in a sports car crash in Ivrea, in the north of Italy, it is reported. How badly he is hurt we do not know.

A BOOKLET entitled *Spark Plugs—What They Are and How They Work* has been produced by Lodge Plugs, Ltd., Rugby, to meet the requirements of technical schools and motor clubs. A post-card will bring a copy, provided you quote the reference No. SP15.

B.A.R.C. (S.W. CENTRE)

Night Navigation Rally, 7th-8th October

THE route for this event followed the now more popular trend and consisted of three loops from a central control. The first section was by simple route card and, strangely, several of the experts fell down on this one, the second section was on map references and the third section contained 88 map references, with an average speed limit of 30 m.p.h., the total distance covered being 180 miles.

Twenty starters left the "Potter's Heron", Ampfield, Hants, and only seven managed to reach the finish. Fog and icy roads added to the hazards, each section claiming its victims, most marks being lost on the second. R.V.H.

Provisional Results

- 1, D. S. Silverthorne/T. H. Fisk (Renault), 490 points lost;
 - 2, A. F. Robins/Mrs. P. M. Robins (Ford), 640 points lost;
 - 3, J. Hayden/B. Reeves (Riley 1.5), 670 points lost.
- Novices' Award:** B. Call/R. Reed (Standard), 1,380 points lost.

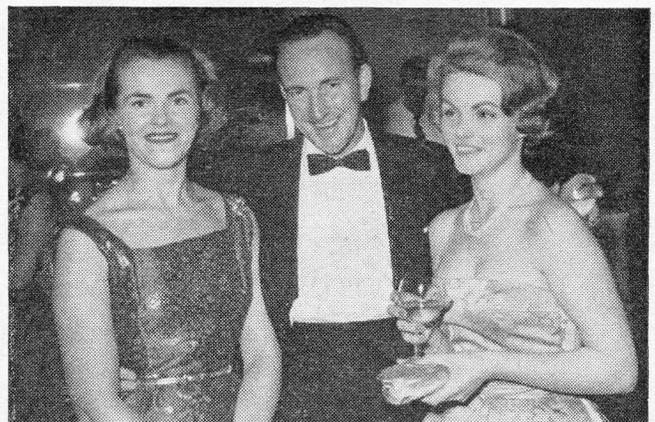
The B.A.R.C. Annual Dinner



FAMILY THREESOME (left). Brian Turle is seen with his daughter and Mrs. Turle. SAY "CHEESE"! (right). Betty Parnell, Gillian Harris, Peggy and Henry Taylor smile happily at George Phillips



WHAT'S THE JOKE? (left). John Waller, Dick and Janet Jacobs and Shirley and Graham Warner have a quiet giggle. LUCKY JOHN! (right). John Dalton poses with Mrs. John Green and Miss Sandra Keeling





PARTY GROUP: Left to right are Miss Dumaresq de Lisle, Tom Davis, Miss A. Witter, David Rawlinson, Cliff Davis, John Cooper, Jack Fairman and Jack Brabham. **BELOW:** The Hon. Mrs. Gerald Lascelles presents the President's Trophy to Keith Greene.



West Essex C.C. Dinner

Some of the Personalities at the Park Lane Hotel



BEING CROWNED as "King Constructor" is John Cooper. The "Druids" are, believe it or not, John Trimble, Jack Fairman, Cliff Davis and Les Leston.



BEFORE DINNER a quiet drink and a less informal chat was enjoyed by (left to right) John Cooper, Jack Brabham, Dougie Green and Mr. and Mrs. Stan Conway.



HAPPY COUPLES: Mr. and Mrs. Cliff Davis and Mr. and Mrs. Les Leston, the gentlemen displaying proprietary airs!



CHAT FOR THREE: Mike Berg and Mr. and Mrs. Fred Warnell might perhaps be discussing the Club's excellent magazine.

WORKS DRIVER: Wolfgang Levy, in his "works" Auto-Union 1,000, arrived at Blackpool for the R.A.C. Rally in time to compete in the Bolton-le-Moors C.C. driving tests, held on Blackpool Promenade.

THE eighth R.A.C. International Rally of Great Britain began at 2 p.m. on 17th November, when the John Williamson/John Milne 3-litre Austin-Healey clocked out at Blackpool to perform the preliminary "round the pylons" test on the Promenade.

Owing to Customs formalities and a strike, the R.A.C. could obtain only a proportion of the special Longines timing equipment. Clocks were rushed to Blackpool by R.A.C. patrol cars for distribution to controls sited on the 1,900-mile route. The Lombank concern did competitors proud, drivers and co-drivers being presented with smart travel bags and folders for documents. There were customers by the score for that well-

The R.A.C. International Rally

Interim Report from the Blackpool Start

Known rally "cocktail" Lucozade. Trade representatives were in attendance in full strength, with Ray Wood in charge of an efficient Lucas team, Syd Henson and Bob Aston with their brake-lining experts, David Hiam and the Dunlop rally specialists and Champion, Lodge, Shell, B.P., Castrol and the others without whom international events would scarcely be possible—not forgetting the factory team managers of course.

The Franklin D. Roosevelt, Jr., Fiat Abarth was almost a non-starter. Co-driver Brian McCaldin fractured his leg after slipping on the steps of his hotel on Monday morning. At the last minute aircraft engineer Brian Melia stepped into the breach to accompany AUTO-SPORT'S Editor.

Racing driver George Houel changed to an ID.19 Citroën from his original Panhard entry to join Monte winners Paul Coltelloni and Pierre Alexandre in a three-car works team. Mrs. Ewy Rosquist (Volvo) present leader in the European Women's Touring Championship had her co-driver suddenly taken ill.

At the scrutineering cars were checked for exhaust noise level by Denis Flather. Entrants whose decibel score exceeded 100 were warned to go quietly in the towns and villages otherwise they would be penalized at secret "noise" controls.

WINE & DINE DEPT.

THE annual dinner and dance of the Nottingham Sports Car Club was held at the George Hotel in that city on Friday, 13th November last.

Members and guests to the tune of 150 enjoyed the main speeches by Mrs. Nancy Mitchell, who as guest of honour afterwards presented an array of glitterware, Bobbie Leapingwell, R. H. Gledhill and the Northern Editor of AUTO-SPORT.

Then came a very well-deserved presentation of golf equipment to the retiring Secretary, Arthur Knowles, well known to Mallory Park habitués.

Afterwards, and much later on, revelry continued chez Mike Andrews, Notts Chairman. F.P.



BLACKPOOL DRIVING TESTS

Results

B.T.D.: J. G. Sears (Austin-Healey), 33.3 s.

Class 1: 1, W. Levy (Auto Union 1000), 37 s.; 2 (tied), J. Handley (Austin Seven), T. B. Christie (Morris Minor 1000) and K. H. James (Morris Mini-Minor), 37.3 s.

Class 3: 1, P. Hopkirk (Sunbeam Rapier), 35.3 s.; 2, J. Boardman (Volvo), 35.9 s.; 3, J. Wallwork (Volvo), 36 s.

Class 5: 1, Ian Walker (Ford Zephyr), 36 s.; 2, T. N. Burgess (Ford Zephyr), 36.1 s.; 3, Eric Jackson (Ford Zephyr), 36.6 s.

Class 7: 1, E. Carlsson (SAAB), 33.7 s.; 2, Air Vice-Marshal D. C. Bennett (Fairthorpe), 34.2 s.; 3, H. Kühne (Auto Union), 35.8 s.

Class 9: 1, J. G. Sears (Austin-Healey), 33.3 s.; 2, J. R. Williamson (Austin-Healey), 34.4 s.; 3, J. N. Parkes (Jaguar 3.4), 34.7 s.

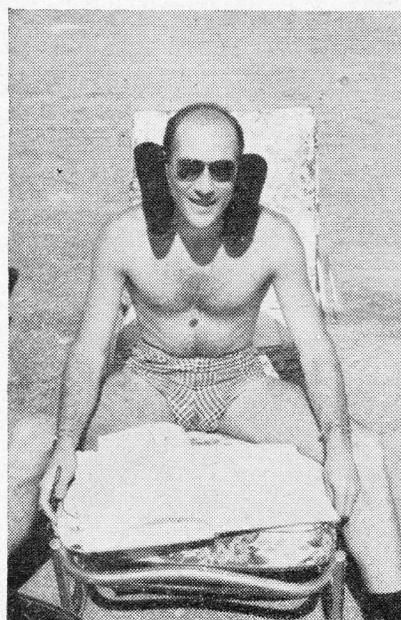
Ladies: 1, Mrs. Pauline Mayman (Morgan), 36.5 s.; 2, Miss Rosemary Sears (Austin-Healey Sprite), 37.5 s.; 3, Annie Soisbault (Triumph), 38.1 s.

THE SEGRAVE TROPHY FOR DONALD CAMPBELL

THE Segrave Trophy for 1958 was presented to World Water Speed Record-holder, Donald Campbell, by Earl Howe, Chairman of the R.A.C. Competitions Committee, at the Royal Automobile Club. The feat which earned this recognition was raising his own Water Speed Record to 248.62 m.p.h. at Coniston Water on 10th November, 1958.

The trophy is awarded by a committee representing the Institution of Mechanical Engineers, The Royal Automobile Club, The Royal Aero Club, the Royal Aeronautical Society, the Marine Motoring Association and the Newspaper Proprietors' Association, and is presented annually to the British subject accomplishing the most outstanding demonstration of the possibilities of transport by land, air or water.

In announcing the award to Donald Campbell, the committee said that he "had displayed courage, initiative and skill which has worthily upheld British prestige before the world". It is the second time he has received the award, the first being in 1955. This completes a unique father-and-son double.



WHAT BIG EARS YOU HAVE! This informal—to say the least—shot of Stirling Moss was taken at Utah during the successful B.M.C. record attempts. His "ear-muffs" are in fact slippers!

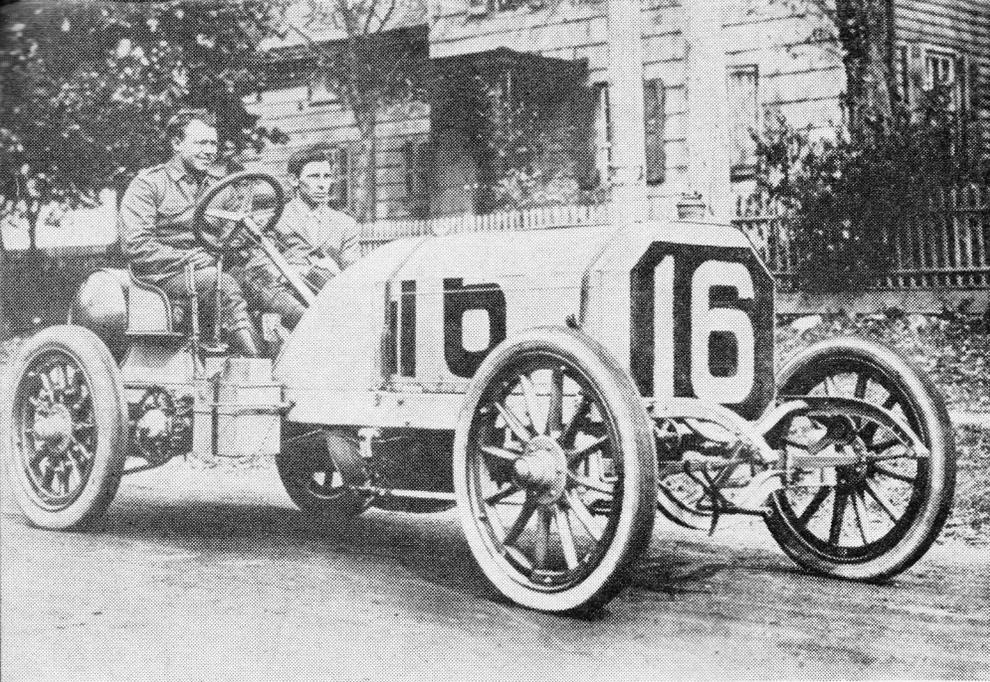
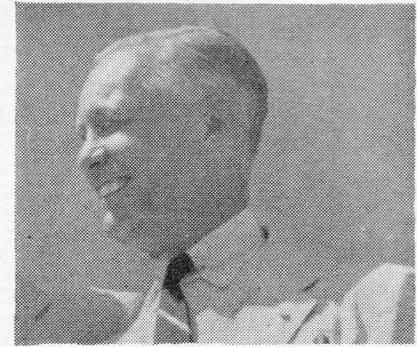


Photo: courtesy Peter Helck.



ALEC ULMANN (above), the author of this article.

FIRST INTERNATIONAL VICTORY for the U.S. came in the 1908 Vanderbilt Cup Race when George Robertson (seen at the wheel with his mechanic Glenn Etheridge) won in this Locomobile.

WHILE most American motor racing enthusiasts have never seen a genuine Grand Prix on their home soil, an earlier generation turned out 250,000 at a time, to cheer the world's best cars and drivers, on road circuits of 20 miles and more.

Nearly all of the estimated 40,000 road racing aficionados who will beat their way to the semi-tropics of central Florida for the First Grand Prix of the United States in Sebring, 12th December, will be seeing the first authentic Grand Prix of their lives. There just haven't been any world championship Formula 1 races in the U.S.A. during their adult lifetimes. An older generation will remember that this was not always the case, and that genuine road racing started in the U.S.A. very shortly after the inauguration of the sport in Europe. In fact, a year after the first road race in history (the famed Paris-Rouen contest which started from the Porte Maillot on 22nd July, 1894), the *Chicago Record-Herald* sponsored a U.S.A. endurance contest over a shorter route. The race, which was designed to demonstrate the durability rather than the speed of the horseless carriage, could hardly be considered an unqualified success. The winner, a Benz, imported from Germany and remodelled by the Benz Manufacturing Co., of Decatur, Illinois, was the only car to finish.

The first outright speed competition in the U.S.A. for specially designed racing cars was staged at Manhattan Beach, New York, in September of 1899. The distance was 25 miles and the fan-

THE GOLDEN AGE OF U.S. ROAD RACING

BY ALEC ULMANN

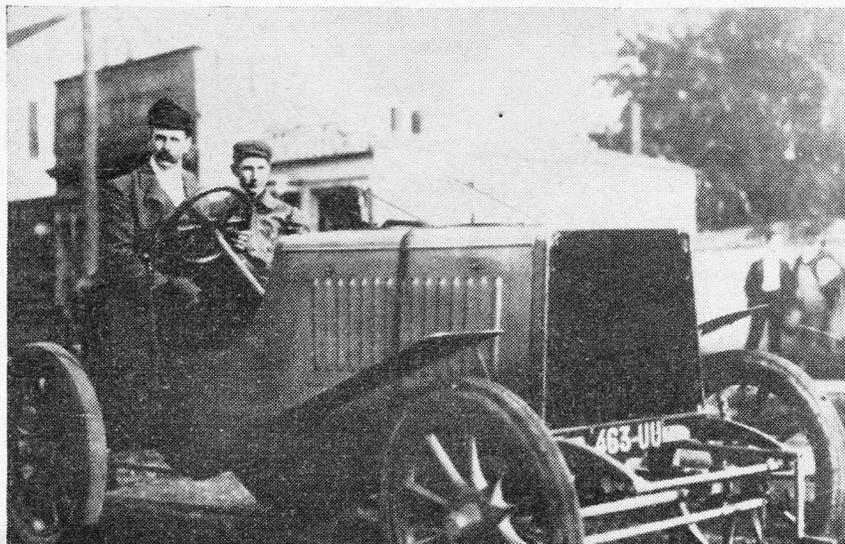
tastic (for that period) winning average speed was 37.4 m.p.h. The winning vehicle, which was known as a motor-tandem, was built in Paris by Jaillu & Cie and sported a 1½ h.p. de Dion engine. Two dare-devils by the name of Miller and Judge rode the beast on its spine-tingling drive. There were only three other entries—all American-made Waltham motor-tandems. The crews were brave men all, by the names of Stinson and Stafford, Caldwell and Regan, and Waller and Steenson.

Based on the fabulous interest in these two events, American road racing spread to Baltimore, to Philadelphia (Woodside Park) and to the Empire City bicycle track. A few driving stars even emerged: Albert Bostwick, Alexander Winton, Percy Owen and Albert Champion aboard Wintons, Locomobiles and White Steamers were the heroes of their decade. Contrary to the widely held opinion of the day life did not cease over 60 miles per hour.

By the turn of the century, society had added road racing to its list of accepted sports. A big boost in this direction

came from W. K. Vanderbilt who imported his first Cannstadt Daimler just a year before the name of the car was changed to Mercedes in honour of the beautiful Mercedes Jellinek, daughter of the Daimler sales concessionaire. Acquadneck, R.I. and Brighton Beach, L.I., saw their first races in this year. In 1901 a Cleveland race had a paid attendance of 8,600 and another in Readville, Mass., claimed 12,000 spectators. Motor racing in the United States of America was maturing.

At this stage, the legendary Barney Oldfield entered the racing scene with a series of successes in Ford cars. His greatest milepost was breaking the mile-a-minute barrier in the lever-steered Ford "999" at Indianapolis in 1903. The first race of International Grand Prix calibre in the U.S.A. took place on 8th October, 1904, a monument to the sporting instincts, courage and immense financial resources of one man, W. K. Vanderbilt Jr. He personally issued the challenge, donated the cup (a 481 oz. creation of solid silver, holding 10½ gallons of vintage champagne), and appointed the race committee. Prominent on the committee were James L. Breese, President of the Automobile Club of America; A. L. Riker, of Locomobile fame; A. A. Paddington, head of the growing Telephone Co.; and the leaders of the American Automobile Association, Messrs. Donald and Weiss. This group of sportsmen came up with a heroic set of rules: the distance was to be 284.2 miles, ten laps of a fantastic 30.24-mile course set out in suburban Nassau county. Competing clubs in the U.S.A. and Europe were asked to run elimination races, starting as early as March, to be eligible for the competition. Mr. Vanderbilt clearly stated that 250 miles was the minimum distance considered a true test of automobiles, and under no circum-

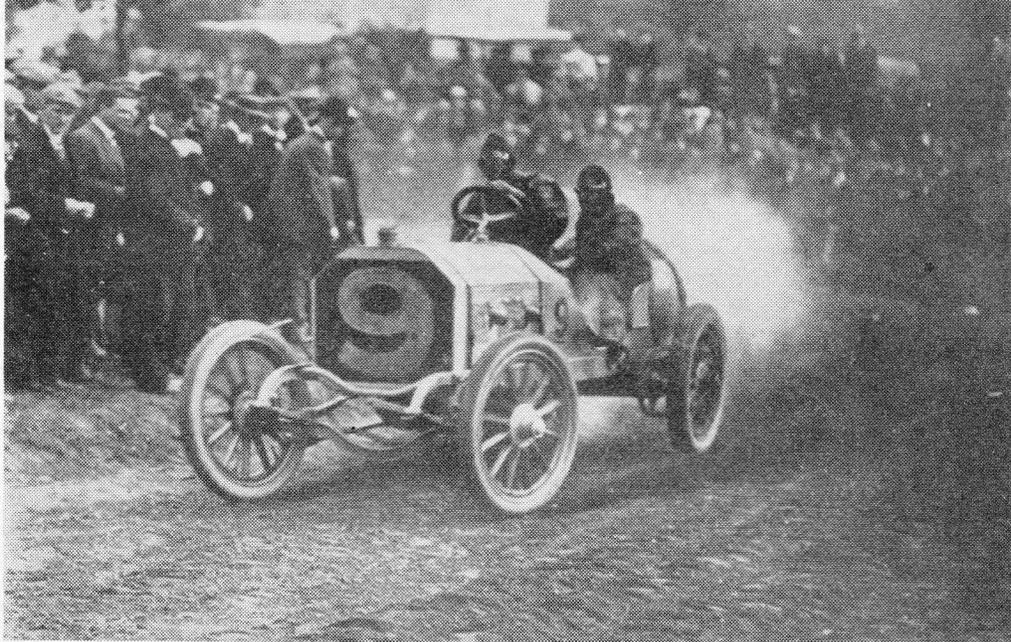


WINNER of the 1904 Vanderbilt Cup Race was George Heath in this Panhard.

Photo: Long Island Motor Museum.

JOE TRACY is seen here driving the Locomobile in which he set up fastest lap in the 1906 Vanderbilt Cup. His speed was 68 m.p.h. Tracy's mechanic, Al Poole, is still alive today but Tracy died in March this year.

Photo: courtesy Peter Helck.



stances was a track to be used. Only regular highways constituted an acceptable course. (N.B.—European racing has clung to the idea of road courses and substantial distances for major races.) Despite Mr. Vanderbilt, racing in this country went over almost entirely to oval tracks and short distances after World War I.

With elimination trials out of the way, the start of the first Vanderbilt Cup Race—which, incidentally, took place at 6 a.m.—was most impressive. The vast majority of the 300,000 spectators had simply camped around the course the night before. Five Mercedes team cars, captained by Wilhelm Werner, headed the list. Next came three Panhards driven by Frenchmen Tart and Teste plus an American-in-Paris named George Heath. There were two Fiats, piloted by Paul Sartori and William Wallace. Renault had a monster 12-litre job driven by Maurice Bernin. European champion Gabriel was aboard a De Dietrich. The Clement-Bayard had M. Bayard himself at the wheel. The U.S.A. had five entries: a Simplex with Frank Croker aboard; two Pope-Toledos (H. H. Lyte and Albert Webb); a Royal Tourist, Joe Tracy up; and a Packard driven by Christian Schmidt.

One of the Mercedes team cars jumped off in the lead, only to lose out to Gabriel in the De Dietrich. Fellow Frenchman Teste took over in the latter stages but was passed by team-mate Heath before the finish. Once Heath and Teste crossed the line, thousands of spectators rushed on to the course, oblivious to the other racing cars which had not yet finished. Some rather excited flag waving on the part of the officials prevented what could have been a disaster. Only fatality was mechanic Mense who was thrown out of George Arents's Mercedes when it lost a tyre. (George Arents Jr. is an avid Ferrari driver, who has competed successfully at Le Mans and Sebring.) The Heath Panhard's winning average was 52.2 m.p.h., but to runner-up Teste went the honour of fastest lap on the circuit at 70.8 m.p.h.—a speed that would be creditable over the same course today.

The second Vanderbilt Cup Race, on a slightly changed course, took place on 14th October, 1905. Five French cars, four German machines and one Italian car came over to challenge the Americans on their home grounds. The previous winner, Heath, could manage no better than second to Frenchman Hemery in a Darracq. The best U.S. performance to date was Joe Tracy's third in the Locomobile. Crowd-pleaser Vincenzo Lancia led the entire pack for 200 miles in his Fiat. Unfortunately, American Walter Christie, in the Christie Front Wheel Drive Car, ran into the Fiat while

Lancia was changing a tyre with the race well in hand. Escaping bodily injury, Lancia had to straighten out a bent front axle and limped in fourth. The winning average speed went up to 61.5 m.p.h.

In 1906, a Darracq again took top honours, driven with precision by the same Louis Wagner who later stunned his French countrymen by jumping to the Mercedes team and winning at Lyons in war-tense 1914. Lancia in the Fiat moved up to second and consistent Joe Tracy again brought the Locomobile in third as well as making fastest lap at 68 m.p.h. There was no 1907 race due to problems, both political and practical (crowd control had become really impossible).

Undaunted, Vanderbilt in 1908 instituted a new course including nine miles of private cement parkway in a 23.46-mile circuit and opened it to crowds in excess of 250,000. The date was 27th October, and America's motor sporting fraternity had come "loaded for bear". There were 12 U.S. cars on the starting line opposing three German, three French and one Italian machine. The race was a real cliff-hanger. Locomobile No. 16, now immortalized by artist Peter Helck, beat off the foreign invasion, finishing a bare two minutes ahead of Herbert Lytle in an Isotta-Fraschini. Old residents of Bridgeport, Connecticut, where the Locomobile was made, relate that the entire town took the day off to celebrate

the home-coming of Robertson and his machine, a new record-setter at a 64.38 m.p.h. pace.

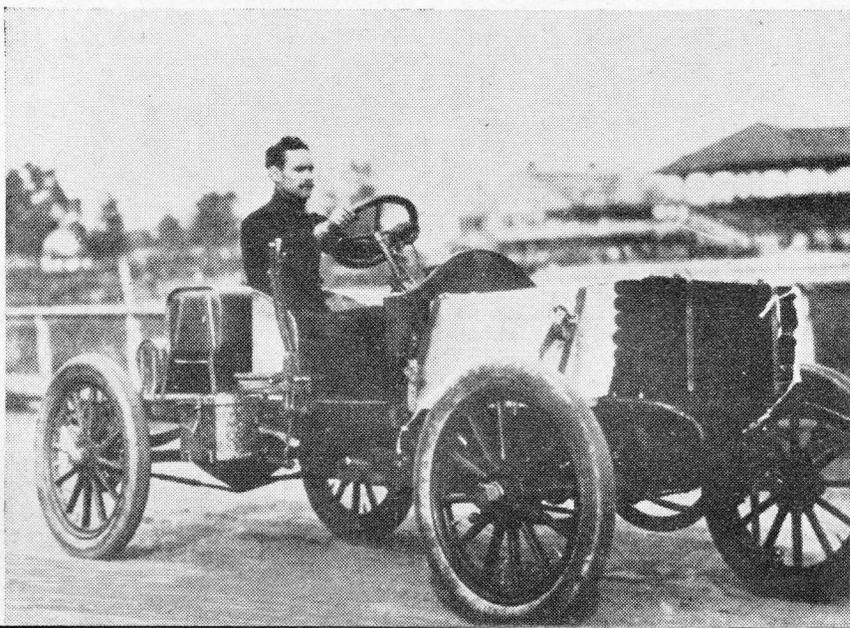
On Thanksgiving Day in November of the same year, Savannah, Georgia, became the scene of an international "Grand Prize" race, staged by the Automobile Club of America, then a potent rival to the American Automobile Association. Louis Wagner took 6 hrs. 10 mins. 31 secs. to win the event in a huge 14-litre Fiat, which scaled 2,750 pounds. A Blitzen Benz piloted by Hemery was only 56 secs. behind at the finish. Italian Felice Nozzaro, also on a Fiat, finished third and straightaway speeds climbed past the 100 m.p.h. mark.

Chicago; Elgin, Illinois; and Santa Monica, California, were added to the list of major American road races before World War I, at which time U.S. road racing just plain went into hibernation for 30 years.

After World War II, Americans rediscovered the sports car, principally the wonderful little M.G., and amateur sports car racing was reborn. Next came the first World Championship U.S. sports car race at Sebring. Now, on 12th December in the same small Florida town, the first genuine Grand Prix of the U.S.A.—and a most unique Grand Prix at that—the first time in history that three drivers have a chance of winning the World Championship—becomes the final event on the International G.P. calendar.

IN THE 1904 Vanderbilt Cup Race Tracy drove a Royal Tourist. The car was withdrawn with engine maladies after a few laps.

Photo: Long Island Motor Museum.



DOES YOUR ASTON REALLY "GO"?

Some points on tuning from an owner-driver who is familiar with two post-war models

The February, 1954, 2,580 c.c. Vantage-engined Aston Martin DB2/4.
Chassis No. LML 661, Engine No. VB6E/50/1390.

BY LT.-COL. A. W. TYLER

THIS car would not rev. above 4,200 in top due to spitting and missing. Moreover it pinked badly at the lower speeds on normal No. 1 grade petrol. By advancing the ignition, spitting could be reduced and performance increased, but this increased the pinking intolerably. Alternatively the ignition could be retarded to reduce pinking at the expense of more spitting. Acceleration at the bottom end was poor whatever the ignition setting and altogether the performance was most disappointing for a race-bred car supposed to develop 125 b.h.p. at 5,000 r.p.m.

Another maddening fault was that the car was continually "losing" plugs. K.L.G. 80 were standard. K.L.G. 50 were tried but seemed to break down at the higher revs. and cause increased spitting. Later when K.L.G. produced the 70 plug these were adopted and proved the best, though they were not immune from carboning or oiling up occasionally.

It is not known whether the makers ever solved the problems of this model, for they changed to the 3-litre engine before the year (1954) was out. Nor is it known whether this car was peculiar or whether they all suffered in some degree from these faults. Suffice it to say that all problems have now been solved and the car has a truly wonderful performance. There must be many secondhand cars of this year and make available to the enthusiast quite cheaply. Some notes may therefore be helpful.

The spitting and pinking indicated as a start that the advance curve of the distributor was incorrect. This was borne out by the fact that the distributor was designed for centrifugal and vacuum advance whereas in production the vacuum advance was disconnected, and not advised by the makers of the car. It was noted also that on later models a distributor by the same maker but with a different part number was fitted. It was known that Scintilla, Ltd., 20 Carlisle Road, The Hyde, Hendon, N.W.9, made a twin contact-breaker distributor with advance curve specially designed for the Aston Martin, so one of these was purchased and fitted. Type BD6LH to drawing 5017-1 cost £14 5s. 4d. including matched high-voltage coil BXS12V.

This was initially timed to fire at top dead centre and completely eliminated the pinking and missing. The performance of the car, however, was still below par. It was much improved by advancing the ignition to fire about 8 deg. before T.D.C. Astons advise 10 deg. before T.D.C. and adjustment on the road—the method adopted. It is not easy to gauge 10 deg. before T.D.C. but if two corresponding marks are made on the distributor and clamping plate at T.D.C. a further mark can be added representing

about 8 deg. of advance, by measuring the diameter of the base of the distributor, working out the circumference ($2\pi R$) and dividing by 90. On this basis 8 deg. of crankshaft advance equals about one-sixteenth of an inch on the circumference of the base of the distributor.

Unfortunately Scintilla, Ltd., has been taken over by Bosch recently, so the distributor is no longer made, but no doubt a similar distributor under a Bosch name can be obtained.

The car was run for some time before an attempt was made to increase the performance (which was flat below 3,000 r.p.m.) by tuning the twin SU HV6 1½-inch carburetters. For this purpose Service Sheet AUC 9621 dealing with the tuning of these carburetters was obtained from the distributors and proved invaluable. The following faults emerged after applying the various tests:—

1. The two throttles were not opening together.
2. The height of petrol in the two jets was not the same.
3. No. 1 carburetter was flooding at the jet.
4. The suction hiss at the intakes was different on each carburetter.
5. The needle of one carburetter was not in the standard position.

The first four of these were major faults, greatly affecting the performance of the car and all five were easily adjusted from the information given in the pamphlet except No. 1 and No. 3. The carburetter flooding persisted in spite of fitting two new float chamber needles. Finally, it was discovered that the flooding was not due to petrol escaping past the needle but escaping between the needle seating and the top of the float chamber into which it screws. A special tool from the distributors which enabled the needle to be screwed in really tight solved the problem.

With these carburetter faults eliminated and both carburetters carefully balanced the performance of the car was improved out of all recognition. The car would now accelerate strongly from 1,500 r.p.m. in top gear whereas previously the pick

up was woolly below 3,000 r.p.m. A slight unbalance, however, persisted. This was found to be due to the fact that although the throttle opening of the two carburetters had been carefully synchronized (Point No. 1 above), No. 2 throttle was opening before No. 1 owing to torsion in the throttle rod, the actuating arm being at the extreme end of the rod nearest No. 2 carburetter. This was solved by fitting the actuating arm in the central position between the two carburetters (which can be done with a little juggling, without removing either carburetter) and using the Mark III Aston bracket part No. 90118 and bolt 111886 to support the actuating cable. The throttle actuation was thus made the same as on the Mark III. (An extra bracket part No. 90116 and clamp plate are required to support the choke operating cable when this modification is made.)

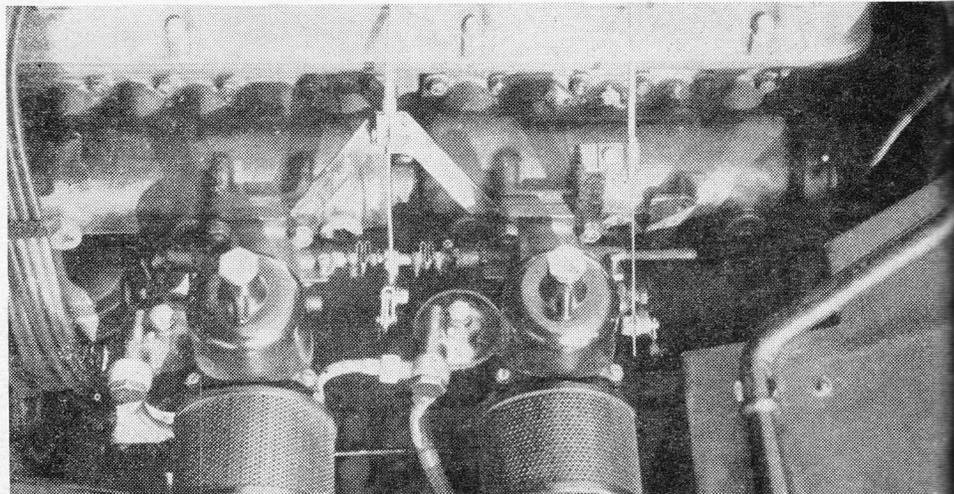
This final modification solved the problem of tune. The car now runs perfectly, no pinking, no spitting, full throttle acceleration on all gears, the whole engine beautifully balanced, above 1,000 r.p.m. No plug trouble at all. A K.L.G. 70 plug is fitted in No. 3 cylinder. All the rest are K.L.G. 80. For some reason No. 3 oils up an 80 plug.

It should be mentioned that below 1,000 r.p.m., particularly when warming up from cold, the engine is distinctly unbalanced. This is thought to be due to the unusual valve timing, which is also considered to be the cause of the only other unpleasantness—running on. When warming up from cold the engine should be held at 1,300 r.p.m. Before switching off, allow the engine to idle and then press the clutch out. This will prevent running on.

It should be pointed out also that in arriving at the correct carburetter jet settings as per the SU pamphlet, the engine should be tested at not less than 1,000 r.p.m. because of the unbalance below that speed, otherwise the engine will not react to the test. The best settings were found to be No. 1 carburetter (the forward one) four flats of the jet adjusting nut out from fully home; No. 2 carburetter 4½ flats out.

Several other modifications have been made to this fine car to improve its comfort, handling and appeal. They may be of interest.

The seats, as designed, give no lateral support to the back and no support to the thighs. Modifications to improve them were prepared and submitted to Latex Upholstery, Ltd., 41 Lonsdale Road, London, W.11, who made a great success of the work. The cost was not cheap



TO CORRECT a slight unbalance in synchronization of the carburetters the actuating arm was moved from the extreme end of the rod nearest No. 2 carb. to a central position between the two.

THE STANDARD SEATS gave no real support to the back or thighs so these seats were made up by Latex Upholstery Ltd.

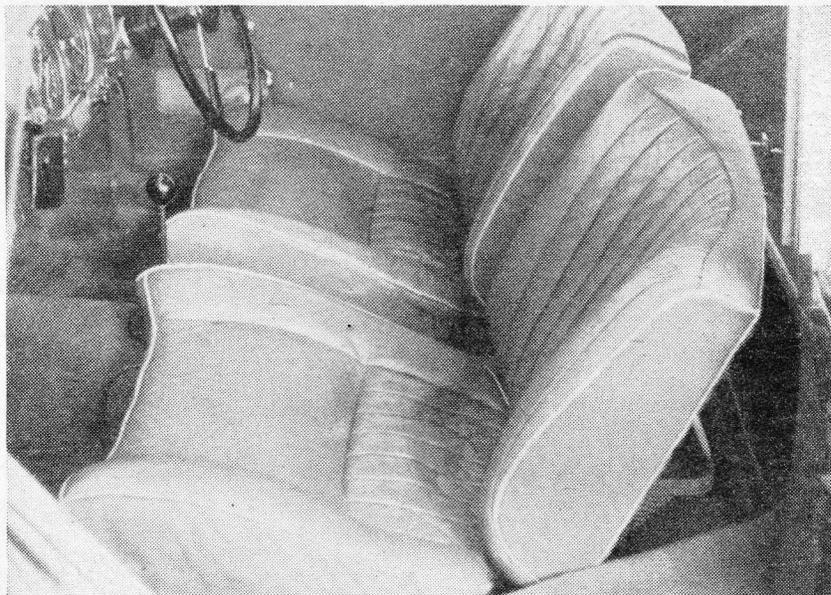
but far cheaper and better than trying to fit a new pair of Reutter seats, for example.

The travel on the clutch pedal is rather longer than usual. Consequently a seating position suitable for operating the brake and accelerator leaves the clutch out of comfortable reach. The remedy is to get the clutch pedal rubber built up three-quarters of an inch. A boot repairer accustomed to dealing in rubber sole repairs will do this for a few shillings.

The back of the rear seat and boot are finished in painted aluminium sheet with rubber covered slats. Luggage in the back scratches the paint and golf clubs rattle. A rug will cover this but looks untidy. The best remedy is to remove the slats (the rubber pulls off disclosing the screws securing them) and replace by rubber matting cut to shape and secured on the back of the rear seat and front of the boot by flat aluminium strips. This looks good and stops all rattles. Don't attempt to cut the rubber to shape until paper patterns which fit exactly have been made.

The tool box in this model is between the seats where dirty hands are liable to grease the upholstery. A better place for it is on the near side of the bulkhead under the bonnet as on the Mark III Aston. Buy a Mark III Aston tool box (without the rubber insert as the tools on the Mark III are different) and cut the bottom of the wedge-shaped rubber insert extracted from the existing tool box to fit. It can be done with a hacksaw but care must be taken to cut slowly as too much pressure will distort the rubber and the cut edge will not be straight. The bit cut off the thicker edge of the wedge when reversed will convert the wedge into a rectangular block to fit the new tool box. About one-quarter inch must be cut off the longer side of the insert to get it into the new tool box owing to the overhanging lips of this box. Retain the one-quarter inch cut off and insert it in the tool box under this lip before inserting the remainder. Note, when removing the rubber insert from the existing tool box, that it is secured by four countersunk wood screws underneath the leather covering. The holes can be felt and the leather covering pulled back to disclose them. In order to secure the new tool box to the bulkhead, it is necessary to remove the cardboard trim in the passenger's seat compartment under the bulkhead when wooden slats are disclosed to which two wood screws through holes in the bottom of the tool box can be attached. Of the two other holes in the bottom of the tool box one corresponds with a crossmember and is left blank. The other requires a corresponding drilling in the bulkhead and a bolt and nut. Be careful to position the tool box where the opening of the lid is not obstructed and where it does not foul the bonnet when closed. For this purpose the starting handle has to be swung through 180 degrees towards the front of the car and the handle secured with the old clip in the new position.

The standard windscreen washer is a suction operated one, the rubber pipes of which are apt to perish and give air leaks in the induction system which up-



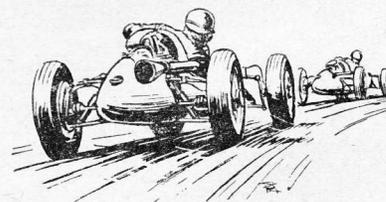
set carburation and cause spitting through weakening the mixture. The Lucas electric windscreen washer is recommended. This enables the metal pipes of the suction one to be removed from the bulkhead where they slightly impede the fitting of the new tool box in the best position, as described above.

With regard to paintwork, this car was wonderfully finished when new in "Blue Haze", metallic paint. Unfortunately it seems that the aluminium particles included in the paint at that time, to give the metallic effect, were too big and acted as an abrasive when the car was polished. Anyway, after three or four years, no shine was left on the paint, although the surface was still good. Coachbuilders were consulted. They considered that there was no alternative but to strip and repaint. The finish would then be as new at a cost of about £125. Owners may be interested to know that there is a way out. Goodlass Wall & Co., Ltd., of 179/185 Great Portland Street, London, W.1 (the makers of Valspar paints and lacquers), will supply through their agents (lists on application to them) Swansdown Synthetic Varnish, which is designed for application by brush and is easy to apply. The usual precautions have to be taken, of course. Thoroughly clean the car with water, remove all grease and stains with synthetic turpentine, lightly rub where necessary with fine abrasive paper (400 grade) wetted with turpentine to remove dead paint and dark discoloration patches, and finally clean off with turpentine. Let it dry and then apply the varnish using a 3/4-inch brush where the paint adjoins the chromium and 1 1/2-inch brush for the remainder. No stripping or covering of chromium parts is necessary, if care is taken. Give two coats but let the first dry for a week before applying the second. Herein lies the only snag. The varnish is slow drying. The makers say eight to ten hours, but in the hot weather it was still tacky in places after two or three days. In a private garage it is almost impossible to get a dust-free atmosphere. As the varnish dries, so the dust collects. This does not spoil the appearance, but pimples can be felt with the hand. Otherwise the result exceeded expecta-

tions. A firm and brilliant finish was given to the car. Moreover, the main problem with amateur painting, namely getting a fine smooth surface before painting begins, does not arise, since the surface is already there. On the other hand, varnish does nothing to restore the paint, which will be no better than final preparation with the wet abrasive paper has made it. It merely restores the shine. The work has only just been completed so it is not possible to say how long it will last. There is no reason to suppose that it will not last indefinitely. The cost? For a quart of varnish, two brushes, turpentine and abrasive paper it was under thirty shillings.

Finally, a word about the engine. If the owner wishes to cure the lack of balance below 1,000 r.p.m. and the running on, it is felt that the answer is to fit the inlet camshaft produced for the Mark II 3-litre engine (part No. 50422) and adjust the valve timing to conform with that engine. This, however, has not yet been tried for fear of upsetting the excellent performance of the car otherwise. If any owner has done this, others would be interested in the results obtained. The Mark III suffers from neither of these troubles.

The first of two articles



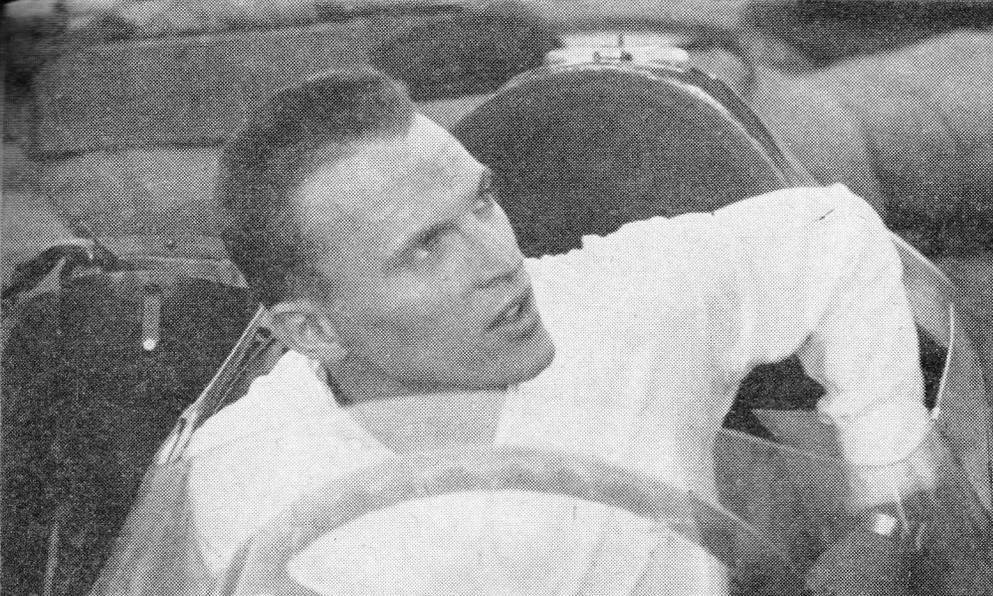
To Pina a daughter: Tony Brooks became a father this week when his Italian wife Pina presented him with a new daughter.

THE new Bluebird car with which Donald Campbell will attack the land speed record—at present standing to the late John Cobb at 394.196 m.p.h.—is being built by Alfred Owen's organization. The car will be turbine-powered and is expected to reach 500 m.p.h. Attempts on the record may be made next August.

PROFILE

Dan Gurney

By Christopher Nixon



I DOUBT if many of you had ever heard of Dan Gurney until the beginning of this season. But in one short year Dan has made European enthusiasts aware of his presence in no uncertain manner. His brilliant drives for Ferrari in sports car races and *Grandes Épreuves* have received wide acclaim, and it is becoming increasingly obvious that in Dan Gurney, America has its most likely contender for the World Championship.

A big man, about six feet two inches tall, Dan immediately puts one at ease with his wide grin and easy going manner. He talks quietly and intelligently and at once appears as a very charming and likeable personality, which he is.

When he isn't racing, which now isn't very often, he likes to spend his time with his wife, Arleo, and their two children at their home at Riverside, California.

Right now he is in the difficult process of giving up smoking and he drinks only moderately, quaffing the odd glass of wine or can of beer now and again. He has no particular fads or fancies as far as food is concerned but if Arleo happens to offer him some of her apple-sauce cake . . . !

He likes to swim, play about with cars or motor-cycles and to go to the cinema with Arleo. He is a keen follower of the Los Angeles Dodgers (baseball) and the L.A. Rams (football). He drives, you may be surprised to learn, a 1946 Chevrolet, and his favourite racing car, if you can call it that, was a '58 Ford which he drove in a stock car race late last year! Enzo Ferrari must never hear of this!

He also takes a keen interest in motor-cycling and on 3rd January this year he competed in a cross-country race in the Big Bear National Championship in California. It is the biggest race of its kind in the world, a 165-mile affair with 863 competitors, all starting at once! The race lasted 4½ hours and Dan finished 21st. Quite an achievement. The last 20 miles were covered in six to eight inches of snow, and during the race competitors had to climb to a point 6,600 ft. above sea level, from 3,000 ft.! About this fantastic event Dan merely says that "It was no easier than a car race." The things some people do for pleasure!

The Dan Gurney story starts 28 years ago, at Port Jefferson, Long Island, New York, where he was born. Since his father was an opera singer, young Dan learned very early on what it is like to

be constantly on the move, a characteristic shared by opera singers and racing drivers alike!

In 1948 the family moved to what was then the comparatively small town of Riverside, California. Ten years before this, however, Dan had had his first glimpse of motor racing, and of things to come. He was taken to the Roosevelt Races of 1937-1938 and it was here that he first saw Phil Walters, who became the idol of his early days. "He was undoubtedly one of the best we've seen."

In California, Dan found, motor racing was far more advanced than anywhere else in the States, and consequently there was a lot of pretty "hot" machinery lying around. Dan never actually raced until November 1955, but until 1952, when he went into the Army, he whetted his appetite by doing a spot of drag racing here and there.

Before his army service Dan spent his time (between drag events) at Riverside City Junior College and later Menlo Park College, San Francisco. Neither of these establishments gave him much indication as to what he was to do, once on his own in the big bad world, but then the Forces beckoned and Dan joined the mob. With the Eighth Army he went to Korea, four months before the cease-fire. He spent 16 months in that unhappy land, but luckily, as he says: "Nobody shot at me!"

It was about this time that Dan married Arleo Bodie, a lovely, soft-spoken girl who stays mostly in the background, looking after their two children, John, four, and Lyndee, two.

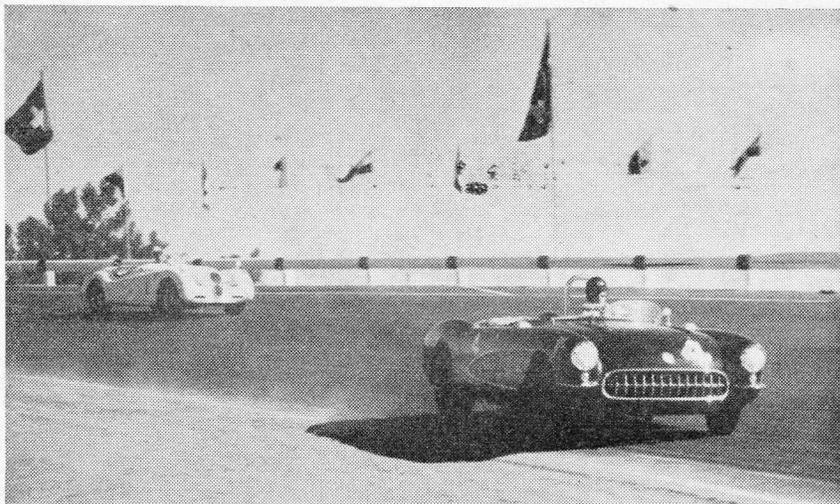
Back from Korea and a "free man" once more, Dan decided to go racing,

so he bought a TR2, one of the first seen in the country. He entered this in his first race, at Torrey Pines, in November 1955, and finished a creditable fourth in his class. Then he went to Palm Springs where he came in 17th out of 55 starters, in spite of hitting a hay bale in order to miss Bruce Kessler, who had spun his F3 Cooper. The TR2 was then traded in for a Porsche 1600 Speedster which he raced about half-a-dozen times, on one occasion, at Pomona, finishing first in class, second overall and setting up a new lap record. After the Porsche he drove a Denzel, sponsored by Mrs. Anthony Bryden-Brown, of London, and then E. Forbes Robertson let him drive his Lancia Aurelia coupé.

Followed a "long dry spell, with not much driving". After an abortive attempt to get a drive under Tony Paravano's banner, Dan persuaded Cal Bailey to let him drive the latter's Corvette and at Riverside he won the Production car race with it and set up a new class lap record.

By now the name Dan Gurney was beginning to be noticed. Early in 1957 one Frank Arciero was looking for somebody to drive his 4.9 Ferrari, a car of tremendous potential, the which no one had yet succeeded in mastering. Dan was approached and after a test was asked to drive it. He started out with two seconds (one at Riverside) and then two wins, one at Phoenix and another at Santa Barbara. He drove for Arciero all that year and then at the beginning of last season he managed to beat Carroll Shelby at Palm Springs. "This," says Dan, laconically, "helped a lot."

Whenever the marque Ferrari is spoken about in America, the name Luigi Chinetti invariably crops up in the conversation, for he is the Ferrari man in the States and is constantly on the look-out for driving talent. When he finds it, he sends word to Maranello and the wheels are then set in motion.



HUSTLING the Chevrolet Corvette through a bend, Dan goes on his way to win the Production car race at Riverside in 1957.

HARD ON THE HEELS of Lance Reventlow, Gurney gets ready to pass the Scarab at Riverside last year. He succeeded in doing this and went on to finish second in the 4.9 Ferrari.

Chinetti, then, was well aware of Gurney's ability and invited him to drive a Ferrari at Le Mans last year. Dan naturally jumped at the chance and set out for Europe.

In the race, Dan and Bruce Kessler got the Ferrari up to fourth spot before Bruce had the misfortune to crash under Dunlop Bridge, after hitting "Mary's" wrecked D-type Jaguar.

Naturally disappointed at such a sad end to a fine drive, Dan made his way to Rheims, where Chinetti got him another drive in a 250 Ferrari in the 12-hour G.T. race. Here again Dan met with ill-luck for his co-driver, André Guelfi, crashed when in second place. Dan had, however, tied for second fastest practice lap with Phil Hill.

Dan then paid his first visit to England. He went to Silverstone where he watched the British G.P. No drives were forthcoming, however, and so he went back to Europe and the Nürburgring to see the German Grand Prix. Here he met Mimo Dei di Scuderia Centro Sud who offered him a 1,500 c.c. OSCA for the sports car race preceding the G.P. Dan was glad to accept this offer and set about learning the circuit he had heard so much about. In the race he finished a very creditable seventh, behind three Porsches and three Borgwards. This experience of the 'Ring



retire, when in the lead, when a camshaft broke.

After the Riverside G.P. Dan had received a cable from Ferrari asking him to come to Modena. He met Phil Hill in New York and talked it over with him and then flew to Italy in November. At Modena he was tested in the two- and three-litre sports cars and the G.P. car and as a result was signed up for 1959.

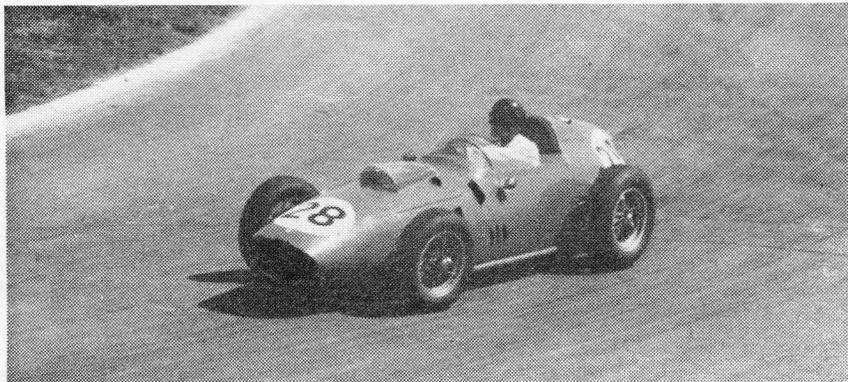
His first race for Ferrari was Sebring where Hill and Gendebien took over Dan's car after their own had packed up. Dan was not particularly sorry. "After two and a half hours I was through. I was much too close to the pedals and altogether very uncomfortable!"

The rest is history. Dan's drives in the red cars have been a feature of this season's racing, and unless Arleo puts her foot down very hard (which, I am glad to say, is extremely unlikely) we shall be seeing Dan on the European circuits again next year. Just what he will be driving he doesn't yet know. His name has been linked with the Reventlow Scarab team but as yet he hasn't signed with them. Who knows, we might even see him in a green car in 1960.

He reckons to continue racing for another five years or so and with this in mind I asked him what he thought of the new formula. "It seems O.K. to me", he said. "The minimum weight limit seems a bit too high but otherwise I think it will be a good thing. We shall see more constructors and drivers trying for the title."

In this, his first season of European racing, Dan has been learning the trade (although you may not think so from the results!) and in 1960 this experience, coupled with an uncanny natural ability, may well put him right in line for the World Championship. Should he win this much coveted honour, the quiet young man from Riverside will put American motor racing right on the map, and enthusiasts everywhere will acclaim him accordingly. And you may rest assured—the Championship couldn't go to a nicer fellow!

No. 5 of a series



was to stand him in good stead for this year's 1,000 kms. race.

Back in the States Luigi Chinetti got him a drive at Watkins Glen, where he drove a 3½-litre Ferrari (the one in which Moss won at Nassau) into second place behind Joe Bonnier (G.P. Maserati). Then it was back to Riverside for the Riverside G.P. where he finished a fine second, behind Chuck Daigh (Scarab).

Dan then tried his hand at stock car racing! He drove a 1958 Ford owned by Lew Sipolt and Bob Rose at Meadowdale, Chicago. He was in second place when the clutch packed up. He swears he enjoyed the experience! His next race was at Pomona in Frank Arciero's Ferrari. Here again he was forced to

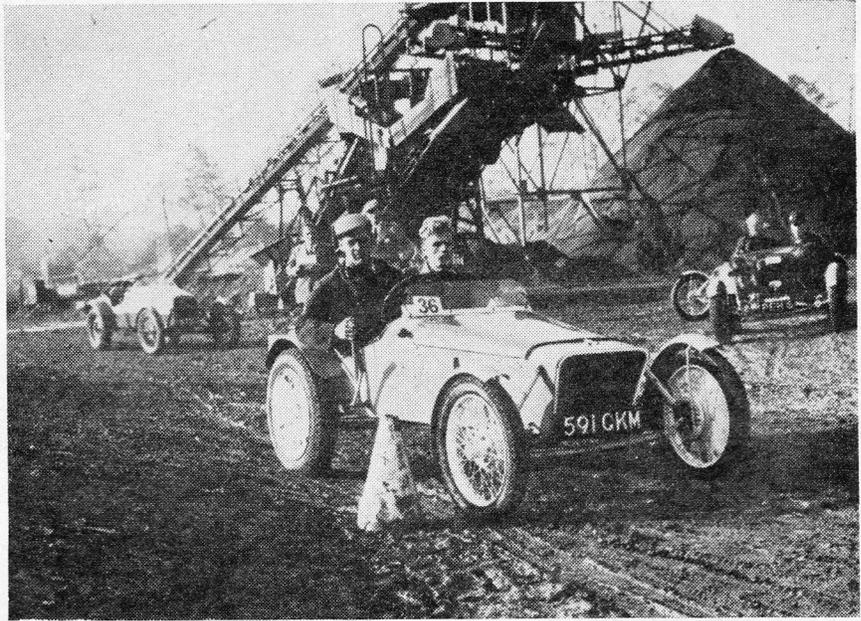
DAN'S FIRST DRIVE for Ferrari in Europe this year was at Nürburgring in the 1,000 kms. race (right). His first drive in a G.P. car was at Rheims (above) where he was forced to retire with a stone through the Ferrari's radiator.



SPECIALIST: Mike Cannon, builder and designer of the trials car that bears his name, lines up for the start of one of the sections.

ON Sunday, 8th November, the trials circus performed in a wood near Denham under the auspices of the Chiltern Car Club. The dense fog which descended on the south of the country on Saturday night eventually gave way to glorious sunshine and the well-planned event, which was a qualifying round for the 1959 R.A.C. Trials Championship, was thoroughly enjoyable. All the sections were surfaced with leaf-mould and great use was made of strategically placed trees, knobby roots and adverse camber; success depended mainly on manoeuvrability and throttle control rather than brute force and the other thing which, in my humble opinion, is the way it should be.

That astonishing combination of the Allred family and a J.A.P.-twin power unit, which has recently rather cornered the market, scored yet another victory against really stiff opposition by a com-



CHILTERN HILLS TROPHY TRIAL

Another Win for Tony Allred and the J.A.P.-Bassinot

bination of consistency and, at times, sheer brilliance. This is a wonderful vehicle which, in spite of sounding like an out-of-breath cement mixer, has just the right amount of power and a design which transmits all of it to the ground; the result is that it quietly phuts its way to the top of sections which leave more exotic machinery either stalled or spinning madly to a stop, hurling tortured earth at everyone in sight and screaming with frustration. It goes without saying that the crew possess skill of a very high order, as witness their string of successes.

Section 1 was unfortunately not seen, thanks to delay in the fog. It claimed 13 victims from the 36 starters, including Eric Jackson. Section 2 was a very sinuous affair which writhed up and

down a moderate slope. It was conquered only by Ron Kemp, Tony Allred and Michael Cannon; most of the victims ran out in the region of the "6" board. It reappeared in the afternoon as Section 11 and this time there were nine clean.

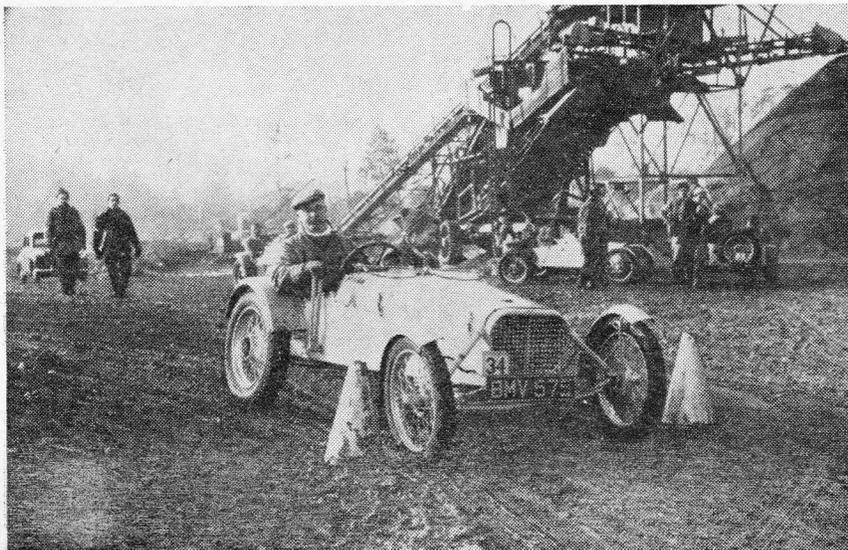
Section 3 was a narrow taped run down a short slope, left, round a mighty tree, and almost straight up again. It seemed to be virtually impossible to get round the tree without the aid of a fiddle-brake and even then about four hands were needed. Five succeeded, namely Geoff Newman, Eric Jackson, J. Portlock, Ernie Chandler and David Price. As Section 12 in the afternoon it had somehow lost a lot of its sting and there were 12 clean.

Section 4 went down into a deep hol-

low, turned right at the bottom and emerged beside a tree to run round the lip over a network of roots. It was not as fearsome as it looked and there were only three failures.

Section 5 went down into an even deeper and steeper hollow, turned sharp left to regain the lip, where there were roots and immediately hairpinned right between two trees which were little more than the width of a car apart; the front end had somehow to be insinuated into this opening while the back was still struggling with the roots and the steepest part of the gradient and, without a vehicle which articulated amidships, it looked completely impossible. The best that anyone could do was storm out and ram the left-hand tree until Tony Allred arrived. In almost complete mechanical silence he crawled out of the pit, wriggled through between the trees and disappeared into the undergrowth to thunderous applause. As so often happens, this was the signal for three more "cleans", from Desmond Render, Charles Pollard and Bernard Dees. As Section 13 in the afternoon all the fight had gone out of it and half the field were clean; astonishing.

Section 6 was a simple right-and-left dog-leg up a bank but the left turn was round a tree which had a swelling, some eight inches wide and eight inches high, where it emerged from the ground. This lump caught the near-side rear wheel of everyone who got that far, with one notable exception in the shape of Rex Chappell; this was just what the distorted minds of the organizers had hoped for, and they chortled hideously. The hill evidently decided to rest on its laurels and did not reappear in the afternoon. Instead, there was a long affair which started with a steep left turn on loose mould and swung hard right over large roots on a wicked adverse camber; the rest didn't matter, as nobody got any further. Eight was par score here, with Eric Jackson best of all with seven.



FOR ONCE not in the awards list, Bernard Dees waits for permission to start, under the shadow of a giant conveyor.



CONVOY of competitors leaves the gravel pit for the neighbouring woods where battle took place for the Chiltern Hills trophy. The crew of car No. 24 seems to find life really easy.

formed the final section of the trial in the afternoon and this claimed only three victims. There were two special tests to be used as tie-deciders (Harry Dibsall, who planned the event almost single-handed, has been caught before with only one test, which did *not* resolve a tie!) but they were not needed for the individual results of this contest.

So, with the sun still shining merrily, a very interesting trial came to an end in time to let those who were content not to wait for the results get well on their way home in daylight.

DAVID PRITCHARD.

Results

Chiltern Hills Trophy: A. D. Alldred (J.A.P.-Bassinot), 21. **First Class Awards:** E. J. Chandler (Chandler VW), 26; M. R. B. Cannon (Cannon), 30; G. J. Newman (Cannon), 30. **Second Class Awards:** R. Chappell (Cannon), 36; C. W. Pollard (Cannon), 40; P. A. Barden (P.A.B.), 41.

Section 7, unfortunately, had to be scrubbed, as one competitor uprooted a marker post which was then put back in a different place, which made the hill impossibly narrow. It appeared in widened form in the afternoon as Section 15 and the eight cleans came from Geoff Newman, Rex Chappell, Mike Lawson, Ron Kemp, Des Render, Charles Pollard, Ernie Chandler and Michael Cannon.

Section 8 was an old favourite consisting of a double-U turn round trees, on an almost negligible slope but running sideways along such gradient as there was; favourite manoeuvre here was to clobber the "3" marker board when the front wheels ceased to have any directional effect. Four cleans only, from Geoff Newman, Percy Barden (in his new Climax-powered all-independent creation), Tony Alldred and Ernie Chandler.

Section 9 went down into a hollow left, and out up a very steep bank with tree-stumps dotted about at the top. Only four got out, namely, Mike Lawson, J. S. Jenkins, Edward Harrison and Tony Alldred. Section 16 after lunch paid two visits to this hollow and went round two trees at the bottom in each case, the first exit being up a more moderate slope; 10 clean on this one.

Section 10 went round the lip of another hollow, down a precipitous descent into it which started over a horrible rash of knobbly roots, right at the bottom on very loose mould and out up a firm steep gully. There were only five failures and two of these were due to mechanical breakdown, Norman Overton being stuck at the bottom of the pit for ages with an engine which refused to fire. A longer and more sinuous approach to the downward plunge, etc.,

TIGHT SPOT: (Above, right) Rob Davis's Austin-powered special negotiates a tricky corner, while the crew leans her weight on the inside wheel in an attempt to check wheelspin and balance the car on the adverse camber.

MIXED CREW! (Right) Cuth Harrison's car, containing no less than 12 feet (if you count the paws as well!).



WATERSPLASH: H. P. Fenton's Berkeley, winner of a first-class award, takes to the water while its driver gets a wetting in test No. 6. BELOW: A. S. Heath's Goggomobil tries test 2.



Bolton Rally Driving Tests

P. B. Smith (Peerless) Wins Premier Award

Photography by FRANCIS PENN



FULL LOCK on a tight turn round a pylon is displayed by J. W. Waddington's Austin A40.



BABY: I. Macpherson's Morris MiniMinor remains rock steady on another swing round the pylons.



BERKELEY in a box—Ian Mantle, winner of his class and winning team member, selects reverse in a garaging test.



STOP astride the line is carried out on a slippery surface by J. Taylor's Austin-Healey Sprite.

The European Rally Championship

An Analysis of the Present Position

By JOHN GOTT

THE final round of the Championship is the Portuguese Rally (4th-7th December), but this has not been run since 1956 and the 1959 version already shows signs of last-minute cancellation. The starting points outside Spain have now been eliminated and the route amputated to the bare 1,600 km./1,000 miles necessary to qualify the rally for a Championship event.

This makes the R.A.C. Rally, now in its closing stages, the probable decider of this year's Championship, and its strategic position in the Calendar is almost certainly the reason that the entry includes the leading Championship contenders—a most happy state of affairs as since 1951 the Rally has been "International" in name only.

The Men's Championship must lie between Erik Carlsson of Sweden, Hans Wencher and Artur Levy of Germany, and the popular Paul Coltelloni (sometimes known as "Capravesnes"), of France, who have scored respectively 54, 51, 39 and 33 points.

A complication is, however, induced by the fact that only the performance in the best six rallies can score and Wencher and Levy have scored in seven whilst Coltelloni's protest in the Deutschland is not yet resolved.

The corrected position therefore becomes:—

Carlsson	54
Wencher	48
Levy	36
Coltelloni	33?

Piquancy is added by the fact that the three leading contenders are all in the same class in the R.A.C. In their anxiety to ensure that their team-leader, "Papa" Wencher, pulls off the Championship, DKWs have brought the 1953 and 1954 Champion, Walter Schlüter, out of retirement for this event. I do not myself feel that this is the real answer, as if the weather is not abnormally bad, expert navigators will be the basis of success, and Levy, with Stuart Turner, probably the best English navigator now operating, looks a far better bet "on paper".

John Sprinzel, better known, of course, as a driver, but no slouch as a navigator, is driving with Erik Carlsson on that fantastic SAAB, and I fancy this combination for the outright win. Carlsson, SAAB, if kept on the right course, should out-perform everything in his class in the tests and is a match for any car in the rally on the twisting roads which the R.A.C. will be won on.

A Carlsson win would, of course, decide the Championship immediately.

It might also have the secondary effect of ensuring the definite cancellation of the Portuguese Rally, for the best drivers would not trouble to enter a rather poor event which has no bearing on the Championship.

The position in the Ladies' Championship is rather more clear-cut. The only ladies with any chance are Ewy Rosqvist of Sweden, the current Champions, Britain's Pat Moss and Ann Wisdom, and France's Annie Soisbault with respectively 28, 22 and 22 points. Trailing behind are Greta Molander and Helga Lundberg with 15 points.

If the Swedish girl wins the R.A.C., she should win the Championship, for she would only have to finish in the Portuguese to have the title "in the bag". As she is running with another Swede, I do not rate her chances of a win very highly. However, if she only finishes fifth she would total 30 points, which would be the maximum that either the B.M.C. girls or Annie Soisbault could total with a win. That would either leave everything on the Portuguese or throw the ball to the F.I.A. to decide under Articles 7 and 8, *i.e.*, to determine which driver has obtained the best results—a most unenviable task.

On paper, the ladies' class in the R.A.C. seems to lie between Pat Moss/Ann Wisdom, driving the Morris Minor 1000, in which they did so fabulously last year (fourth overall, ladies' and class win), and Annie Soisbault driving a "works" Triumph TR3A with Valerie

Domleo. Good though Miss Domleo is as a navigator and brilliant though Annie Soisbault is on the Triumph, they have the disadvantage of being a scratch crew, which may prove their downfall in what promises to be a very tough event.

Moreover, there are several other outstanding ladies' crews, such as Anne Hall/Patsy Burt (Ford Anglia) and Pauline Mayman/Daphne Freeman (Morgan), who could well upset the "paper" form, although not in the running for the Championship.

All in all, once the R.A.C. results are announced there will be several Competition Managers from various countries looking either delighted or rueful; it is a happy thought that of the four managers most immediately concerned, two are British, Marcus Chambers of B.M.C. and Ken Richardson of Standard-Triumph. Let us hope that it is not too long before a British manager has a driver at the top of the Men's Championship; that driver could be a woman, for the B.M.C. girls have scored more points in the Men's Championship than most British male drivers.

Britain's First Public Skid-Pan

IN the National Sports-Car Races before this year's Dutch Grand Prix, Robbie Slotemaker brought gasps from the crowd when he performed a couple of 360 degree spins on the straight. As he was so far in the lead, this did not affect the result of the race and only the informed appreciated that this was a deliberate demonstration by a driver who probably knows more about the theory and art of controlling skids than anyone else. Robbie's record, incidentally, is 13 controlled 360 degree spins up the main straight at Zandvoort.

Robbie first became interested in the theory and practice of skidding when, as a pilot in the Dutch Air Force, he was grounded during a spell of bad weather and passed the time by trying out his theories on a frozen runway.

Leaving the Air Force, he founded his anti-skid school at Zandvoort, and this has proved so successful that he has trained over 850 pupils and is the official skid-instructor to several Dutch Police Forces and numerous large companies, such as Royal Dutch-Shell, Philips, etc.

Bill Bennett and Peter Galliford, two well-known rally drivers who have won their class in the Alpine and the Tulip rallies, took a course at Robbie's school and were so impressed that Peter Galliford, who is the director of a large road-engineering firm, has started the first commercial anti-skid school in Britain at Wolvey, near Hinckley, Leicestershire.

The Chief Instructor will be Captain K. J. McKenzie, until lately a Senior Instructor in the Army Mechanical Transport School, but Robbie himself will be there for a month or so to ensure that things start smoothly.

The course is fairly expensive, £7 7s. per day, but only two pupils are taken on each pan, so that full value is obtained from a working day from 9 a.m. to 5 p.m.

The training is taken on Ford V8 Pilots, which have ludicrously under-gear steering, the theory being that if

a driver can control these cars in a skid he can cope with anything. Provision is, however, made in the programme for a student who has mastered the technique to practice in his own car.

Whilst the course is likely to appeal to the enthusiastic competition driver (who will probably get a shock when he sees Robbie in action), it is not primarily designed to cater for that type of driver.

Indeed, one of Robbie's most treasured testimonials is a letter from an elderly executive who found himself in a skid due to another driver's action, but who is convinced that the training he had received saved his life and that of his passengers.

Further details may be obtained from The Chief Instructor, Anti-Skid Schools, Ltd., Wolvey, Hinckley.

THE British Racing Mechanics' Club is becoming increasingly active in their short social season. On Friday, 16th October, the newly formed Midland centre held its first dinner and dance. It was a most successful evening, one of the highlights being a brilliantly satirical speech by Mr. Leonard Lee of Coventry Climax on how his organization may, at times, appear to function to the outsider. Briggs Cunningham was amongst the guests, and he said that despite rumours to the contrary, the Sebring Grand Prix will be held, and so far as he knew Ferrari will be there on the starting line.

The club's next big occasion is the annual dinner and dance in London, which is always one of the highlights of the off-racing season. It is again being held at the Criterion Restaurant on Friday, 27th November. Tickets, costing 32s. 6d., are obtainable from the club secretary, E. L. Bowler, 7 Douglas Avenue, Wembley, Middlesex, to whom applications and money should be sent. As the number of tickets is limited, and they are very much sought after, it is a question of first come first served.

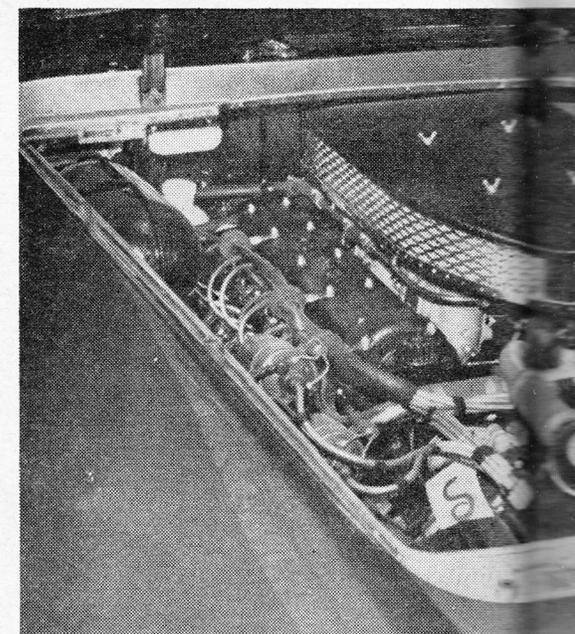


LOOKING BACK

Some more of the highlights of the Italian

PHOTOGRAPH BY

This Fiat 1500 (**top left**) is by Monterosa. The air intake is offset and the wide grille projects forward. A long flat tail is also a feature. Allemano's Fiat 600 (**centre left**) is a beautiful little car. The frontal styling adds interest to an otherwise ordinary nose. Exquisite (**bottom left**). Viotti's Fiat 1500 has unusual frontal treatment incorporating flashing indicators in the grille. Fantastic (**bottom centre**). The immense 5-litre engine fills the bonnet of the fabulous 5000 G.T. Maserati.



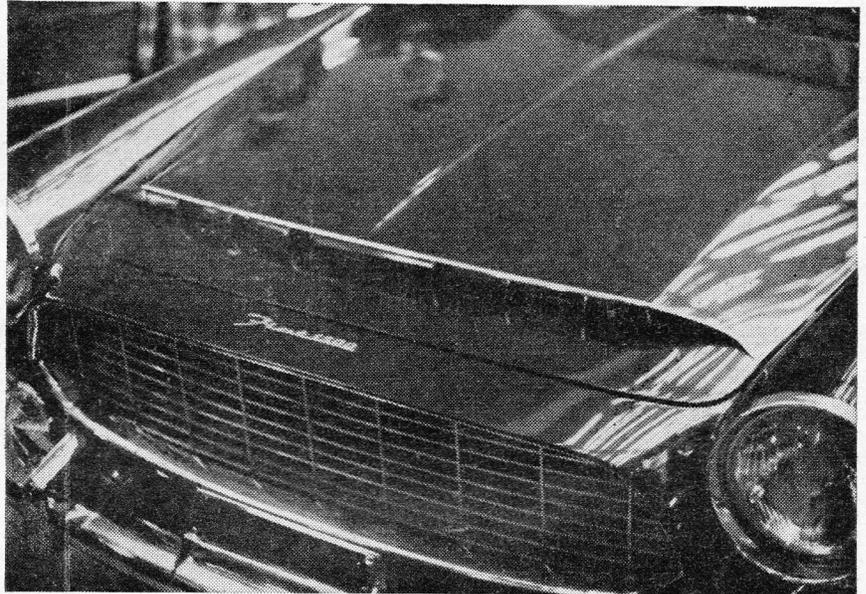


BACK ON TURIN

Italian Show reported in last week's issue

PHOTO BY THEO PAGE

Car of the show was perhaps the superb Lancia Flaminia Sport (top centre) by Zagato. Astonishing design of Bertone's Osca (top right) is well shown in this photograph. The frontal treatment is very Citroen-like, Fissore break new ground with their Fiat 1500 (centre right) by having a full width air scoop above the radiator grille. Pinin Farina's lovely Lancia Flaminia (bottom right) has such a low grille that the slope of the bonnet is pronounced.

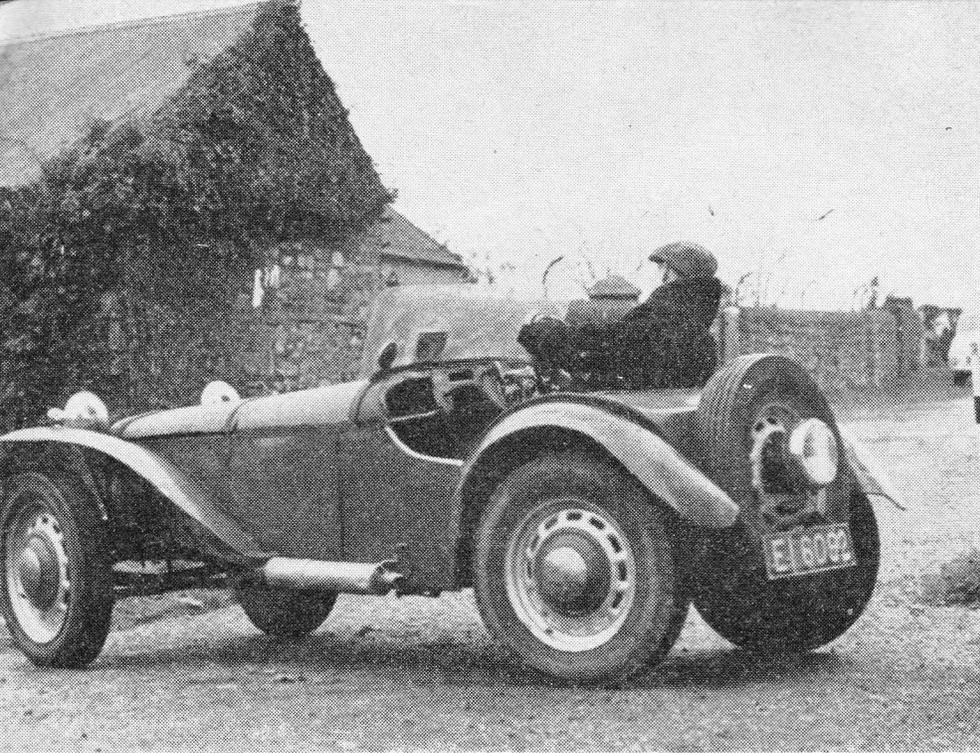


PYLON - BASHING: Club secretary Peter Jenkins goes off course in his Ford 10-powered M.M.2. He was not among the award winners. There was a total of ten driving tests included in the 18 miles dyed course, all of these straight-forward.

"THE School Around The Corner's Just The Same . . .", so the song goes, but no school was ever like the old national school in Sherrard Street, off the North Circular Road, Dublin. This has been taken over by the Leinster Motor Club, the M.G. Car Club (Irish Centre) and the Dublin and District Motor Cycle Club. As soon as everything is fixed up, an open welcome is extended to members and their friends, to drop in and have a "jar" in the new premises.

* * *

COOPER-J.A.P. exponent Stan Ryan has opened up a new panel-beating business in Dublin. The name "Express Coachcraft" sounds familiar, but there



OVER 40 drivers gathered outside, and inside, the "Anglers' Rest", at Knockmaroon Hill, Chapelizod, Co. Dublin, on Saturday, 7th November, for the I.M.R.C. Autumn Trial. The trial was scheduled to start at 2.30, but due to the large entry, and delays in rounding up observers and helpers, the first car did not leave until almost three. Competitors were required to cover two laps of an 18 miles dyed course, and do 10 driving tests, all of which were pretty straightforward ones on hard surfaces. The final test at the finish was not counted in the results, as more than half the entry had to do it in complete darkness. Seamus Griffen was credited with winning the Premier Award with 347.8 marks, but Seamus was not satisfied as on his reckoning the Premier should have gone to Alex Malcolm. Griffen called for a recheck, and it was found that Malcolm's time of 30.8 seconds was incorrectly transferred from the test sheet on to the master sheet, and put down as 38.8 seconds. The Premier Award therefore went to Alex Malcolm in his Buckler-Ford with 342.6 marks. Seamus Griffen headed the Specials Class in his Griffen-Ford, his brother Dave Griffen (Dellow s/c) was second, and L. Goor (Ford Spl.) was third.

Des Cullen won the Saloon Class in his N.S.U. Prinz, and his total of 352.4 marks gave him third overall. Second in the Saloon Class was Dr. Gar O'Brien in his VW, and third was last year's Hewison winner, Michael Archer, who drove another Reg. Armstrong N.S.U. Prinz.

* * *

VISITORS to Ireland often remark that nothing ever starts on time, be it a football match, a concert or a cock-fight! This may be slightly exaggerated, but it does seem to apply to car trials. Now that daylight hours are rather limited, clubs should make an effort to start their trials at the appointed times. If trials are not started on time it means that the earlier starters have the unfair advantage of doing all their tests in daylight, and the late starters wind up doing the final tests in darkness, or semi-darkness.

FULL STOP: "Doc" Gar O'Brien took second place in the saloon class. Here he is seen using all the road in his VW.

REPORT FROM EIRE

BY BRIAN FOLEY

A very dangerous procedure is using the starting line in tests as a braking or "spinning" line later in the test. When a car leaves the line at a test, people often crowd around the line to get a better view of the "goings-on" and it is a mite frightening to have the car suddenly, and without warning, come charging back to that line to either brake or spin. If clubs must do this, then they could have at least an official there to keep the line clear. Another highly dangerous procedure is holding tests near a blind bend. A driver in a hurry may come around the bend to be suddenly confronted by a line of parked cars, which leaves him little, if any, room to stop or get through.

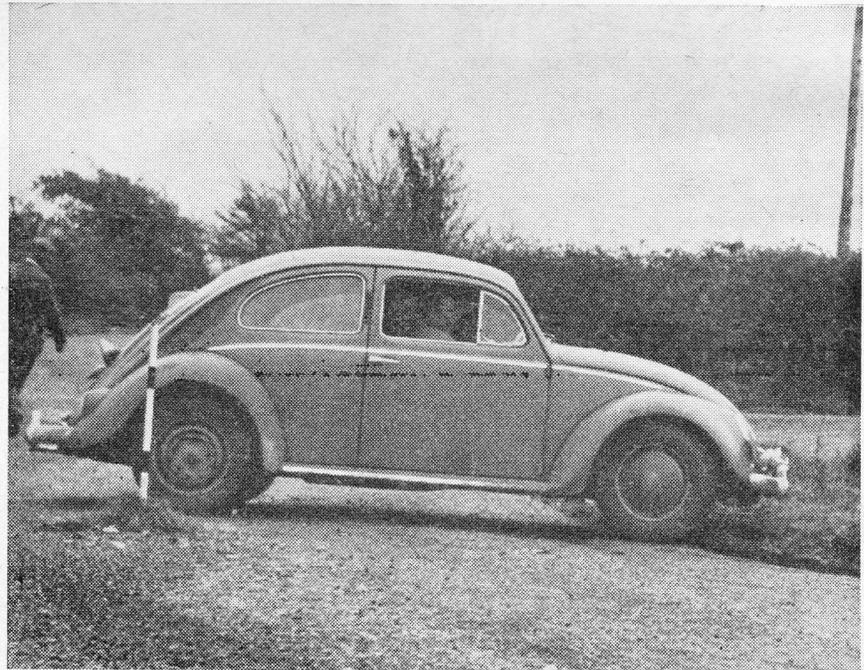
is, I believe, no connection! As in hill-climbing, Stan is a good man at straightening out the curves, and he may be found at rear 73 Capel Street.

* * *

ONLY Eire entry so far in for the Monte Carlo Rally is Cecil Vard, Arthur Jolley and Noel Brooks in a Victor.

* * *

THE Waterford Motor Club held their A.G.M. on Tuesday, 3rd November, and elected the following committee for next year: Messrs P. Brophy, J. McCarthy, O. Woods, A. Rogers, J. J. Gaule, P. McRory, W. Henebury, T. Power, J. Coard, R. Durand, P. Vaughan and G. Daly.



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DUTCH GRAND PRIX
1st · 2nd · 3rd

EUROPEAN GRAND PRIX
1st · 2nd · 3rd

BRITISH GRAND PRIX
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GERMAN GRAND PRIX
1st · 2nd · 3rd

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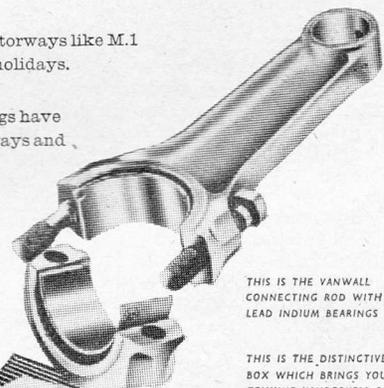
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The Monte Carlo Rally, 1960

British Applications for Entry—Selected Quota

Entrant	Car	Starting Point	Entrant	Car	Starting Point
Adams, R. J.	Sunbeam	L	Shanley, G.	Sunbeam Rapier	G
Allard, S. H.	Ford	O	Sims, L. O.	Morgan	G
Ballisat, K.	Triumph	G	Smith, G. T. S.	Jaguar	G
Banks, J. W. E.	Vauxhall	G	Stephens, R. M.	Sunbeam Rapier	G
Bennett, W.	Morris	G	Stoddart, J.	Standard	G
Blockley, N.	Austin	W	Stokes, R. A.	Riley	G
Brierley, K.	Triumph Herald	G	Stratton, G. K.	Austin	L
Brinkman, E.	Ford	O	Sunley, J.	Sunbeam Alpine	O
Bullough, J. E.	Sunbeam Rapier	G	Sutcliffe, M.	Ford	G
Burgess, G.	Ford	P	Taylor, D. O.	Austin	G
Carruthers, S.	Ford	G	Taylor, L.	Sunbeam	G
Cooper, G.	Triumph	G	Teague, W. E.	Hillman	G
Cooper, V.	Jaguar	G	Trigg, J.	Sunbeam	G
Corbishley, C.	Triumph	G	La Trobe, J. H.	Austin	G
Cotter, J. R.	Sunbeam	G	Vanner, E. G.	Vauxhall	G
Crawford, R.	Sunbeam	G	Vivian, F. J. A.	Singer	G
Cuff-Miller, E. W.	Ford	O	Ward, F. C.	M.G.A	H
Dimmock, P.	Ford	G	Walker, J. A.	Vauxhall	P
Dorsett, J. B.	Ford	P	Walker, I.	Ford	G
Faulkner, G. F.	Austin	G	Walton, P. G.	Jaguar	G
Fotheringham-Parker, P.	Sunbeam	G	Wilson-Spratt, D. H.	Austin	G
Fraser, A. B.	Sunbeam	O	Wisdom, T.	Austin	P
Fraser, K. D.	Morris	W	Young, J. A.	Austin	G
Fursdon, B. W.	Triumph Herald	G			
Gahan, E. R.	Wolseley	G			
Glenton, R.	Ford	P			
Grant, G.	Sunbeam Rapier	F			
Haddon, E. J.	Jaguar	G			
Haddow, R. T.	Sunbeam	G			
Hall, Mrs. A.	Ford	G			
Handley, L. H. G.	Ford	O			
Harper, P.	Sunbeam Rapier	F			
Harrison, E.	Ford	P			
Harrison, T. C.	Ford	P			
Hastie, R. M.	Ford	G			
Heppenstall, J.	Morris Minor	G			
Hill, G.	Ford	G			
Hodson, E.	Triumph	G			
Hooper, R. K.	Sunbeam	O			
Hopkirk, P.	Sunbeam Rapier	O			
Huntridge, J. H.	Austin	G			
Jackson, E.	Ford	G			
Johnson, W. C.	Austin	G			
Jopp, P.	Sunbeam Rapier	O			
Kaye, K. S.	Singer Gazelle	P			
King, G. A.	Ford	G			
Kirkham, J. R.	Ford	G			
Lee, K. N.	Riley	G			
Lewis, I. D. L.	Triumph	G			
Malkin, E.	Sunbeam Rapier	G			
Margulies, D.	Austin	G			
McLaughlin, J. A.	Ford	G			
Meikle, J.	Hillman	G			
Melvin, J. D.	Sunbeam	G			
Meredith-Owens, A.	Riley	G			
Milton, D. R.	Ford	P			
Mitchell, Dr. A. D.	Riley	G			
Mitchell, Mrs. N.	Austin	O			
Morley, D. J.	Morris	P			
Moss, Miss P.	Austin	O			
O'Connor-Rorke, H.	Jaguar	G			
Ozanne, Miss P.	Morris	P			
Pain, C. E.	Ford	L			
Pickering, M. D.	Sunbeam Rapier	P			
Pitts, A.	Morris	P			
Powell, F. J.	M.G.A	P			
Procter, P. R.	Sunbeam	G			
Ray, J. H.	Sunbeam Rapier	P			
Richardson, K. S.	Ford	H			
Riley, P.	Austin	O			
de Salis, Count Charles	Lotus Elite	O			
Scott, D. G.	Ford	P			
Lewis, G. A.	Ford	G			
Bowdage, J. W.	Triumph Herald	H			
Saunders, T. G.	Morris	G			
Easton, P. R.	Sunbeam	P			
Bryant, J. D.	Ford	O			
Pinder, R. H.	Jaguar	G			
Glasgow, J.	Ford	G			
Jopp, G. L.	Sunbeam	O			
Pilgrim, C. B.	Riley	G			
McCracken, A.	Ford	G			
Marchant, F. T.	Ford	P			
Perkins, K. S.	Ford	G			
Ashworth, J.	Jaguar	G			
Bain, D. G. F.	Ford	H			
Yardley, E. L.	Sunbeam	G			
Glenie, C.	Jaguar	G			
Cleghorn, A. E.	Triumph	G			
Syms, R. C.	Ford	G			
Marsh, M. E.	Singer	G			
McLennan, K.	Morris	G			
Brett, E.	Jaguar	G			
Burgess, D. R.	Austin	G			
Bent-Marshall, C.	Wolseley	G			
Bausola, M. J.	Austin	G			
David, J. R.	Ford	G			
Pearson, G. M. R.	Singer	G			
Whatton, E.	Jaguar	G			
Goodhel, J.	Ford	G			
Newbold, M. W.	Wolseley	G			
Bell, R.	Standard	G			
Petch, E. N.	Austin	P			
Miller, H. G. S.	Austin	P			
Edwards, L. G.	Austin	G			
Cruikshank, M. M.	Standard	G			
Cooke, B. J.	Morris	G			
Bolton, P. R.	Simca	G			

Key to Starting Points: Athens, A; Frankfort, F; Glasgow, G; The Hague, H; Lisbon, L; Oslo, O; Paris, P; Rome, R; Warsaw, W.

Nominated Reserves

(in order of precedence)

Entrant	Car	Starting Point
Lewis, G. A.	Ford	G
Bowdage, J. W.	Triumph Herald	H
Saunders, T. G.	Morris	G
Easton, P. R.	Sunbeam	P
Bryant, J. D.	Ford	O
Pinder, R. H.	Jaguar	G
Glasgow, J.	Ford	G
Jopp, G. L.	Sunbeam	O
Pilgrim, C. B.	Riley	G
McCracken, A.	Ford	G
Marchant, F. T.	Ford	P
Perkins, K. S.	Ford	G
Ashworth, J.	Jaguar	G
Bain, D. G. F.	Ford	H
Yardley, E. L.	Sunbeam	G
Glenie, C.	Jaguar	G
Cleghorn, A. E.	Triumph	G
Syms, R. C.	Ford	G
Marsh, M. E.	Singer	G
McLennan, K.	Morris	G
Brett, E.	Jaguar	G
Burgess, D. R.	Austin	G
Bent-Marshall, C.	Wolseley	G
Bausola, M. J.	Austin	G
David, J. R.	Ford	G
Pearson, G. M. R.	Singer	G
Whatton, E.	Jaguar	G
Goodhel, J.	Ford	G
Newbold, M. W.	Wolseley	G
Bell, R.	Standard	G
Petch, E. N.	Austin	P
Miller, H. G. S.	Austin	P
Edwards, L. G.	Austin	G
Cruikshank, M. M.	Standard	G
Cooke, B. J.	Morris	G
Bolton, P. R.	Simca	G

DURING September, 9,439 Renault Dauphines were sold in the United States, topping Renault's nearest rivals by nearly 1,000 cars. Deliveries to the States of the Renault Florida begin next month, and 20,000 firm orders have already been placed.

SOME 80 members and guests attended the annual dinner and dance of the Midland centre of the British Racing and Sports Car Club at Knowle on 13th November. Speakers included Sammy Davis, Douglas Haigh, secretary John Watt, and Martyn Watkins of AUTOSPORT, and dancing and much general festivity lasted well into the small hours. In the chair was Mr. R. G. Eaton, chairman of the centre.

"MOTOR BOOKS" MOVE

THE "Motor Books" concern of Parliament Street, Whitehall, S.W.1, who have established a niche for themselves as suppliers of motoring reading matter of all kinds, and of maps, recordings, rally aids, speed and racing equipment, and the lively Villiers-engined "Em-Bee Wasp" Go-Kart, moved to larger premises on 9th November. Their new address is: 33 St. Martin's Court, London, W.C.2 (TEMPLE Bar 5376). This is between the New Theatre and Wyndham's Theatre, by the Charing Cross Road (South) entrance of the Underground.

THE motor racing instruction school operated by Motor Racing Enterprises, Ltd., at the Castle Combe circuit now has Ron Flockhart as chief instructor, who will advise on tuition methods as well as giving instruction to pupils who have reached advanced stages of training. Other advice will be given by Geoff Richardson and Chris Threlfall.

Seven pupils of the school have so far been selected to receive further free instruction during the winter, with a view to the formation of a future team. These are Messrs. S. J. Lee, Luton, Beds; B. D. Frazer, Newton Mearns, Scotland; M. G. Maitland, London, W.11; A. T. Donaldson-Perrott, Ilford; D. Finch, Bishop's Lydeard, Somerset; R. Walton, Bournemouth; and R. White, Frome, Somerset.

"SPORTS CAR" HILL-CLIMB CHAMPIONSHIP

THIS Championship, which was run for the first time in 1959, was introduced by Pearl, Cooper, Limited, to provide a championship for sports car hill-climb drivers. The R.A.C. Hill-Climb Championship for racing car drivers has long been in existence, and the aim of the new Championship was to provide a similar contest open only to sports car drivers.

Thirty entrants competed on the major hills in this country during 1959 and the final results (for which prizes are to be presented by Tony Brooks at the Royal Automobile Club, Pall Mall, London, S.W.1, on Monday, 23rd November) are as follows:—

Outright Winner: Philip Scragg (H.W.M.-Jaguar); 2, Raymond Fielding (Cooper-Climax); 3, Jack Richards (Lotus-Climax). **Best in Opposite Class to Winner:** Raymond Fielding (Cooper-Climax).

CORRESPONDENCE

Flockhart or Herrmann?

REGARDING the letter from Mr. Rasmussen in your issue of 13th November may I add a word or two. Flockhart crashed twice at Rouen, neither accident being directly due to over-driving. In the B.R.M. he spun on oil dropped by a car just in front of him and in the Lotus he was involved in some general chaos concerning an ambulance on the circuit. At Monte Carlo Herrmann crashed the Mercedes-Benz simply by going too fast and trying to qualify after Neubauer had ticked him off for hanging about.

At Avus I timed most of the cars from the run-in to the North Banking to the exit and Herrmann was as fast as anyone, only Moss and Brooks improving on his time. Yet on lap speeds Herrmann was very slow, compared with people he was beating through my time-trap, presumably losing time on braking and taking the South Turn and possibly "lifting-off" on the fast right-hander leading off the Autobahn towards the North Curve.

Personally I would not have liked to have made the decision between Flockhart and Herrmann for Avus, but I am sure the organizers offered a lot more money for Herrmann to appear. Perhaps B.R.P.—now Yeoman Credit—would tell us. ODIHAM, HAMPSHIRE. DENIS JENKINSON.

More on Corvettes

I WAS delighted to see the comments by your American reader Charles Beaumont on "Corvettes and Successes"—or rather their lack of success as far as this country is concerned. Quite a number of people have commented on this.

Before giving my views on this I must, however, take your U.S. reader to task for painting such a rosy picture of the Corvettes' successes in his country. He seems to consider it quite an achievement for a 4,637 c.c.-engined car to beat cars like the Ace with considerably less than half that capacity! And people like Bob Grossman have on several occasions beaten whole squadrons of Corvettes in singly entered cars like the Ferrari 250 GT and the Jaguar 150S. Carrera Porsches, too, have been known to pass all but the very fastest of a large field of Corvettes.

Having said all this, we come back to Mr. Beaumont's main point—Why is the Corvette so much more successful on the other side of the Atlantic? The main answer is, I think, one of mechanics and tuning know-how. They are used to their own, big V-8s, and we are not. Remember the American-engined Allards, and how very much more successful they used to be in the States than here? Same thing applies. Availability of optional modifications (and their costs) in foreign countries is, of course, another handicap. It might also be worth pointing out that other foreign production machinery, like Porsches and Alfa Romeos, notch up a relatively poor record over here when compared to their run of victories on the Continent.

Although I cannot agree, therefore, with our American friend's views on the "superiority" of the certainly massive Corvette (and I saw them in action often enough in the last three years), I would welcome nothing more than a few really good ones racing over here. LONDON, N.W.8. PETER EASTON.

The 1961 Formula

SINCE the newly introduced Formula 1 has been proposed I have heard a great deal of discussion and criticism on the subject. I agree that weight limits and other such limitations are pointless and do not increase the safety of Formula 1 racing, but some say it will be uninteresting to see half-ton 1,500 c.c. racing cars on the track. With this I cannot agree as the new F1 caters for more marques of car, namely, Porsche and Cooper-Borgward.

All the present F1 constructors, except possibly Aston Martin, are reasonably prepared for the coming change. Even B.R.M. have gone over to a rear engine in preparation for 1961.

No Englishman should complain as Cooper-Borgward and Cooper-Climax are both fast and reliable and Lotus are at least fast, we have this advantage over the Italians, but not from the Germans who are the country to be feared. Personally I am waiting eagerly for 1961 when we see more types of Formula 1 car and hence more competition.

May I say that your magazine is excellent and one could not ask for better value. GORING-BY-SEA, SUSSEX. J. A. VAUGHAN.

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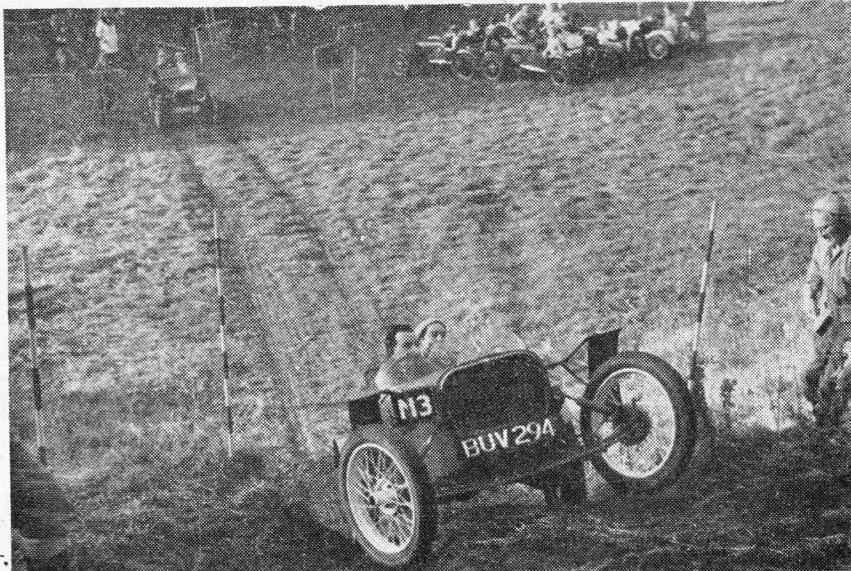
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Club News

By MICHAEL DURNIN

LEICESTERSHIRE C.C. are having their Bowmaker Night Rally on 5th-6th December. All members of the E.M.A.M.C. are invited to this restricted event and details are available from the competitions secretary, W. B. Hercock, 14 Hinckley Road, Leicester. . . . The first of the **Thames Estuary A.C.**'s navigation lectures will take place at the Grand Hotel, Leigh-on-Sea, at 8 p.m. on 24th November. . . . As this year marks the silver jubilee of the **M.G.C.C.'s North West Centre** they are going to have a celebration dance in the Mere Country Club (which was, incidentally, the scene of the Centre's inauguration dance) on 11th December. Congratulations! Tickets (price 30s.) are available from Norman Quick, 660 Chester Road, Manchester, 16. . . . **East Anglian M.C.** annual dinner dance will take place at the Royal Hotel, Clacton-on-Sea, on 27th November. Tickets (30s.) from R. Truscott, Barton Olivers, Colchester Road, West Bergholt, Essex. . . . **Harrow C.C.** have regs. available for their Petit Rally—a closed event for which no date is given—from S. Seager, 10 Marcham Road, Abingdon, Berks. The same club have a dinner dance at the Rest Hotel, Kenton, on 9th December. Tickets from P. W. Browning, 47 Brampton Grove, Hendon, London, N.W.4. . . . To mark the occasion of the tenth anniversary of the **Circle C.C.** a dinner dance will be held in the Park Lane Hotel, London, W.1, on 9th December. Tickets (£2) from S. M. Johnson, 185 Watford Road, Harrow, Middx. . . . The November social run of the **Cemian M.C.** starts from the Marquis of Granby (at the west end of the Kingston by-pass) at 2.30 p.m. on 22nd November. Finish will be at Burford Bridge Hotel, where there will be tea, a social evening and dinner. Organizer is M. S. Gampell, 27 Middleway, London, N.W.11. . . . **North Wales C.C.** will have a closed to club standard car trial at Llandudno at 11 a.m. on 6th December, following their awards dance, scheduled for 4th December at the Imperial Hotel, Llandudno. Details of both fixtures from I. W. Forfar, 19 Mostyn Street, Llandudno. . . . **B.R.S.C.C. (Northern Centre)** are having their Dicers' Dance at Linton Village Hall, Linton, near Wetherby, at 8 p.m.



UP AND COMING in the trials world this season is C. W. Pollard, whose Cannon is here tackling a TV Trophy Trial hill.

on 21st November. . . . Far off, in Germany, the **R.A.F. Butzweilerhof M.C.** will be holding their St. Andrews Rally on 28th-29th November. Regs. may be had from the Secretary, R.A.F. Butzweilerhof M.C., B.F.P.O. 19, and entries

close 25th November. . . . **B.R.S.C.C.** Midnight Film Shows will be held in the Warner Theatre, Leicester Square, London, W.C.2, at 11.30 p.m. on 20th and 27th November. The 20th is sold out but a few tickets for the show on the 27th are still available (at 7s. 6d.) from Nicholas Syrett, Secretary, B.R.S.C.C., 6 Buckingham Street, London, W.C.2. . . . New secretary of the **Aintree C.C.** is J. R. Carey, 102 Wavertree Nook Road, Liverpool, 15. . . . **750 M.C., Hagley and D.L.C.C.** and the **Kentish Border M.C.** will be running the Trio Silverstone Trial on 6th December at the military training ground 1½ miles north of Towcester on the Northampton road, starting time 11.30 a.m. There will be classes for trials specials and all types of Austin 7—on different courses. Regs. now available from Miss J. Davis, c/o Mill Cottage, The Grove, Roade, Northants. . . . **M.G.C.C. (N.E. Centre)** will hold the Eleventh Goathland Rally on 6th December. Clubs invited to this B.T.R.D.A. Silver Star event are B.A.R.C., B.R.S.C.C., Darlington and D.M.C., De Lacy M.C., East Yorkshire C.C., Hartlepoons and D.M.C., Huddersfield M.C., Ilkley and D.M.C., Middlesbrough and D.M.C. and Yorkshire S.C.C. Entries close 2nd December and regs. are available from A. J. Sinclair, 14 Axholme Road, Doncaster.

Coming Attractions

November 22nd. Brighton and Hove M.C. November Rally. Start from Chequers, Slaugham, 2.30 p.m.

Shenstone and D.C.C. John Bull Trophy Trial, near Uppingham. Start, 10.30 a.m.

November 29th. Hagley and D.L.C.C. Production Car Trial, Starting at Stewponey Hotel, Stourton, near Stourbridge, at 10.30 a.m.

December 5th. Shenstone C.C. Shenstone Rally. Start, 10 p.m., from Barker's Cafe, Lichfield.

December 6th. M.G.C.C. Goathland Rally.

750 M.C., Hagley and D.L.C.C. and Kentish Border M.C. Trial. Start from military training ground 1½ miles North of Towcester on Northampton Road, at 11.30 a.m.



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A Scottish Classic

Sandy Morrison (M.G.A.) Wins Border Rally

THAT classic among Scottish rallies, the Border Rally, which has established for the Berwick and District Motor Club over the past eight years plus quite an enviable reputation for splendid organization and enjoyably tough motoring has once again been and gone and although the field was not great the grumbles were non-existent and everyone voted it among the best held.

Starting from Berwick at midnight on the 14th November were most of Scotland's better rally drivers plus quite a large contingent from South of the Border, and as it was the final in the "Top Gear" Scottish Rally Championship interest was high. Sandy Morrison (M.G.A.) was fairly certain of winning the championship but there were several competing for second place, among them Charlie Patterson and Bob Crawford (Magnette and Rapier respectively). Jim Clark arrived somewhat out of breath straight from the Ecurie Ecosse annual dinner after breaking all records from Edinburgh to Berwick. An interesting starter was Iain Loudon-Cox in his new N.S.U. Prinz, and it is a pity that clutch trouble eliminated him later for his test time was remarkably good. The tests, held at Winfield Aerodrome, were purely for deciding ties, and in the first test Sandy Morrison and Jim Clark (driving a borrowed new Ford Anglia for a change) were fastest equal, the former just pipping the versatile James in the second. After wending their way through a maze of Berwickshire roads and over a very deep ford with slippery banks on either side, the entourage headed over the Lammermoors via the villainous Elmsceuch road into East Lothian, with all its gates. A short six-minute section immediately following found only two clean sheets—Clark and Andrew Cowan in his Sunbeam Rapier.

The secret check in the following

section was manned by an odd apparition in the shape of Ian Scott Watson, still in evening dress after the E.E. dinner, and by this time there were several missing competitors, although John Patterson (Husky) was still gamely plodding on, over 2 hours late. Bob Crawford's Rapier (entered for the R.A.C. Rally) arrived more or less sans lights after an argument with an iron gate. From East Lothian the cars headed South-West via Peel Hospital (there were no callers and the nurses were long abed) and Philliphaugh, where Andrew Cowan, who had been doing very well, had the misfortune to lose a half-shaft and wheel, being lucky to hold the car on the road. Then Hawickwards, where poor Jimmy Clark, the only unpenalized competitor, holed his sump, making up time after a short off-route excursion into a farmyard. Hard luck this, for last year's winner was a hot favourite to win again. Charlie Patterson (Magnette) meanwhile found himself short of the only commodity he didn't carry spare on the car—water! After overheating he decided to call it a

day and towed the Anglia home. The tempo of the rally didn't ease up for one minute and the beautifully prepared route sheets were a pleasant mixture of detail instructions with map references thrown in to make sure that everyone knew exactly where they were. There was no need for any trick navigation—the short sections were tight enough to sort out the sheep from the goats without endangering other road users.

The average speed throughout was 30 m.p.h. and cars had to maintain this over the Whitton Moor section to Hounam (covered by the R.A.C. Rally last year), finally leading them via Morebattle back into Kelso Square for breakfast. There were no clean sheets and of the 23 who actually started, six had retired and seven were eliminated, due to accumulated lateness at controls. All the more credit, therefore, to Sandy Morrison for clinching his "Top Gear" Championship with another first place in his M.G.A., losing only 60 marks. Second was A. J. Rodger with his Ford Zephyr, having lost 100, and Ian Brown's TR3 was third, Doug Wilson's game Morris Minor fourth.

Yes, that stalwart Berwick Club committee member George Ross had produced a first-class rally to maintain the tradition of "Scotland's Mille Miglia" and we hope he'll be better supported by entries next year.

I. S. W.



EIRE INCIDENT: Many hands lift Jim Cullen's Culford back on to the road after a visit to a ditch during the Irish M.R.C.'s Autumn Trial on 7th November.

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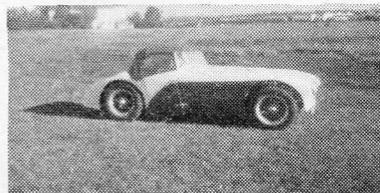
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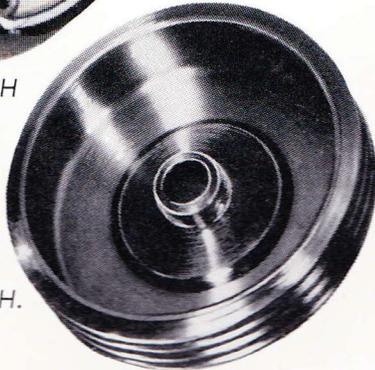
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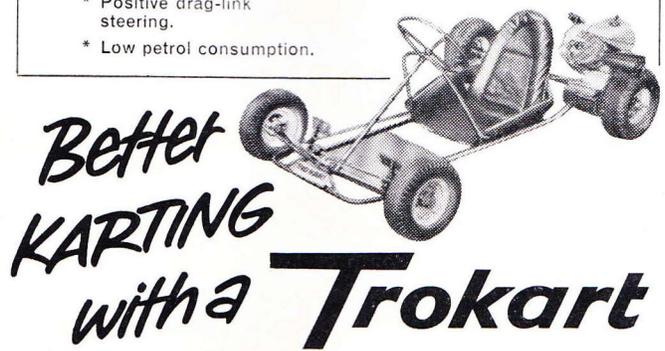
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