

AUTOSPORT

NOVEMBER 27, 1959

1/6

EVERY FRIDAY

Vol. 19 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

R.A.C. INTERNATIONAL RALLY — FULL REPORT AND PICTURES

PROFILE — GRAHAM HILL : WORLD CHAMPIONSHIP — FINAL



'SAFETY
IN *Nylon*'

It's *Nylon* for lasting strength



says *Jack Brabham* famous racing driver

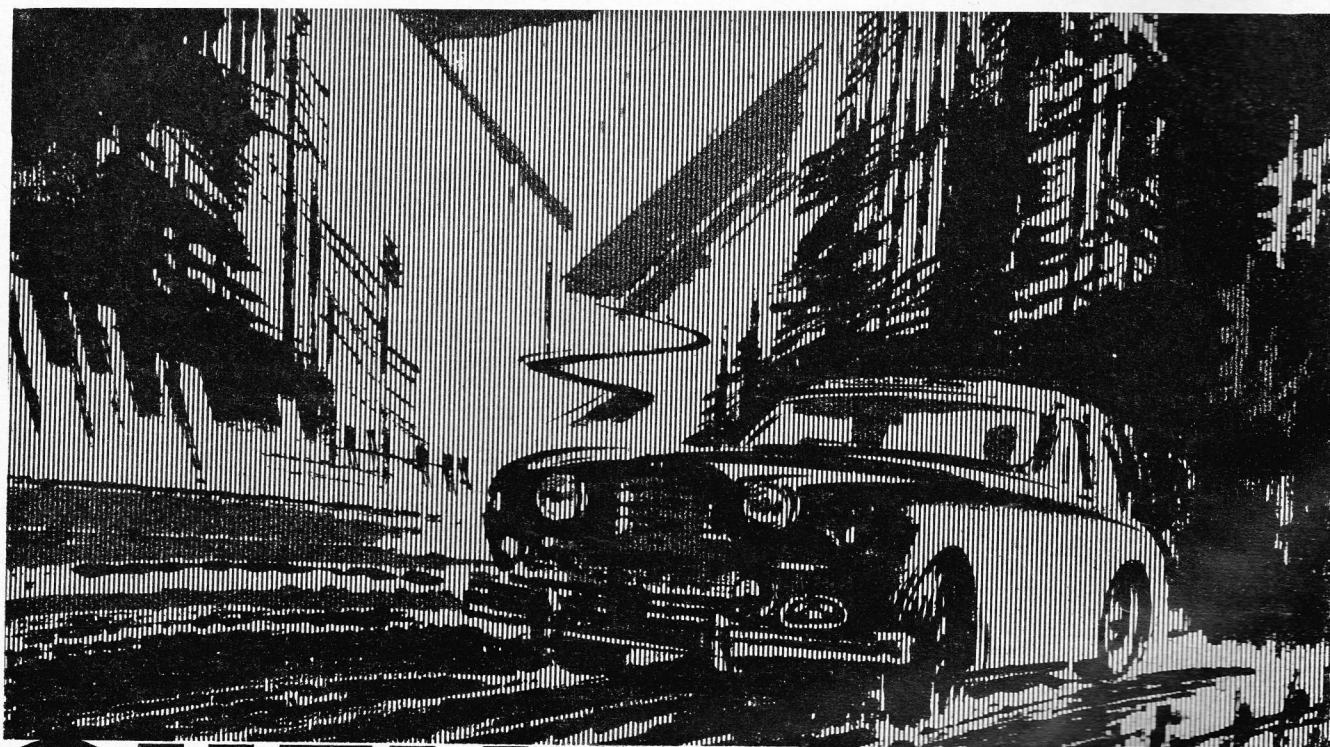
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3. Nylon-corded tyres can be remoulded time and again—thus multiplying tyre life many times?



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LADIES' AWARD

1ST Mrs ANNE HALL & Miss P. BURT (FORD ANGLIA)

MANUFACTURERS' TEAM AWARD

1ST STANDARD/TRIUMPH No. 2 TEAM (TRIUMPH TR3As.)
E. HOBSON, Mlle. ANNIE SOISBAULT, D. SEIGLE-MORRIS

2ND STANDARD/TRIUMPH No. 1 TEAM
(TRIUMPH HERALDS)
K. BALLISAT, D. LEWIS, P. BOLTON

3RD FORD No. 1 TEAM
(FORD ANGLIAS)
D. SCOTT, E. HARRISON, Mrs ANNE HALL

All these results are subject to official confirmation

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YOU CAN BE SURE OF



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 19 No. 22 November 27, 1959

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EDITORIAL

THE RALLY OF THE PROTESTS

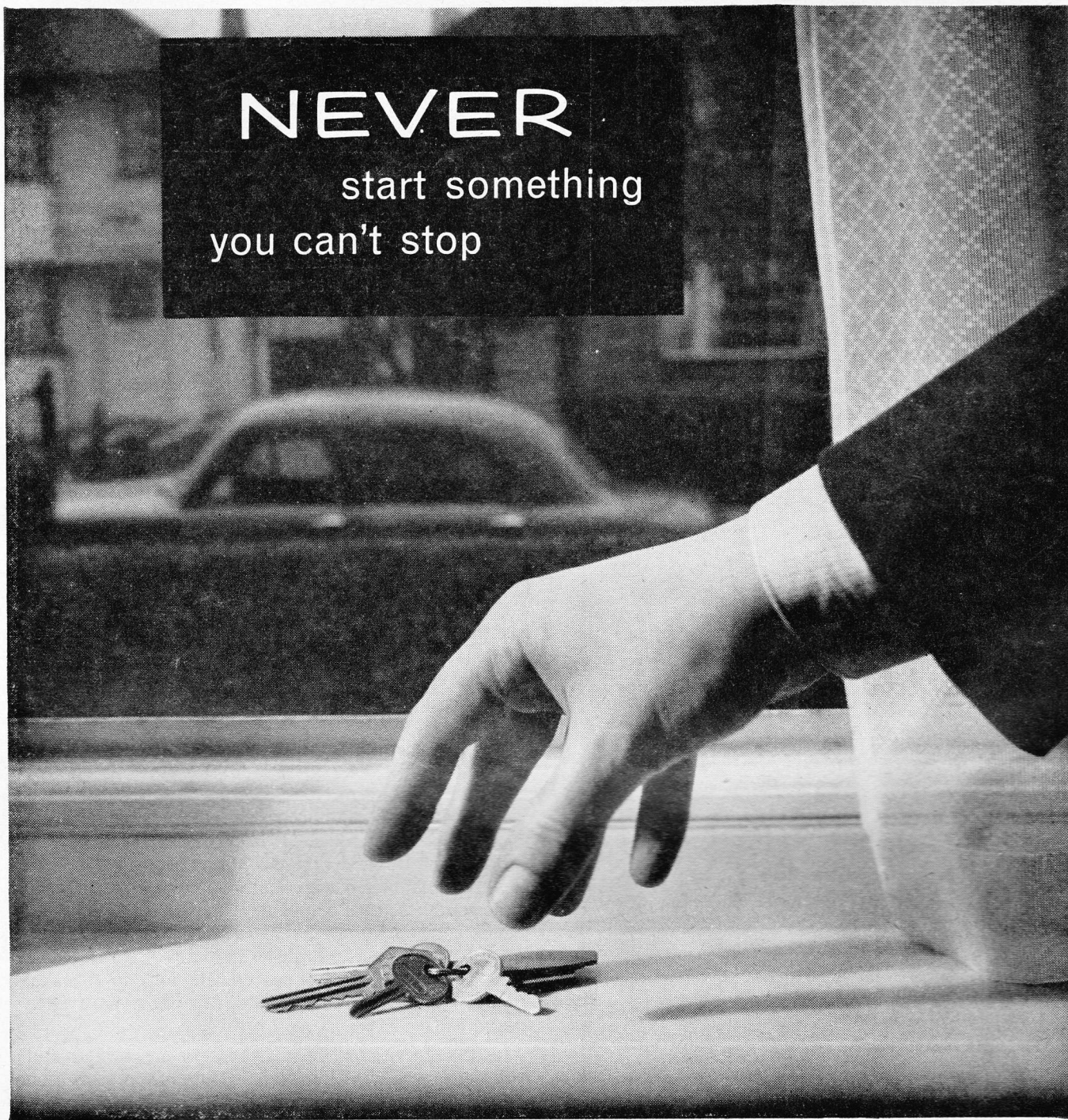
WHETHER or not the protestees are right, the fact remains that the eighth R.A.C. International Rally was a thoroughly sporting event. The Braemar section will always remain as a debatable point, for the fact that 16 crews actually called at the control rather indicates that whatever the conditions over Tomintoul, alternative routes remained open. It is easy to be wise after the event, but later numbers with the knowledge that the road was snow-blocked could have gone through Dufftown and still had a reasonable chance of getting through in time—that is provided they did not have to turn back from the shortest route but made their way direct to Dufftown. Gerry Burgess and Sam Croft-Pearson merely took the opportunist way, and arrived at Braemar by a longer route. Surely the 40 m.p.h. rally average speed limit cannot be applied, as, no matter what mileage is achieved to get to a given point, it is indicated by the distances in the road book. For example, in the Monte Carlo Rally, it is often impossible to take the shortest routes, and unless excessive speeding takes place through restricted zones, no action is taken. Again, the R.A.C. Rally is the only one of the Championship series in which automatic exclusion does not take place by missing out a control altogether. If *all* possible ways to Braemar had been closed, then the officials must abandon the control. It was the lack of accurate information at Nairn which caused the trouble. A simple telephone call to Tomintoul village itself, before the first competitor was due to have started, would have given everyone the chance to take different routes, without being unnecessarily delayed by deciding to try the shortest route. It is on this complete lack of accurate information that the protests may be upheld. If so, then both Braemar and Blairgowrie would have to be scrubbed, thus completely altering the provisional results, and bringing the series of special tests into greater prominence. Protests mar all motor sporting events, but with the European Championship at stake, it is not difficult to understand why these have been lodged.

In the provisional results, the private owners did remarkably well. Highest mortality rate was in the 1,300 c.c. Grand Touring category, in which an Austin-Healey Sprite and a Fiat-Abarth "750" were the only survivors out of 16 starters. In point of fact, only 53 out of the original 131 starters were classified at the end, despite the rather generous time limits imposed, of no more than an hour's lateness at more than three controls, or missing out altogether, more than three controls. The rally is now on the way to becoming a really important European event, and it is to be hoped that the lessons learned will be applied in 1960.

OUR COVER PICTURE

PROVISIONAL WINNERS of the R.A.C. International Rally, Gerry Burgess and Sam Croft-Pearson at the Harleyford tests. By this time they had a clear lead and were motoring their Ford Zephyr very gently indeed.

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start something
you can't stop



See your brakes have Ferodo Linings!

THINK ABOUT IT. Could you honestly say that, in an emergency you could rely on your brakes to pull you up safely every time? Remember, brake linings wear so gradually that, until an emergency occurs, you don't realise just how bad your brakes are. Be sure, have them tested regularly and always insist on Ferodo Anti-Fade Brake Linings.

FERODO FIRST—TO LAST



Stirling Moss agrees...

"On the race track and on the road all my cars have Ferodo Linings. I've seen Ferodo Linings made, seen them tested—and tested them myself in Grands Prix, rallies and record breaking. And I say Ferodo first every time."

See your garage about

FERODO ANTI-FADE BRAKE LININGS

PIT and PADDOCK

DAN GURNEY, not committed either to Ferrari or Scarab, has been invited to try a B.R.M.

ANNUAL discussion of the Monte Carlo Rally British Competitors' Club takes place in the Connaught Rooms on 11th December at 6.15 p.m.

BRITISH Trial and Rally Drivers' Association has its annual dinner at the St. Anns Hotel, Buxton, on 12th December.

ROYAL AUTOMOBILE CLUB stewards will meet on 3rd December to consider R.A.C. Rally protests.

JIMMY RAY will be co-driving with Mary Handley-Page in a Sunbeam for the "Monte".

TWO-WHEELER experts John Surtees and John Hartle have tried DBR1 Aston Martins. Surtees may take up car racing for the 1961 season.

APPARENTLY knock-off wheels are to be forbidden in German races: whether or not this applies only to German cars is not quite clear.

GRADE A DRIVERS, 1960

Great Britain. Stirling Moss, Jack Brabham, Tony Brooks, Bruce McLaren*, Cliff Allison*, Roy Salvadori, Jack Fairman*, Innes Ireland.

U.S.A.: Phil Hill, Dan Gurney, Masten Gregory, Carroll Shelby*, Harry Schell.

France: Maurice Trintignant.

Belgium: Paul Frere*, Olivier Gendebien.

Sweden: Joakim Bonnier.

Italy: Nil.

Germany: Edgar Barth*, Wolfgang von Trips*.

*Not in 1959 list.

FASTEST lap point will not be awarded in the 1960 grandes épreuves—an F.I.A. decision!

GRAHAM HILL'S verdict on the R.A.C. Rally: "The best saloon car race I've ever been in. I thoroughly enjoyed it."

AFTER several months of negotiations, it is now understood that the BMW takeover by the Daimler-Benz concern has been successfully completed.

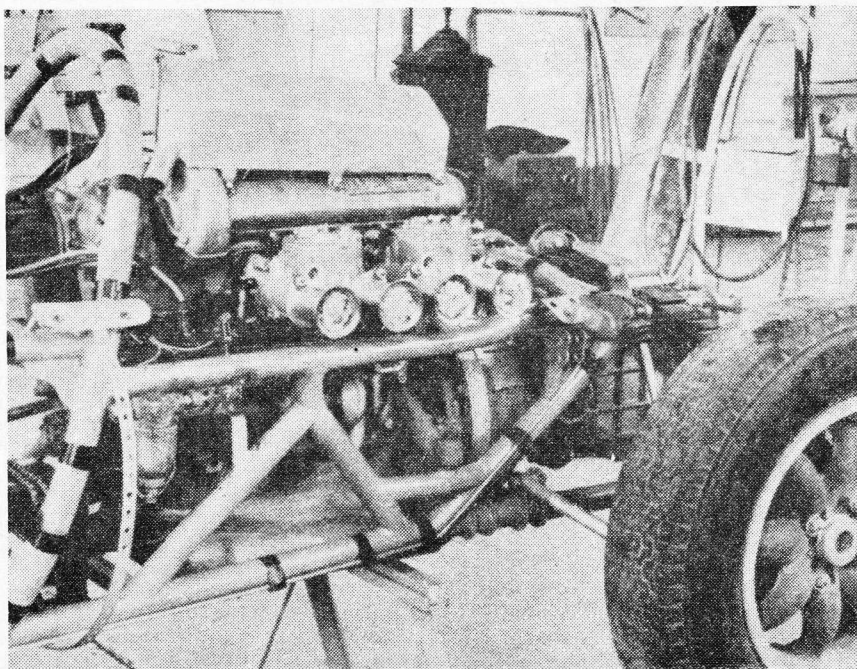
NEXT season the A.C. of Marseilles will stage a Formula Junior race on the J.-P. Wimille circuit.

A FORMULA 1 Cooper-Climax was formally handed over to the Yeoman Credit Racing Team at Lots Road, B.R.P. Headquarters, last Monday.

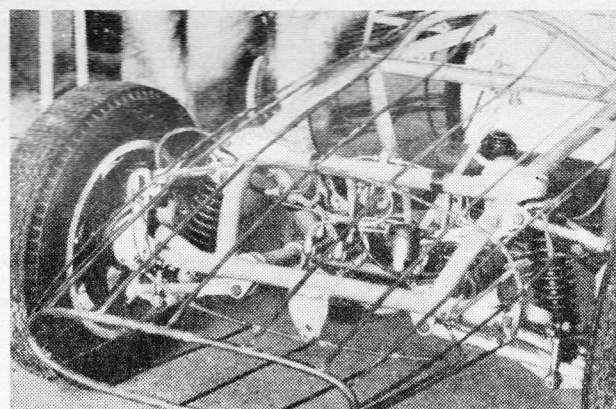
NASSAU SPEED WEEK

TWO 4.2-litre Aston Martin DBR2 cars will be racing in the Speed Week. One is a works prepared car driven by Stirling Moss and the other will be the DBR2 George Constantine has been racing throughout the year on the East Coast of America.

PETER USTINOV'S hilarious "Grand Prix of Gibraltar" L.P. record is now 45s. tax and duty paid, plus 2s. postage and packing. This can be had from Alexander Motortune, Ltd., 6 Adam and Eve Mews, Kensington High Street, London, W.8.



NEW FROM OSCA: Shown here is de Tomaso's new F2 Osca. The chassis is basically a Cooper, with certain modifications. The 1,500 c.c. Osca engine fits neatly into the chassis (above). Front suspension (right) is by concentric coil spring and damper units acting on wishbones of unequal length. Girling disc brakes are used all round. The Colotti five-speed gearbox is mounted behind the engine.



RALLY competitors will be made welcome at the Red Lion Hotel, Milford, nr. Godalming, where a new cafeteria has a car park for 150 cars. Special catering arrangements can be made.

LATEST news in the "Who drives for Ferrari at Sebring" guessing game is that the team will comprise Brooks, Allison and von Trips. Why no Hill and Gurney? Rumour has it that Hill is retiring and Gurney wants to make a change for next season. We'll keep you posted.

AT least one Ferrari at Sebring will be modified to have all-independent suspension.

BILL MASON is making a series of half-hour films on the History of Motor Racing and he would be very grateful for any assistance in tracing old films. If anyone owns or knows the whereabouts of such films would he please write to Mr. Mason at Film Centre, Ltd., 24-25 Conduit Street, London, W.1.

THE price of the N.S.U. Prinz has now been reduced. The new prices are: Prinz II de luxe, £613 19s. 1d. (including P.T.); Prinz 30, £622 19s. 2d. (including P.T.); Prinz 30 de luxe, £638 19s. 2d. (including P.T.).

BOB SAID will drive Alan Brown's "space-frame" Connaught at Sebring.

PRESENTATION OFFER

IN the issue of 4th December there will be a special book review feature. Amongst the new publications discussed will be *Early Motor Cars* by George Oliver (Hugh Evelyn, Ltd., 52s. 6d.). This beautifully produced volume contains many coloured plates, and arrangements have been made with the publishers to have a certain number of these magnificent reproductions inserted at random into copies of AUTOSPORT.

The first 12 readers who are fortunate enough to find one of these original plates in their AUTOSPORT will receive a free copy of *Early Motor Cars* if they remove the sheet, write their name and address on the back, and return to the following address: AUTOSPORT (Dept. H.E.), 159 Praed Street, London, W.2.

A QUESTION of policy will decide whether the Gross Preis von Deutschland will be held next year either at The Solitude Rennen course just outside of Stuttgart or at Nürburgring. It is reported from Germany that it is extremely unlikely that it will be held at the Avus track.

←PROFILE

Graham Hill

By Christopher Nixon



GRAHAM HILL was broke.

The year was 1953 and he had given up his job in order to work on racing cars. He was not paid for doing this, but he wanted to be a racing driver and, as he couldn't buy his way, he decided to see if he could work his way into racing.

Obviously he had to get money from somewhere, so he went on the dole and duly collected his 32s. 6d. per week. This princely sum enabled him to go by coach from Hampstead to Westerham where, in a barn, he prepared racing cars.

Now 32s. 6d. does not exactly go far over a period of seven days. Luckily, however, Graham was living at home with his parents so at least he had somewhere to eat and sleep every night. Every Thursday night he used to go to the Steering Wheel Club with one shilling in his pocket and with that shilling he would buy half a pint of bitter. That half pint would last him the evening whilst he chatted to various motoring people, on the off chance of finding some sort of employment in the motoring world.

So, all you impecunious enthusiasts, read, mark, learn and inwardly digest this tale, and take heart, for if ever a man started out to become a racing driver without a bean in his pocket, that man is Graham Hill.

Graham was born in Hampstead on

15th February, 1929. He was educated for the most part at Hendon Technical College, which establishment he left at the age of 16 to join the famous firm of S. Smith and Son. He served a five-year apprenticeship with Smith's before going into the Navy for two years. In the Senior Service he attained the exalted rank of Engine Room Artificer, which meant that he was "capable of taking charge of a boiler room while steaming at full power".

His two years of duty over, he rejoined Smith's, where he stayed for about a year. Meanwhile he was rowing hard for the London Rowing Club. To such effect did he row that he finished up by stroking the Grand Crew at Henley. Now, of course, he has no time for this sport but still wears his club's colours—on his crash helmet.

While working hard at Smith's one day an advertisement in the magazine he was reading caught his eye. It offered people a chance to drive an F3 car at Brands Hatch. Graham investigated this and had a pound's worth. This comprised four laps in a Cooper-J.A.P. To put it his way "I reckoned this". In fact, he got the racing bug, and now he really knew what he wanted to be—a racing driver.

So, every Wednesday he would sneak off from work and nip down to Brands to help prepare the cars. He received no payment for this and he wasn't exactly taking home a bag of gold from Smith's each week. Times, as they say, "was 'ard". They got even 'arder shortly afterwards when the driving school went bust.

However, while Graham was working there someone had come along with a view to joining the scheme with financial backing. So when it folded up Graham went to see the person concerned "to see if I could be of use to him". The man said "Yes" and promptly bought a Kieft and a Cooper and set up his own racing school.

Much to his parents' dismay Graham gave up his job at Smith's to go and work on the cars full time—for free! It was at this point that Graham went

on the dole. Now you might think that his parents would have been considerably upset to find their son earning exactly nothing. Well, they weren't. Mrs. Hill wasn't because she appreciated her son's ambition and, as mothers, bless 'em, are often wont to do, gave him every encouragement and was firmly on his side. Mr. Hill wasn't upset either—for the simple reason that he didn't know a thing about it! He was under the firm impression that Graham had got himself another job. And, of course, nobody was going to disillusion him. This façade was kept up all through the winter.

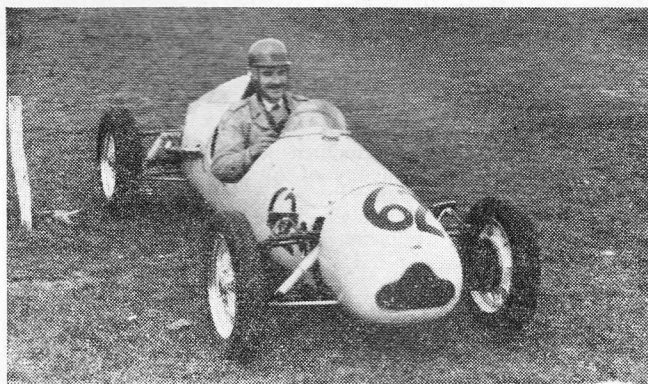
The next Easter Graham was entered for his first race in the Cooper-J.A.P. Meanwhile he had been drummed out of the dole club. It had been unable to find him the type of employment he desired. Well, have you ever asked the Labour Exchange to find you a job as a racing driver?

In spite of this enormous drop in his earnings Graham continued to work for the school. In his first race he started on the front row of the grid and second in his heat. He went on to finish fourth in the final. Success!! He was immensely pleased, if somewhat bewildered by this racing game. "I wondered what the heck was going on!"

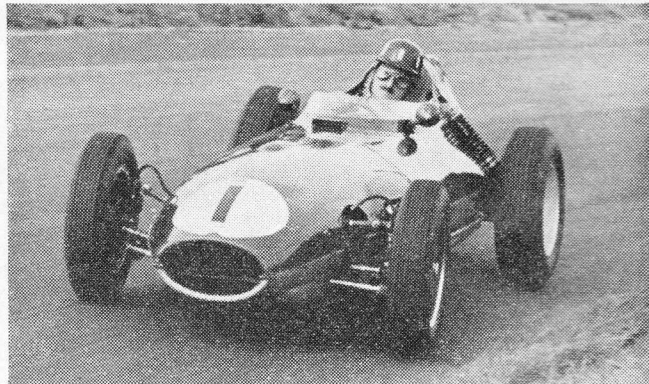
After the school got started, Graham went to Brands every Wednesday "to tell the chaps how to drive"! This state of affairs went on until August, 1954, when he parted company with the firm.

At the August Bank Holiday meeting at Brands Hatch Graham happened to meet Colin Chapman. After the meeting he cadged a lift back to London with him and during the journey Colin invited him to come to the Lotus factory and have a look round. He also asked him to toddle along any time he was available and make himself useful, which he did.

Shortly afterwards Graham met Dick Steed who invited him to look after his car, a Climax-powered Mk. VIII Lotus. Then, during the winter, he met Danny Margulies who offered him the job of

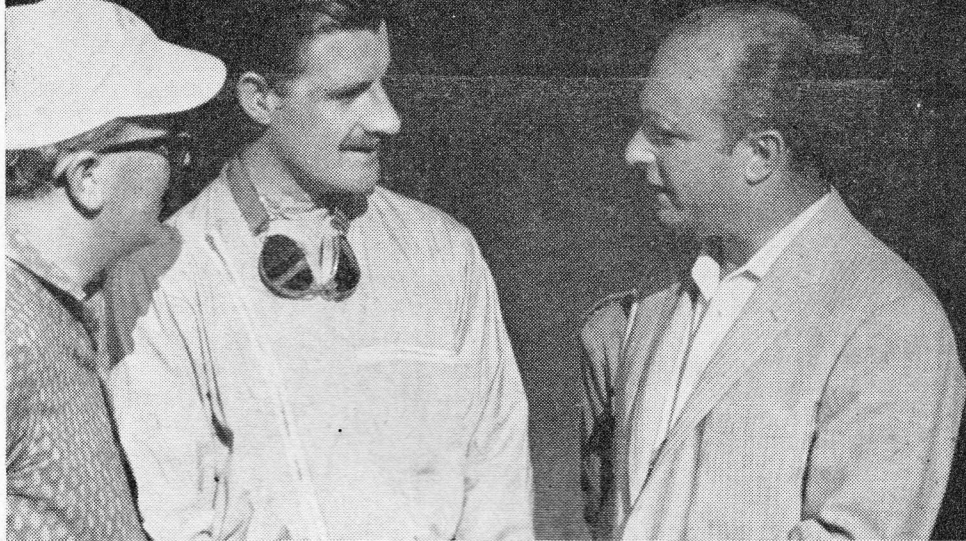


THEN . . . grinning shyly, Graham sits in the little Cooper in which he competed in his first race.



. . . AND NOW: One of the fastest drivers around, Graham is also one of the most relaxed. Here he corners the F2 Lotus at Brands Hatch.

TAKING A TIP FROM THE MASTER. Juan Manuel Fangio gives Hill a few words of advice at Monza. Looking on is Colin Chapman.



looking after his C-type Jaguar during the 1955 season, in exchange for one or two drives.

With Margulies, Graham found himself in a new world, for Danny had planned a season's racing on the Continent. First, they went to Agadir, then Spa, then Bari, Sardinia, and the Nürburgring: all on consecutive week-ends. They were constantly on the move, sleeping rough most of the time. In Sardinia, Graham went as a passenger—"just for a laugh". They went on to Sicily for the Messina 10 hours race. Here he shared the driving with Margulies. Back in England, Danny let him race the C-type at Castle Combe. Then came another change.

"In about the middle of 1955 two things happened to me. In July I started working full time at Lotus and in August I got married!" He had met Bette Shubrook through his rowing activities some four years before. Bette is an oarswoman of considerable repute, for she has represented Great Britain in the European Games, but now, of course, with Graham and a small baby to look after, she has had to give up rowing.

In about October 1955 Colin Chapman invited various well-known drivers down to Brands Hatch to try out his new Mk. IX Lotus. Graham went down too and Colin promised him a drive. When all the boys had had a go and the day was drawing to its close, Graham finally got his drive. To everybody's complete astonishment, not least his own, he made second fastest lap! This, as he puts it, "caused a bit of a stir". The times were reported in the press and caused people to enquire: "Who is this G. Hill?"

The next year saw Graham driving the Yellow Peril. This was a Mk. II Lotus powered by a Ford 10 engine, which he built and maintained in his spare time. He entered it in the AUTOSPORT Championship but it blew up in the final. It was in this car that he set up what must be something of a record, by spinning off four times in four laps on the same corner, during a race at Brands. Not surprisingly he was black-flagged for this effort, not because of bad driving but because the organizers thought that there must be something wrong with the car!

During this year he also had the occasional works drive in a Lotus. At Brands in April he drove Cliff Allison's 1100 Lotus and won the 1,100 c.c. race. In the 1,500 c.c. event he came second to Reg Bicknell in a 1,500 c.c. car and broke Chapman's lap record in the 1,100 machine! After that he never got another drive in the smaller car.

He also drove Jack Richards's Mk. XI Lotus in which he notched up a few wins at Brands and elsewhere. "Jack was very helpful to me and proved to be a great friend. I'm extremely grateful to him."

In 1957 Graham competed in many cars. He drove Tommy Atkins's DB3S and Doc Manton's Mk. XI Lotus. The first thing he did in this car was to win his class in the British Empire Trophy. He also set up a new 1,100 c.c. lap record.

In July he left Lotus as he had arranged to drive for John Willment. Came the September meeting at Silver-

stone and John's F2 car wasn't yet ready so he arranged with John Cooper that Graham should drive a Cooper and back up Jack Brabham and Roy Salvadori. At this meeting he also had works drives in Willment and Tojeiro sports cars.

Very shortly after this Colin Chapman approached him and asked him to drive Lotus F1, F2 and sports cars for 1958 and the remainder of 1957. This he did and had two more F2 drives before the season was over. At Goodwood he came fourth and at Oulton Park he set up a new F2 lap record.

Since 1958 Graham has been a works driver for Lotus and his career over the last two seasons is well known.

That then is the rather remarkable story of Graham Hill's rise to fame. It is made even more remarkable when you realize that he has made a name for himself as a G.P. driver over the past two seasons without actually scoring any notable successes in *grandes épreuves*. However, real talent cannot be hidden and Graham is now rightfully acknowledged as one of the fastest drivers in the world.

Well—so much for his career. Now what of the man himself?

He is of average height and very well built, with the thick, powerful limbs of an oarsman. The moustache is more conservative than it was in his rowing days but it is still much in evidence. A very easy person to get to know, he is immediately likeable, and although no extrovert he can make his presence felt in a crowd with his rather dry humour.

He doesn't smoke at all, but should you offer him a pint of bitter he is unlikely to refuse it although he only drinks moderately. Bette has very little trouble from him as far as food is concerned for Graham will eat most dishes as long as they are well cooked, and if corn on the cob is placed before him, so much the better.

He and Bette live comfortably in their house at Belsize Park. They have a beautiful, wide-eyed daughter of seven and a half months named Brigitte Louise. Her parents, naturally, are immensely proud of her and she gives them a lot of fun. "Everything in the world is brand new to her," says Graham, "and it's wonderful watching her learn something different each day."

Motor racing is a strenuous business and Graham keeps fit by playing squash regularly. He is very keen on cine photography too and takes his camera with him wherever he goes. He is quick to point out that racing is essentially a

hobby with him too, for it is not his only source of income. He is a director of that flourishing firm, Speedwell Performance Conversions, Ltd., and has been since the company was formed in 1957. His racing activities are now beginning to bring him financial reward, however, which, as he says, "is very nice, thank you." But it hasn't always been the same. . . .

Graham has no favourite circuit. "I like them all. Each has its own problems. A circuit presents a different picture with every tenth of a second you knock off your lap time. I even like Aintree. It is full of niggling little corners and you've got to try on every one, every lap. It is a challenge and you must set about the task of overcoming it. You must not, however, let a circuit get the better of you."

He has had an appalling run of bad luck this season and many of you, like myself, must have wondered how Graham reacts to this. "Well," he says, "I am a terrific optimist. I never start a race beaten. It has been very trying, of course, for nothing breeds success like success. But if I fail to finish a race, I immediately start thinking of the next one, and how we can learn from our failure and turn it to good effect."

His most disappointing race was undoubtedly at Monaco last year. It was his first G.P. His car broke down on the 75th lap when he was in sixth place. Had he finished he would probably have been in fourth position.

The 1961 Formula he finds very disappointing, but he does see one small ray of hope—closer racing. "The best thing for racing is racing. Too many events have been processions. With a bit of luck the new formula might do something to rectify this, but really I'd like to see the present one continued. Next year could be very interesting. I'm very pleased to see that the U.S.A. is entering racing."

He does not think much of the F.I.A. either. "I'm very much against the idea that countries which produce no racing cars should be able to tell those that do how they should go about it. This is quite wrong. Britain should have a much bigger say in the thing. After all, if the British constructors withdrew their cars, racing would fold up tomorrow."

Graham has some interesting things to say on various aspects of motor racing. For instance: "I'm glad the top drivers are split up, i.e., Moss with

(Continued on page 708)



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for people
who prize
individuality . . .*

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1st British car

MONTE CARLO RALLY 1958

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TULIP RALLY 1958

1st, 2nd, 4th and 5th 1300-1600 c.c. class

ALPINE RALLY 1958

1st British car

MONTE CARLO RALLY 1959

1st British car

ALPINE RALLY 1959

1st, 2nd, 3rd, 4th and 5th 1300-1600 class



A product of

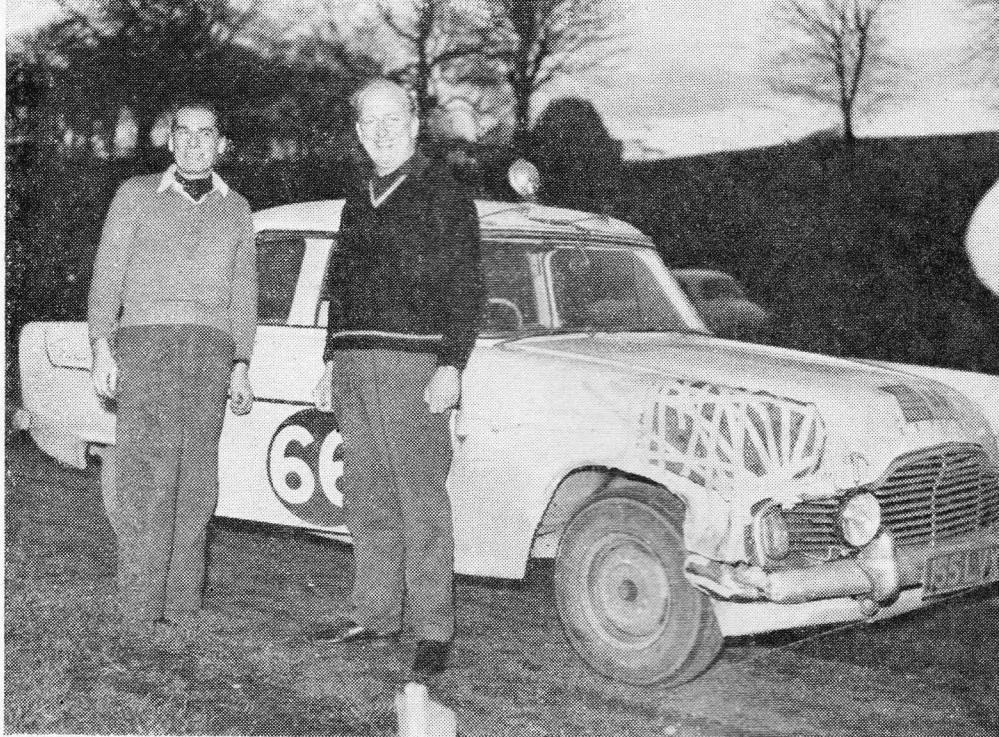
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WINNERS? *Gerry Burgess and Sam Croft-Pearson with their battle-scarred Ford Zephyr. Their fine performance (33 penalty marks) appears to make them outright winners but a protest has held up the final result.*

It was unfortunate that the finest and probably one of the most difficult rallies to be staged in this country had to end up in a squabble over whether or not the snow-blocked road over Tomintoul should have caused the Braemar control to be scrubbed. In point of fact, 16 crews got there by devious routes, at least one going round the long way which meant a rally average over the 40 m.p.h. limit. Admittedly there was a strange lack of liaison between officials and competitors, for there must have been some accurate information available concerning the weather, which would have prevented the majority of competitors from attempting the mountain road, and being able to decide upon alternative routes. Anyway, more of this later.

Pending the result of the appeal against the already dismissed protests, it is clear that the issue depends entirely



THE R.A.C. RALLY

Protests over Braemar Section Mar Magnificent Sporting Event—Gerry Burgess/Sam Croft-Pearson Provisional Winners with Ford Zephyr

By GREGOR GRANT

Photography by Francis Penn and George Phillips

on the decision regarding both Braemar and Blairgowrie controls. At the time of going to press, Gerry Burgess/Sam Croft-Pearson (Zephyr) had incurred the least number of penalty marks, with a 33 minutes deficiency at Braemar, and a hair-raising drive over the snow-covered Devil's Elbow to get to Blairgowrie on time. In second place is the remarkable Sprite of Tom Gold and Mike Hughes (42), then the Mike Sutcliffe/Derek Astle 1.5 Riley (43), the D. J. Morley/G. E. Morley Austin-Healey (44), the Peter Morgan/D. Thompson Morgan (46), the E. Malkin/A. A. G. Robson Rapier (48), the Wolfgang Levy/Stuart Turner Auto Union (49), the Dr. J. T. Spare/J. F. Barley Singer Gazelle (49), the Peter Jopp/Les Leston Rapier (50), the E. Hodson/A. Collinson Triumph TR3A (50), and so on.

Now if the Braemar and Blairgowrie controls are scrubbed, the entire situation would alter, and the issue would be decided by special tests marks amongst all competitors who retained a clean sheet at all other controls. This would mean that Peter Morgan with two test penalties would emerge the winner, followed by Wolfgang Levy with three. As the European Touring Championship is at stake, it is easy to see why the Germans are keen to have the disputed Scottish controls scrubbed.

In any case, the ultimate decision will affect practically every placing, and will certainly annoy crews whose attempts to

get to Braemar made them so late that they eventually had to retire. Speaking as a competitor with a perfect right to criticize, I feel that the organizers were sadly at fault in not ensuring that there was free passage over Tomintoul, before the first competitor had left the Nairn control. However, the fact that 16 crews did get to Braemar, and thus visited every control in the event, must make it difficult to uphold protests based on inaccessibility of Braemar by the shortest route. The 40 m.p.h. maximum average speed cannot be considered, unless the organizers had actually placed secret controls on the various routes, and even a route check cannot be considered to be valid, without the presence of definite timing points situated at least 20 miles apart.

Provisional winners of the Manufacturers' Team Award are Standard Triumph, who also hold second place. The Ladies' Award is in the hands of Anne Hall/Patsy Burt (Ford Anglia), whilst the B.R.D.C. lead the Club Team award. The AUTOSPORT Trophy (highest placed Grand Touring Car) is provisionally held by Tommy Gold and his Sprite.

The 1,300 c.c. G.T. category had the highest mortality rate; of the 16 starters, only two survived, Gold's Sprite and the Roosevelt-entered Fiat Abarth Zagato 750, the latter incurring heavy road penalties after delays with a faulty electrical system. It was also touch-and-go with Tommy Gold, who had to repair a broken throttle control no less than four times en route. The much-fancied

A SPLENDID EFFORT: T. Clarke and J. Roberts brought their Mini-Minor into 13th place in the general classification—a most impressive performance.





Carlsson/Sprinzel SAAB, and the Schluter/Wenchen Auto Union were eliminated.

Despite prior claims by the organizers regarding route card navigation, intense map-reading was very much required, particularly in Wales. All-foreign crews were therefore once again at a disadvantage. Monte Carlo Rally winner Paul Coltelloni crashed rather badly, but escaped with facial injuries.

AFTER the driving test on Blackpool promenade, the route followed a fairly easy passage to Marshaw and Settle, but already Schluter/Wencher and their Auto Union had got themselves so thoroughly lost that they retired. The real stuff began when the Yorkshire dales took their toll. Fog on the by-ways and moor roads made conditions hazardous, but fortunately there was no ice. Total mileage was 154, from Settle to Sayers Garage, Brough, and the Yorkshire S.C.C. folk reckoned that the rally might be won and lost on this section. However the weather played fair, and no less than 34 crews clocked in unpenalized.

Sidney Allard/R. C. Holmes pranged their modded Zephyr more than somewhat and were forced to retire, whilst Peter Riley/Mike Carson charged a wall with their Zephyr, temporarily blocking the road, and holding up following Zephyrs driven by Graham Hill/Ian Sutherland, G. King/C. Sproxton, and Ian Walker/John Patten—all of whom were subsequently penalized a minute or so.

Brian Melia did a magnificent job of navigating our Fiat Abarth, but some obscure electrical fault began to make itself known, resulting in very dim lights. In the fog I was glad to tag on behind Tommy Gold's Sprite on several occasions.

Although Shell and B.P. had done a wonderful job of locating petrol stations that would remain open, it was always a problem to ensure there was plenty of

fuel, in case of unexpected diversions. We, of course, had spare containers, but one of them (plastic) burst and sprayed us with petrol. Fortunately we found a pump open at Hawes.

Phil Walton broke a torsion bar on his 3.4 Jaguar, and despite having to make extensive repairs, got into Brough with only 12 penalty marks. Surprisingly enough, the Don Grimshaw/P. Rowlands combination dropped a minute with their TR3, whilst Pauline Mayman and Daphne Freeman lost four minutes with their Morgan.

The actual retirements at Brough numbered 17, which, with only a very small part of the road section completed, was quite a considerable casualty list. Among those who had to give up were the Tuck/Combe TR3, the Cawsey/Bride TR3, Fursdon's Dauphine Gordini, Elliott's Zodiac, Robin Richards' Riley (dropped valve), Sir Charles Kimber's Volvo, F. J. Vivian's Gazelle, Jo Ashfield's A55, Jean Crossley's Morris Minor, the Goggomobil of Mr. and Mrs. Baldet, Ken James's Anglia, and Mrs. Wright's Mini-Minor which was pranged.



MEMBERS of the Herald team Keith Ballisat and Peter Bolton have a clear lead in their race at Crystal Palace. The Heralds were runners-up to the team award-winning TR3 Triumphs.

CHECK-UP: Anne Hall, winner of the Ladies' Cup, asks Northern Editor Francis Penn about road conditions near Bala Lake.

During the earlier stages, Peter Cooper operated a noise control, but no one appeared to be emitting excessive "phons".

Thus, so far, Peter Riley was the sole "works" casualty, but he quickly joined an accompanying press car, prepared to lend a hand to anyone in trouble. Of the 131 crews which had taken the depart, 114 motored on to Scotland. In our own 1,300 c.c. G.T. class, the only clean sheets were those of Carlsson (SAAB) and Gold (Sprite). Coltelloni dropped a minute, making all the ID19 Citroëns penalized. The many short sections and the tricky twisting "roads" had certainly claimed their victims, and if the fog had thickened in the Kettlewell area there would indeed have been very few unpenalized crews.

From Brough the route lay via Appleby to the Lake District and the famous Hard Knott Pass. I dropped a couple of minutes on this, deciding that it was scarcely worthwhile risking damaging the low-placed rear radiator by taking the bumps too fast. Fog abounded in the Lakelands, and, as in Yorkshire, there was the ever-present peril of wandering sheep. Hardknott claimed several victims, visibility being affected every few minutes by thick fog and heavy cloud which had a disconcerting habit of appearing on the trickiest bends. There was very little ice on the roads, which did help considerably. So far, apart from frequent patches of dense fog, the weather was on the side of the competitors. This was soon to change, for in the Kelso area it wasn't even taking time to rain. A torrential downpour at Charterhall made conditions appalling, and one must hand it to those hardy officials and helpers who stuck to their tasks, soaked to the skin. Going strong was a tea bar, with "haggis rolls".

The Charterhall test was a standing start and flying finish between pylons in the dark. I had the terrifying experience of all lights going out when travelling rapidly towards the finish; it was a good job that the Scots had given ample room to pull up. Penalties were incurred as follows:—

LAST YEAR'S WINNER Peter Harper (left) and co-driver P. Proctor (Sunbeam Rapier) stretch their legs near the Peebles control.

Class 1: Levy (Auto Union) and Langley (Mini-Minor), 0; Lewis (Herald), 1; Bolton (Herald), 1.
Class 3: Wallwork (Volvo), 0; Jopp (Rapier), 1; La Trobe (Volvo), 2.
Class 5: Walker (Zephyr), 0; Burgess (Zephyr), 1; Uren (Zephyr), 2.
Class 7: Bennett (Fairthorpe), 0; Carlsson (SAAB), 1; Grant (Abarth) and Wilson-Spratt (Sprite), 2.
Class 8: Morgan (Morgan), 0; Ray (Alpine), 1; Miss Mayman (Morgan), 2.
Class 9: McCracken (XK 150), 0; Williamson (Austin-Healey), 1; Sears (Austin-Healey), 2.

Several crews became thoroughly lost between the Kelso and Charterhall controls, and many were penalized for lateness. After a halt at Peebles Hydro, the route then lay through Glasgow to Rest-and-be-Thankful and the Western Highlands. The weather was dreadful, and the mysterious trouble on the Abarth, when electrical current suddenly disappeared, again occurred, this time near Tarbert, Loch Lomond. A windscreen wiper also decided to pack up, which meant transferring the working one from passenger's to driver's side. On the "Rest" the rain pelted down, and the majority felt that discretion was the better part, etc., and concentrated merely on keeping their cars on the road where the surface was slippiest. The penalties worked out as follows:—

Class 1: Levy (Auto Union), 0; Bolton (Herald), 1; Ballisat (Herald), 2.
Class 3: Hopkirk (Rapier), 0; Wallwork (Volvo), 1; Harper (Rapier), 2.
Class 5: Walker (Ford), 0; Hill (Ford), 1; T. C. Harrison (Ford), 2.
Class 7: Carlsson (SAAB), 0; Hughes (Anglia), 1; Bennett (Fairthorpe), 2.
Class 8: Morgan (Morgan), 0; Ray (Alpine), 1; McLaughlin (TR3), 2.
Class 9: McCracken (XK 150), 0; Sears (Austin-Healey), 1; Williamson (Austin-Healey), 2.

By now several crews had lost their original clean sheets, including Parks/Howarth (3.4 Jaguar), McCracken/Innes (XK 150), T. C. Harrison/J. F. Harrison (Zephyr), Milton (Zephyr), Sutcliffe/Astle (Riley) and Ballisat/Roberts (Herald), mostly a minute or so, but the Harrisons had managed to obtain six penalty marks. Retirements notified at Peebles comprised Phil Walton (Jaguar), victim of many troubles, Wall/Jakes (Sprite), Alexandre/Ardouin (Citroën) and James (Mini-Minor). Quite a num-



ber of crews had collected a large number of lateness penalties, and would have to do some pretty smart motoring to avoid exclusion under the rule of no more than an hour's lateness at three controls, which included missing them altogether.

The roads to the Western Highlands were completely snow-free, and it was fairly pleasant motoring to Kinlochleven and Garve for the start of the Gairloch and back again tour. Fog was rumoured, but a strong wind soon dispersed the haze, and the temperature began to drop. One or two crews made the mistake of thinking that Inverfarigaig was on the Northern side of Loch Ness, and learned the hard way that it was a long way round to get to the remote hamlet. From here it was fairly tough going over rough terrain, and the high road to Inverness was swept by a gale which threatened to blow cars off the road. Torrential rain accompanied some of the strongest gusts, and there were occasional flurries of sleet, hail and snow. Just to make it complete, lightning flickered, so, in all, it wasn't a fit night out for man nor beast.

Anyway everything was building up

for the turning point of the rally, when the minutes lost on the earlier stages might count for little at all. At Garve, after returning from the Gairloch tour, the locals said that there was heavy snow in the Cairngorms, and that the road over to Braemar from Tomintoul would be chancey. At Nairn we took the precaution of buying some snow-grips, and David Hiam of Dunlops, assisted by the ubiquitous David Dixon, changed our wheels to the spares fitted with "Weathermasters". Information was difficult to sort out; some said that the snow was rapidly melting, whilst others declared that it was impassable. Yet, the only chance of making Braemar on time was to take the shortest possible route. I decided to go all out for the Tomintoul passage.

For several miles the roads were bone-dry, and there was no suggestion of snow. Tomintoul village (highest in Great Britain) was completely free, so we tore towards the mountain road full of optimism. Gradually we encountered drifts, then met cars coming back. Just at the start of the snow belt we saw Lyndon Sims removing the chains on his Aston Martin. He told us that it was impossible, and that the only chance was to go the long way round. With cars returning one after the other, we lost many minutes attempting to turn round. Unhappily I had forgotten to take with me a large-scale map of the area, but Melia spotted a road to Dufftown which would not involve a very considerable extra mileage. We soon found the road, which was snow-covered. Dense cloud made visibility difficult, but eventually we achieved the main road. It was then flat out to Braemar, and the likelihood of clocking in well within the maximum hour of lateness. Well, somehow or other, I missed a turn on A93, and found myself on a road which we were unable to identify on any of our maps. After stopping at several signposts, we even-

(Continued on page 702)



TEAR-UP: A Volvo, Sunbeam, Volvo, Sunbeam line at Crystal Palace. Drivers Johnny Wallwork, Peter Harper, Johnny La Trobe and Les Leston had a tremendous scrap.



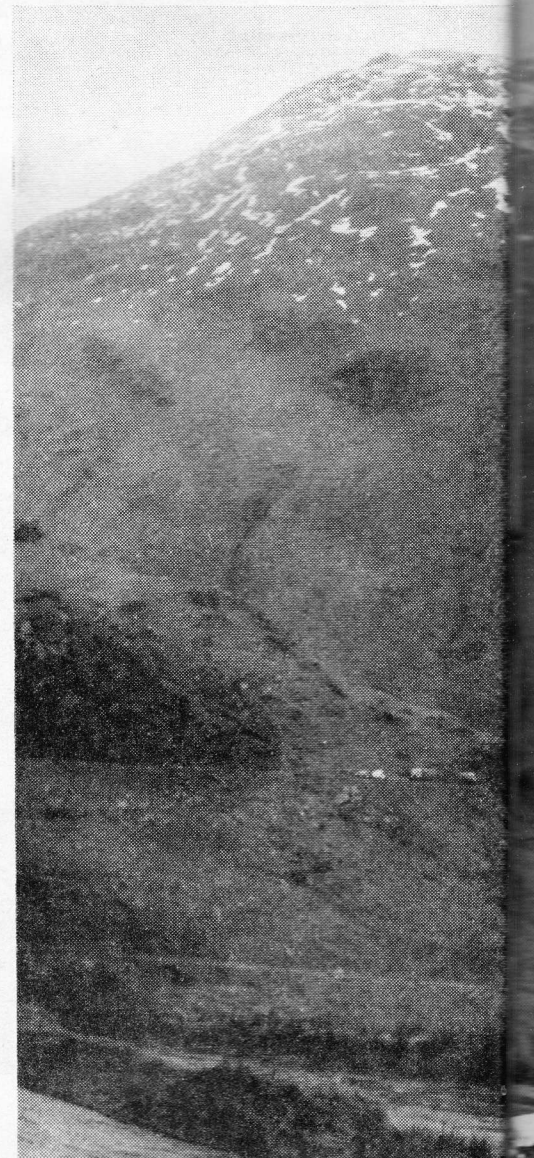
TALKING THINGS OVER: Annie Soisbault, who drove a TR3 in the rally, chats with Peter Morgan in the Paddock at Crystal Palace.



LADIES ONLY (above). Chatting together at Crystal Palace are (l.-r.) Pat Moss, Sheila Van Damm, Mary Handley-Page, Anne Hall.

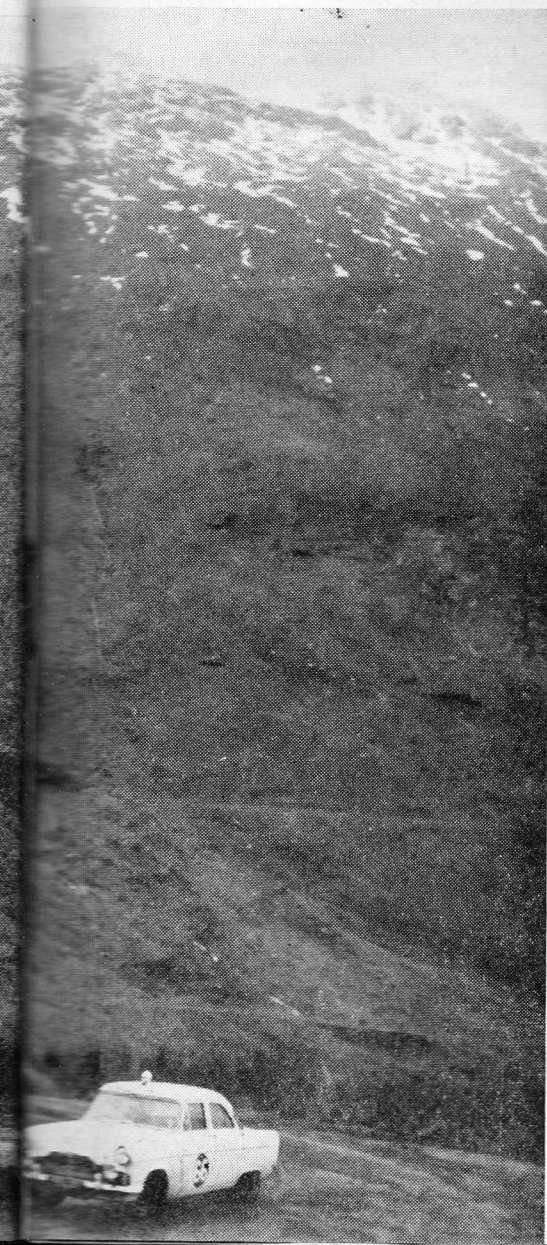


*REPAIR SECTION (above). Being attended to by the Lucas boys are the Sprite of F. Gold and the Editor's Fiat-Abarth. **HARD OVER, JACK!** (below). Jack Sears swings the Austin-Healey through Cascades during the speed tests at Oulton Park.*





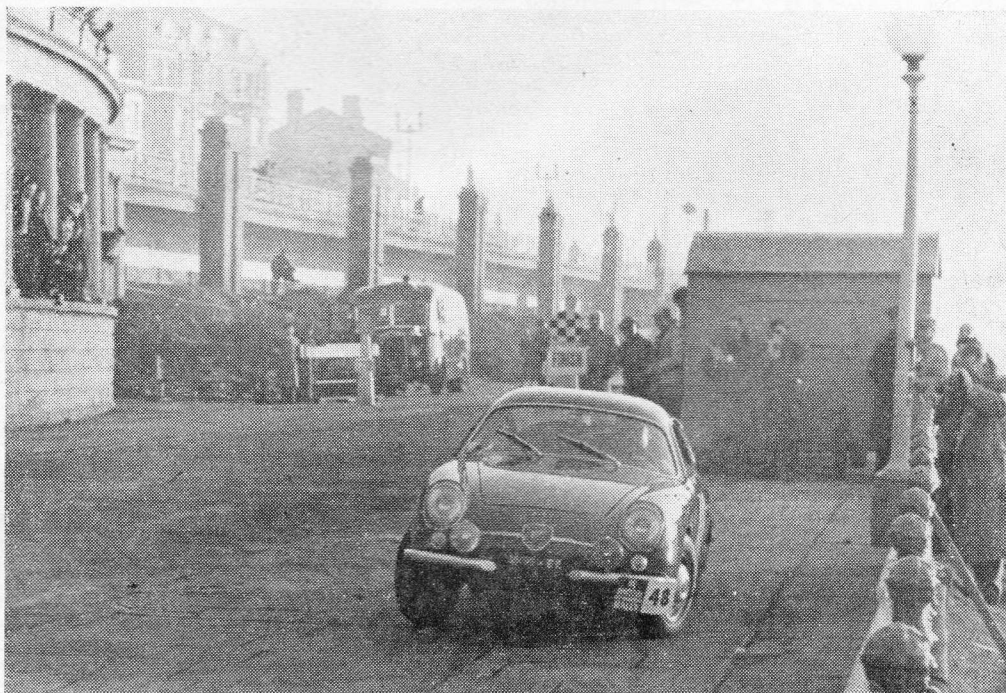
and Anne Wisdom. "DOON I' THE GLEN" (below). Gerry Burgess swings the Zephyr round a hairpin at Rest-and-be-Thankful.



GOING UP! Leaving the start line at Prescott is E. Malkin in his privately entered Sunbeam Rapier. This was prior to leaving on the final road section to Brands Hatch.



FAST ONE (above). Tommy Gold accelerates the little Austin-Healey Sprite out of a corner at Crystal Palace, ahead of Gilley's M.G.A. ITALIAN CAR—American entrant—British driver (below). The Editor hustles the little Fiat-Abarth round a bend during a test at Blackpool.





R.A.C. Rally—continued

tually discovered the proper route, but by then there was no chance of making the control in time.

Down past the famous deer forests I pushed the little Abarth. The red light was showing on the fuel gauge, but I dared not stop. At Braemar the control was very deserted looking, and the officials were quite surprised to see us. "You're only the 11th car to arrive", they said—but this was little consolation, for we were seven minutes over the hour, and all the trouble had gone for nothing. Of P. J. Smith's Austin-Healey, and an M.G. Twin-Cam we had seen near Dufftown, there was no sign—nor had they arrived. In all, 16 crews actually clocked in at Braemar and took the very difficult road over Devil's Elbow to Blairgowrie. These arrived by devious ways and were as follows:—

Gerry Burgess/Sam Croft-Pearson (Zephyr)
Mike Sutcliffe/Derek Astle (Riley)
Tom Gold/Mike Hughes (Sprite)
D. J. Morley/G. E. Morley (Jaguar)
Dr. J. T. Spare/J. F. Barley (Gazelle)
Peter Morgan/D. E. J. Thompson (Morgan)
E. Malkin/A. A. G. Robson (Rapier)
E. Hodson/A. Collinson (TR3)
W. Levy/S. Turner (Auto Union)
Peter Jopp/Les Leston (Rapier)
Alan Fraser/L. Shenley-Price (Alpine)
J. H. La Trobe/J. H. Spiers (Volvo)
Tom Clarke/J. Roberts (Austin Seven)
Don Grimshaw/P. Rowlands (TR3)
J. J. Flook/J. Steadman (Herald)
G. Grant/B. Melia (Fiat-Abarth), outside time limit.

The Devil's Elbow was deep with melting snow, and was frightfully slippery. The low-slung radiator of the Abarth made it difficult to keep straight, as piled snow tended to pull the car all over the place. We drew carefully into the side when headlights appeared; Melia jumped out and yelled "Is the road completely clear?" He was completely drenched with very wet snow, as Peter Jopp and Les Leston went past in their Rapier heading for Braemar from the opposite direction. Farther along two figures were desperately digging out their car, but declined help. What with all this,

HARLEYFORD: Paul Steiner (Simca) sweeps through the second bend. Oil pipe fractures cost him much time in the Grampians.

and the slow descent, we made only six minutes under our time, and were exactly one minute over the hour at Blairgowrie. So what could have been an excellent return for our trouble became penalties the same as if we had never attempted either Braemar or Blairgowrie. Truly rallying does not make allowances for errors, and it all arose from taking that wrong road after getting over from Dufftown, and foolishness in not having a larger-scale map of the district.

From Blairgowrie it was a straight run to Kinross, but once over the Kin-cardine Bridge, Whitburn was fairly difficult to find, as the normal road was closed to traffic. We met competitors coming in all directions, but eventually found the control. Next stop was Lockerbie where we had some much-needed breakfast, and commiserated with Georges Houel whose ID19 Citroën had broken its transmission. P. J. C. Hughes and N. D. Birkett had retired their very fast hotbed-up Anglia, after being over an hour late at three controls following an attempt to get over Tomintoul as had Miss Rosemary Seers (Sprite).

Many retirements had been notified,

OULTON: Brian Harper (Morgan) and Jimmy Ray (Sunbeam) at speed on Cascades. The name is apt as torrential rain fell during these tests!

and the field would obviously be much thinned out before Oulton Park was reached. Fatigue was making itself evident, and bleary-eyed crews tried to console themselves with the possibility of snatching some sleep on the main road drive down to Liverpool, the fresher of each pair doing the driving.

Amongst the known retirements were Mackie/Jones (XK 150), Watson/Cassell (Consul), Powell/Davies (M.G.), McLaughlin/May (TR3), Skelly/Youngster (M.G.), Hobson/Hopwood (TR3), Carlsson/Sprinkel (SAAB), Bertorelli/Leathwood (Herald), Handley/West (Zodiac), Walker/Patten (Zephyr), Bobrowski/Levoivenel (ID19), Badoche/Jacob (ID19), Cleghorn/Doble (Ensign), Rossdale/Nott (Rapier), O'Connor-Rorke/B. Wallwork (Volvo), Phipps/Phipps (Riley), Chamberlain/Mullen (Rapier), Stuart/Stubbs (Herald), Langley/Eatwell (Mini-Minor), Aldridge/Coombs (Anglia), Handley/May (Austin Seven), Nash/Lidden (Anglia), Corbishley/Haggie (Herald), Pat Ozanne/Miss N. Gilmour (Mini-Minor), Alex Pitts/J. Bayliss (Mini-Minor), Mrs. MacKenzie/Miss Walker (A35) and Sanson/Gaston (Herald).

At Aintree it was raining heavily, and during our "race" I had the rather trying experience of the windscreen wiper operating arms under the fascia jam up against the Halda drive. At Oulton Park Lucas mechanics worked on the Italian electrical equipment in an endeavour to trace the intermittent stoppage of electricity. Again it was wet, and once again the wipers failed—this time for no reason at all, for they started operating again when the "race" finished.

Don Grimshaw lost a wheel on his Triumph at Aintree, and dropped scores of marks before he effected a repair and arrived at Oulton. This was particularly bad luck, for he was one of the few who had reached Braemar.

Several of the cars showed battle scars—and Welsh Wales was still to come. The rain still persisted, but there seemed little prospect of it becoming colder, with the ever-present threat of black ice on the Welsh mountain roads, and the



LEADER of the European Championship E. Carlsson (SAAB) doing one of the tests at Blackpool before the start of the road section.

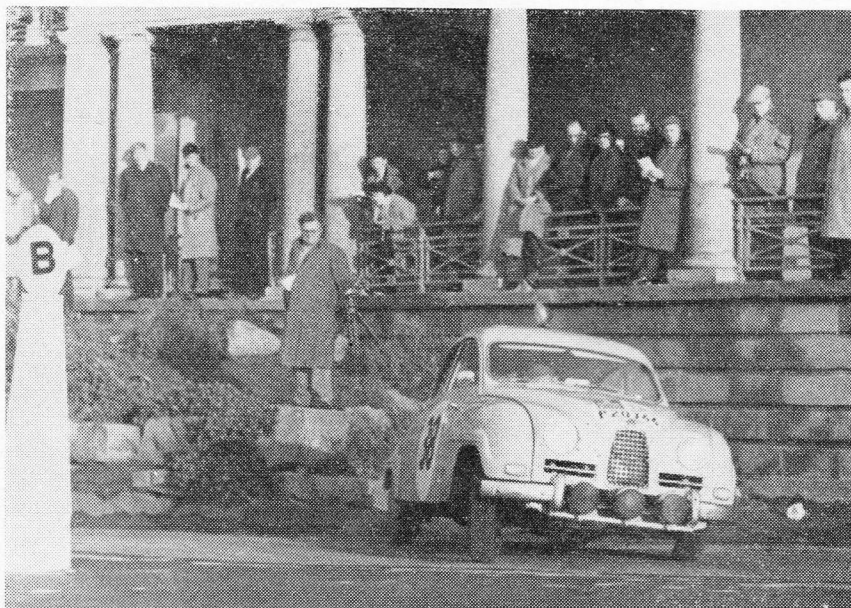
cart-tracks which traffic uses to get to inaccessible places with unpronounceable names. The organizers certainly had it in for competitors; Llangollen, Llanrhaidr, Pen-Y-Bont, Llanuwchllyn and Bwylch-y-Groes. At Pen-Y-Bont we couldn't find the control—naturally, for the official in charge had put up his signs at some other Pen-Y. John Williamson and John Milne were stationary in the village with a broken transmission on their Austin-Healey, and told us that there was no control, so we scurried on, only to find ourselves blocked in a narrow lane by a lorry which had jammed itself against a gate. The minutes passed infuriatingly, and even Johnny Wallwork who had come up behind us with time in hand, began to be worried. By dint of much shoving and levering, the lorry was made mobile again, but we had dropped several minutes by Llanuwchllyn.

Dinas Mawdow, Llanidloes, Tregaron, the Elan Valley, Llandewi Brefi, Llangammarch—over every possible type of almost unusable roads, including the well-known Farmers Mountain road, there was scarcely time for loitering.

In the Elan Valley we came across Grimshaw's TR3, which had just hit a bridge after some mechanical derangement. He and his navigator were rescued by R. MacIver and G. M. F. Humble (Rapier), who decided to retire owing to lateness, and transport the Triumph crew back to civilization.

The dash round North Wales finished with a regularity test at Epynt, with a scheduled speed of 40 m.p.h. on the two sections, each of 3.25 and 4.33 miles, the latter naturally being far more difficult than the preceding one which could be taken fairly fast. Graham Hill (Zephyr) after doing the test, missed the road section control, and had to return to have his card stamped.

The R.A.C. seemed to have managed to get the Longines equipment out of Customs, for every control was provided with these time clocks. The field was still thinning out, and Don Bennett's



Fairthorpe was amongst the missing, as were the Guttridge/Patterson Sprite and the Wilson-Spratt/Bayliss Sprite. Carlsson, although already retired, had decided to follow the route, but unhappily ended up against a wall somewhere in Wales with a somewhat bent SAAB.

In South Wales the really difficult road section ended, and fog added to the hazards. We actually lost time on the main A40 road, after dashing around places with names such as Penrhiwllan, Drefach, Cwmpengraig, Llanglydwen, etc., etc. The electrics again began to give trouble, and instead of being able to have some food at the High Noon Control near Carmarthen, time was spent in trying to get some lights. On the way up to Ystalyfera there was thick fog, but fortunately for us Peter Harper came through, and I managed to tag on to his Rapier, as our lights were virtually useless, and he took us safely through the worst of the fog. Then at Treorchy everything went out, although current mysteriously returned after a push-start.

The last phase, from Treorchy to Talybont, required some fairly rapid motor-

ing. It was at this control that several crews lost a great deal of time, for someone had deliberately altered the approach sign at a T-road. This meant missing the control altogether, then having to search for it. Amongst the victims was Paddy Hopkirk (Rapier), who lost some 15 minutes before finding the control. We were also involved, and pointed out the "sabotage" to the officials, who immediately took steps to correct the sign.

Retirements mounted as crews who were already way behind realized that they would have to clock in at Cheltenham before the one hour's maximum lateness to avoid exclusion; that is if they already had exceeded this at three previous controls. Quite a number of entrants would have made it in time had it not been for a traffic jam on the Gloucester-Cheltenham road owing to bridge repairs, and the exodus of thousands of aircraft workers at lunch-time. We were behind schedule, so this meant straight on to Prescott, then on to Harleyford, Brands Hatch and Crystal Palace with the minimum of delay.

The heavy road penalties we had incurred meant that the test times would mean little; again, the high number of casualties in our class had reduced our rivals to one car, the Tom Gold/Mike Hughes Sprite, running second overall in the rally. As it so happened, no further penalties were incurred, with "zeros" at all three tests, despite a very slow time in the manoeuvring test at Harleyford, when the engine stalled. I asked Melia to drive at Brands Hatch, having strained my arm rather badly. Although he had never previously driven on a circuit, he won his "race". The unfortunate Hopkirk broke his transmission, and had to retire from the rally with only a few miles left to go.

It was at Brands Hatch that disaster nearly overtook rally leader Gerry Burgess. Apparently as Burgess was entering the stadium, Lyndon Sims was leaving in his Aston Martin for Crystal Palace.

PRESSING ON: Brian Melia, recruited as the Editor's co-driver in the Fiat-Abarth, wins his "race" at Brands Hatch.





Both were in a hurry, and both cars met. Fortunately Burgess was able to make quick repairs, and with offside wing almost fouling the wheel, and a smashed headlamp, he made the Palace on time.

Personally, I thought that a 30 m.p.h. average from Brands Hatch to Crystal Palace was not entirely necessary, for it entailed some very quick motoring to Lewisham, only to become involved with heavy South London traffic. Anyway, the little Fiat-Abarth clocked in at Crystal Palace in plenty of time, to take second place to Gold's Sprite in the 1,300 c.c. G.T. class. Only 53 crews out of the original 131 starters had survived a really gruelling test. Burgess and Croft-Pearson had put up a magnificent show with their Zephyr, and the fullest possible praise is due to Tommy Gold and Mike Hughes and their superb performance in the Sprite. Gold, encased in plaster with a slipped disc, never made a single mistake, and was expertly navigated throughout by Hughes. Mike Sutcliffe and Derek Astle (Riley 1.5) were also brilliant, as were the Morleys, this time in an Austin-Healey "3000". E. Malkin and A. A. G. Robson brought their privately owned Rapier in, just ahead of the leading "works" team of Peter Jopp and Les Leston. King of the tests was undoubtedly Peter Morgan, with a total deficit of two marks, followed by that fine German driver Wolfgang Levy (Auto Union), with three penalty marks. Levy would not have been anywhere in the running at all, had it not been for the spot-on navigation of his British co-driver, Stuart Turner.

Another excellent performance was put up by Dr. J. T. Spare and J. F. Barley whose Singer Gazelle was placed seventh overall, and E. Hodson and Ferodo's Alan Collinson did extremely well to bring their TR3 Triumph into tenth place.

Anne Hall and Patsy Burt (Anglia) took the Ladies' Award by three marks from Annie Soisbault and Valerie Domleo (TR3), with Pat Moss/Anne Wisdom (Morris Minor) in third place.

The Triumph TR3s collected the team award, and in second place came the Heralds.

(Continued on page 708)

A COMPETITOR stamps his time on the Longines chronometric machine in a control at Llanuwchllyn.

STRONG CONTENDER for the European Touring Championship, Wolfgang Levy (Auto Union) is seen here at Crystal Palace. The outcome of the protest will have a vital bearing on his placing.

41.	Steiner/Gordon (Simca) ...	545
42.	Simister/Bickerton (Anglia) ...	648
43.	Quick/Whatmough (Zephyr) ...	654
44.	Chambers/Marshall (Anglia) ...	687
45.	Pauline Mayman/Daphne Freeman (Morgan) ...	693
46.	Johns/Mrs. Johns (Wolseley) ...	705
47.	Pearson/Hearn (Gazelle) ...	708
48.	Trigg/Doughty (Anglia) ...	770
49.	G. Hill/Sutherland (Zephyr) ...	1,005
50.	Viscount Boyne/Brassey (Jaguar) ...	1,017
51.	Gilley-Smith (M.G. Twin-Cam) ...	1,059
52.	Grant/Melia (Fiat-Abarth) ...	1,071
53.	Casewell/Davenport (Austin A99) ...	1,084

Retirements: 78.
Non-Starters: 8.

Classes

Touring Cars

Up to 1,000 c.c.: 1, W. Levy/S. Turner (DKW), 50; 2, Tommy Clarke/J. Roberts (Mini-Minor), 165; 3, I. L. Lewis/R. Porter (Triumph Herald), 300.

1,001-1,600 c.c.: 1, Mike Sutcliffe/D. Astle (1.5 Riley), 43; 2, E. Malkin/A. A. G. Robson (Sunbeam Rapier), 46; 3, Dr. J. T. Spare/J. F. Barley (Singer Gazelle), 49.

1,601-2,600 c.c.: 1, Gerry Burgess/S. Croft-Pearson (Zephyr), 33; 2, T. C. Harrison/J. F. Harrison (Zephyr), 306; 3, Eric Jackson/N. Donovan (Zephyr), 311.

Grand Touring

Up to 1,300 c.c.: 1, Tom Gold/Mike Hughes (Austin-Healey Sprite), 42; 2, Gregor Grant/Brian Melia (Fiat-Abarth Zagato), 1,071; (no other finishers).

1,301-2,000 c.c.: 1, Peter Morgan/D. E. J. Thompson (Morgan), 48; 2, E. Hodson/A. Collinson (Triumph TR3A), 52; 3, Alan Fraser/L. Shenley-Price (Sunbeam Alpine), 124.

Over 2,000 c.c.: 1, D. J. Morley/G. E. Morley (Austin-Healey), 44; 2, Jack Sears/Willie Cave (Austin-Healey), 301; 3, David Seigle-Morris/V. H. Elford (Triumph TR3A), 305.

Manufacturers' Team Award

1. Standard Triumph: Mlle. Soisbault/Miss V. Domleo (TR3); E. Hodson/A. Collinson (TR3A); D. Seigle-Morris/V. H. Elford (TR3A).

2. Standard Triumph: K. Ballisat/P. Roberts; I. Lewis/I. Porter; P. Bolton/G. Shanley (Herald).

3. Ford Motor Co., Ltd.: Denis Scott/Tony Armstrong; E. Harrison/J. W. Fleetwood; Anne Hall/Patsy Burt (Anglia).

4. Morgan Motor Co., Ltd.: Peter Morgan/D. E. J. Thompson; B. Harper/R. Crellin; Pauline Mayman/Daphne Freeman.

Club Team Award

1, B.R.D.C., T. C. Harrison/J. F. Harrison (Zephyr), Peter Jopp/Les Leston (Rapier); 2, Folkestone and East Kent, M. J. Gething/H. J. Richmond (Hillman), J. H. La Trobe/J. H. Spiers (Volvo).

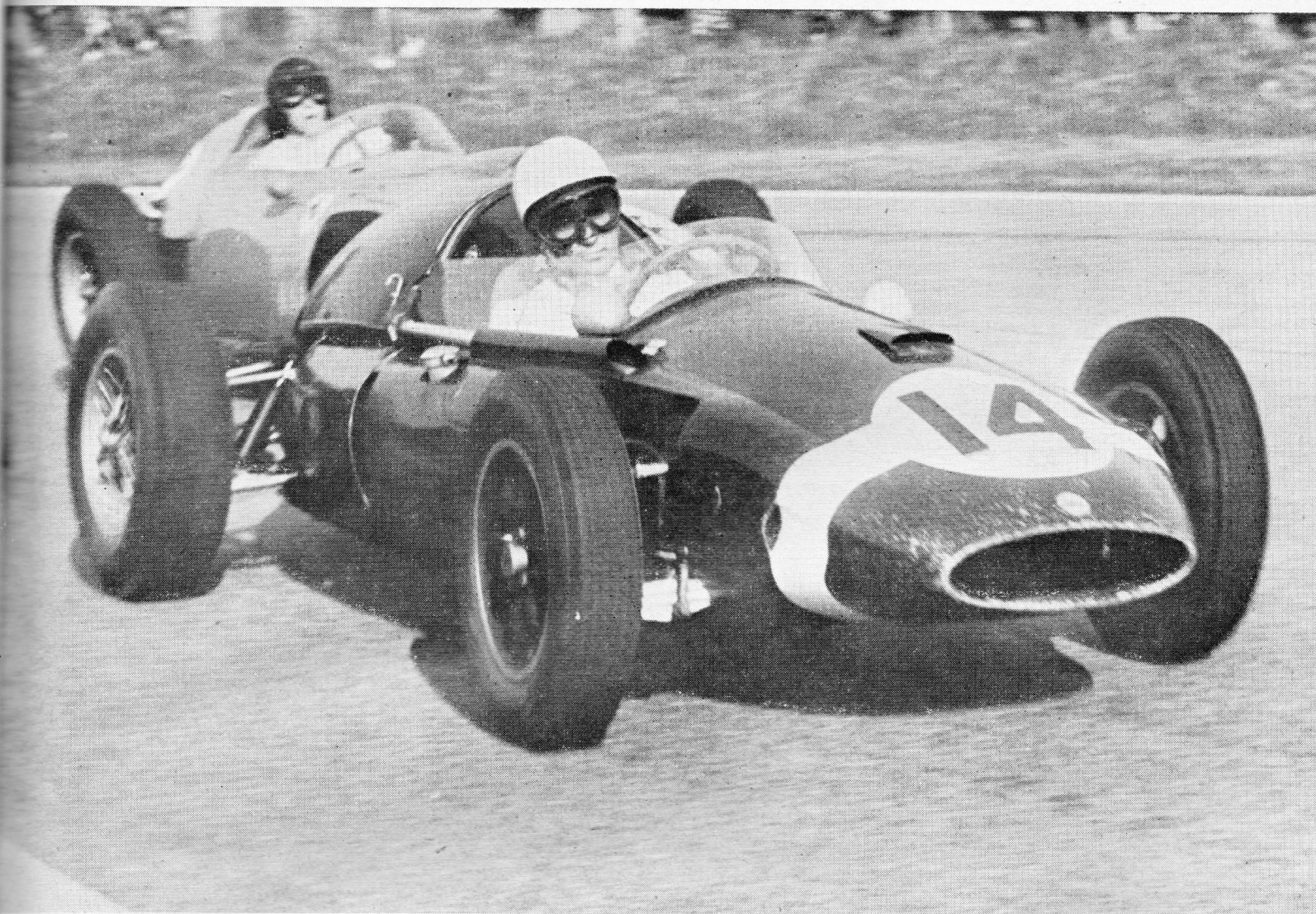
Ladies' Award

1, Anne Hall/Patsy Burt (Anglia), 309; 2, Annie Soisbault/Valerie Domleo (TR3); 2, Pat Moss/Anne Wisdom (Morris Minor); 4, Pauline Mayman/Daphne Freeman (Morgan).

Provisional Results The General Classification

	Pts.
1. Burgess/Croft-Pearson (Zephyr) ...	33
2. Gold/Hughes (Sprite) ...	42
3. Sutcliffe/Astle (Riley 1.5) ...	43
4. Morley/Morley (Austin-Healey) ...	44
5. Malkin/Robson (Sunbeam) ...	46
6. Morgan/Thompson (Morgan) ...	48
7. Spare/Barley (Singer Gazelle) ...	49
8. Levy/Turner (Auto Union) ...	50
9. Jopp/Leston (Rapier) ...	50
10. Hodson/Collinson (Triumph) ...	52
11. La Trobe/Spiers (Volvo) ...	62
12. Fraser/Shenley-Price (Alpine) ...	124
13. Clarke/J. Roberts (Mini-Minor) ...	165
14. Wallwork/Wood (Volvo) ...	300
15. Harper/Procter (Rapier) ...	300
16. Lewis/Porter (Herald) ...	300
17. Sears/Cave (Austin-Healey) ...	301
18. Seigle-Morris/Elford (TR3) ...	305
19. T. C. Harrison/J. Harrison (Zephyr) ...	306
20. Anne Hall/Patsy Burt (Anglia) ...	309
21. Scott/Armstrong (Anglia) ...	310
22. Jackson/Donovan (Zephyr) ...	311
23. Ballisat/Roberts (Herald) ...	312
24. Annie Soisbault/Valerie Domleo (TR3) ...	312
25. Bolton/Shanley (Herald) ...	317
26. Pat Moss/Anne Wisdom (Morris Minor) ...	326
27. E. Harrison/Fleetwood (Zephyr) ...	328
28. Milton/Milton (Zephyr) ...	328
29. Ray/Crabtree (Alpine) ...	338
30. Stammers/Cutler (Rapier) ...	338
31. Mabbs/Mabbs (Standard) ...	345
32. Sims/Jones (Aston Martin) ...	345
33. Davies/Procter (Anglia) ...	345
34. McNaughton Britton (A40) ...	359
35. Gething/Richmond (Hillman) ...	361
36. King/Sproston (Zephyr) ...	362
37. Parks/Howarth (3.4 Jaguar) ...	363
38. Harper/Crellin (Morgan) ...	378
39. Brent-Marshall Pratt (Wolseley) ...	408
40. Barrow/Huntridge (Volvo) ...	445





World Championship—Final

Stage Set for Grand Prix of the U.S.A. at Sebring on 12th December

Now that the G.P. of the U.S.A. is actually due to be run on 12th December, world interest is centred on the Florida circuit where Stirling Moss (Cooper-Climax), Jack Brabham (Cooper-Climax) and Tony Brooks (Ferrari) will battle for those vital points which will give one of them the coveted World Drivers' Championship for 1959.

So far the *grandes épreuves* counting for the Championship have been Monaco, Holland, France, Great Britain, Germany, Portugal, and Italy. Brabham (Cooper-Climax) won at Monaco, Bonnier (B.R.M.) at Zandvoort, Brooks (Ferrari) in the G.P. d'Europe at Rheims (France), Brabham at Aintree, Brooks at Avus, and Moss (Cooper-Climax) at Lisbon and at Monza.

The position at the moment is that Jack Brabham leads with 31 points, Moss is second with 25.5 and Brooks third with 23. Brabham's total is already made up from his five best results, therefore he can only add to his total by bettering four points at Sebring. Moss

also has five results, but the lowest is one, so he can improve by at least eight points for a win and fastest lap. Anything Brooks scores must be added to his total.

Now if Brabham were to win and make fastest lap, he would be World Champion with an unapproachable total of 36 points. Without fastest lap he can still win, which means that team-mate Gregory will go all out to prevent Moss or Brooks getting that vital point, should Brabham not win.

Second place would give the Australian 33 points, which would not be sufficient were Moss to win and do fastest lap (33.5 points). So the fastest lap

COOPER-CLIMAX have already won both F1 and F2 World Constructors' Championships, and both Stirling Moss and Jack Brabham are in the running for the Drivers' title, challenged by Tony Brooks (Ferrari). Here Moss is seen at Monza last September, followed by Dan Gurney (Ferrari).

point becomes even more important.

A Brooks victory and fastest lap would give the Ferrari driver 32 points and the Championship should Brabham finish lower than second place, in which case his total would remain at 31 points.

However, if Moss finishes second and takes fastest lap, and Brabham finishes third, then Moss would win with 31½ points to 31, as even a Brooks victory would result only in 31 points, to tie with Brabham for second place.

Never before has a World Championship been so hotly disputed, nor have three drivers been involved in such a struggle in one deciding race. It is indeed fortunate for the organizers that the very first Grand Prix of the U.S.A. in the Championship series should have such an attraction.

Writing in England a couple of weeks or so before the event, no accurate information is possible concerning the actual starters. B.R.M., of course, have withdrawn, and there are rumours that Gurney may not be in the Ferrari team,



and that Phil Hill cannot also be stated as a definite starter in the Ferrari lineup. Therefore Scuderia Ferrari will be drawn from: Tony Brooks, Dan Gurney, Phil Hill, Cliff Allison, Wolfgang von Trips and Olivier Gendebien.

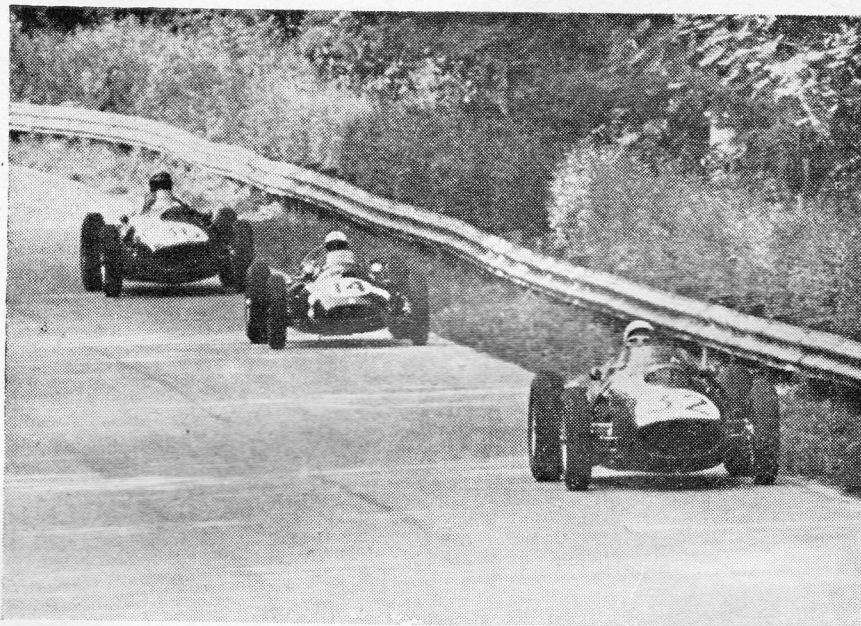
The Cooper-Climax works cars will be handled by Jack Brabham and Masten Gregory, and Rob Walker's entries by Stirling Moss and Maurice Trintignant. Lotus will be represented by Graham Hill and Innes Ireland, whilst Roy Salvadori will be in a Cooper-Maserati (Tommy Atkins).

These are the main contenders: there is also a Connaught in the hands of Bob Said, and there are bound to be one or two American-entered machines. Without a drive, so far, are Joakim Bonnier, Carroll Shelby and Ron Flockhart—all Grand Prix conductors.

Given dry weather, the present Sebring lap record, held by Stirling Moss (Aston Martin) in 3 mins. 20.3 secs. (93.22 m.p.h.), is bound to take a knock, for the G.P. cars must be faster than the sports-racing machines. Indeed, it is possible that 100 m.p.h. may be exceeded.

Both Ferrari and Cooper-Climax will depend on their 1959 machines. The Italian V-6 is said to give about 305 b.h.p., but it is a much heavier car than the rear-engined Cooper, whose four-cylinder engine develops no more than 260 b.h.p. Disc brakes are fitted to all modern G.P. cars. On circuits such as Rheims and Avus, the Ferraris have displayed greater maximum speed than the British cars; however, on circuits with

CHAMPIONSHIP ASPIRANTS: (Above) Jack Brabham, Stirling Moss and Tony Brooks, one of whom will hold the title after the Sebring race. Between Moss and Brabham is Bruce McLaren.



COOPER SANDWICH: (Above) Phil Hill (Ferrari) and Dan Gurney (Ferrari) have Stirling Moss's Cooper-Climax between them during the opening stages of the Italian Grand Prix. Scuderia Ferrari had to organize wheel changes and they may have to do likewise at Sebring.

The present position in the World Championship after seven grandes epreuves. As will be seen, only Brabham, Moss or Brooks are concerned in the ultimate destination of the 1959 title. The Grands Prix of Belgium and Casablanca were cancelled.

THE WORLD CHAMPIONSHIP

	M.	H.	F.	G.B.	G.	P.	I.		
1. Jack Brabham ...	9	6	4	8	0	0	4	31	(36)
2. Stirling Moss ...	0	1	1	6½	0	9	8	25½	(33½)
3. Tony Brooks ...	6	0	8	—	9	0	0	23	(32)
4. Phil Hill ...	3	0	6	—	4	0	7	20	(29)
5. Dan Gurney ...	4	0	0	—	6	4	3	13	(22)
6. Maurice Trintignant ...	0	0	0	2	3	0	0	12	(21)
7. Joakim Bonnier ...	0	8	0	0	2	0	0	10	(19)
Masten Gregory ...	0	4	0	0	0	6	—	10	(19)
9. Bruce McLaren ...	2	0	2	4½	0	0	0	8½	(17½)
10. Harry Schell ...	0	0	0	3	—	2	0	5	(14)
11. Olivier Gendebien ...	0	0	3	—	—	—	0	3	(12)
Innes Ireland ...	0	3	0	0	0	0	0	3	(12)
13. Cliff Allison ...	—	0	0	—	0	—	2	2	(11)

F1 Constructors' Championship

	M.	H.	F.	G.B.	G.	P.	I.		
1. Cooper-Climax*	8	6	4	8	3	8	8	38	(40)
2. Ferrari ...	6	0	8	—	8	4	6	32	(36)
3. B.R.M. ...	0	8	0	6	2	2	0	18	(26)
4. Lotus-Climax ...	0	3	0	0	0	0	0	3	(11)

* Already winners of Championship.

Figures in parentheses denote maximum possible points obtainable.

M, Monaco. H, Holland. F, France. G.B., Great Britain. G, Germany. P, Portugal. I, Italy.

AMERICAN DRIVERS Dan Gurney and Phil Hill have been prominent this year with Scuderia Ferrari, and it is hoped that both will appear with the V-6 cars at Sebring.

agree that Reventlow and his associates have a difficult job facing them. Their European rivals have been concerned in formula racing for many years, whilst the Californian venture is entirely new. On the Continent of Europe, participation from the U.S.A. will be particularly welcome, but it is rather sad that 1960 will see the end of the highly-developed 2,500 c.c. formula, to be replaced by 1,500 c.c. cars with a 500 kilograms minimum weight limit.

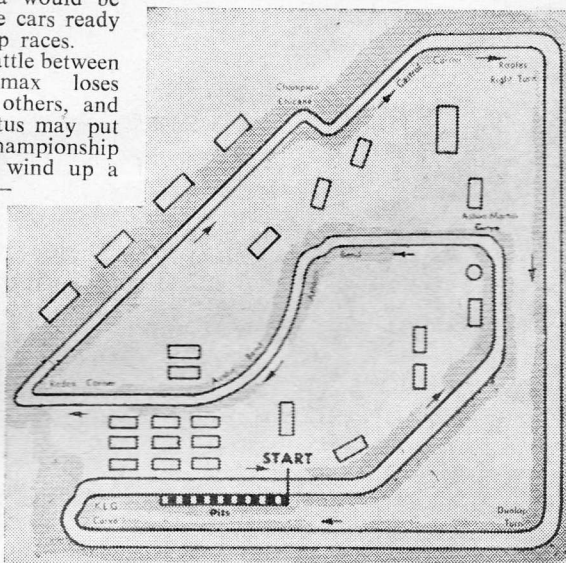
B.R.M.'s decision not to take part was due to the need for every possible hour to prepare their new rear-engined machines for the 1960 season. The Owen cars were concerned neither in the Championship, nor in the Constructors' title, and Mr. Alfred Owen felt that it would have placed too high a strain on their resources. Mr. David Brown held similar views regarding his Aston Martins, and felt that time taken for the long trip to Florida would be better occupied in getting the cars ready for next year's Championship races.

Nevertheless, the coming battle between Ferrari and Coventry-Climax loses nothing by the absence of others, and it is always possible that Lotus may put a spoke in the wheels of Championship aspirations, in an effort to wind up a

The 5.2 miles circuit at Sebring will be covered 40 times.

★

(Below) **TONY BROOKS** with his Ferrari at Avus during the German Grand Prix—fastest of the European grandes epreuves ever to be run.



season which has not gone altogether well for the small Cheshunt concern. Colin Chapman has had to stretch his resources to the fullest in order to maintain a team of racing cars, as well as equip a new factory for the series production of his Elites.

A NEW modification for the B.M.C. babies has been made available by V. W. Derrington, Ltd., 159-161 London Road, Kingston-on-Thames. Comparative road performance figures of 1960 Mini Minor (190 miles only) as delivered, and then fitted with the Derrington twin S.U. carburettor unit mounted on to a combined balanced inlet and extractor type exhaust manifold, no other modifications. Times are average of runs in opposite directions on same road.

	STANDARD	WITH TWIN SU CARB UNIT
0-30 m.p.h.	5.7 secs.	4.4 secs.
0-50 "	17.8 "	12.9 "
0-60 "	32.6 "	21.2 "
*20-40 "	13 "	11.7 "
*20-60 "	33 "	27.2 "

*Top gear.

The manifold, which will cost about £25, utilizes the car's original carburettor.

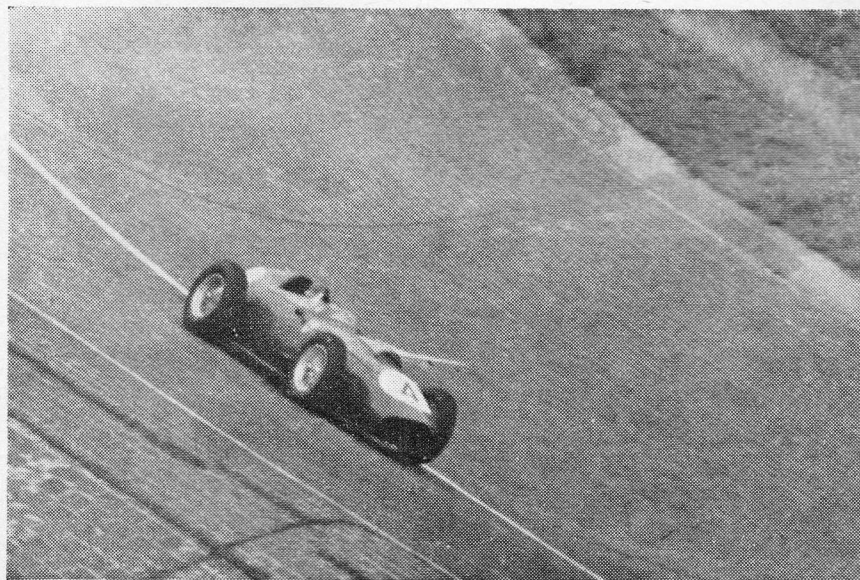
FINNISH DEALERS VISIT ROOTES

TWENTY-FIVE Finnish motor dealers arrived at London Airport last Monday to start a five-day tour of the Rootes Group manufacturing, sales and service organization in Great Britain.

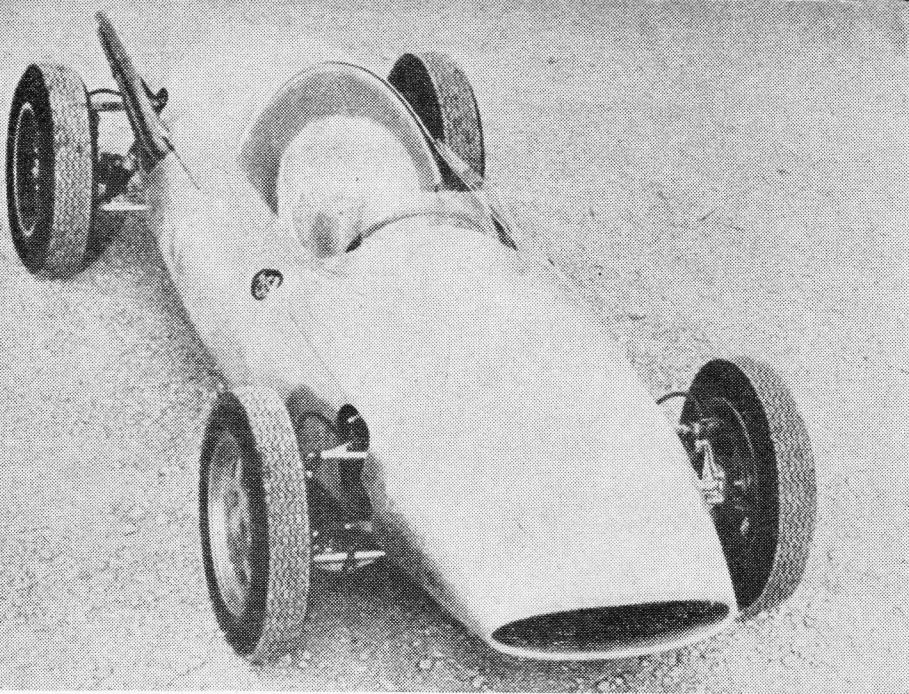
The dealers, who are all Rootes agents in Finland, will visit the Group's Humber, Hillman and Sunbeam car manufacturing centres at Coventry, the Commer-Karrier truck divisions at Luton and Dunstable and the new £10 million parts depot at Birmingham which was opened earlier this year.

They have been invited to Britain by the Rootes Group and its Finnish importers Autola O/Y, to see for themselves the organization behind the products they sell—and to attend a conference with top engineering, service and export sales executives on the special needs of the Finnish market.

Their visit is an indication of the emphasis which—despite its booming U.S. sales—the Rootes Group has placed this year on the development of its European market.



SPORTS NEWS



THE NEW COOPER? No, it's an Osla—the new F2 car described on page 693. As can be seen, it bears a marked resemblance to the Cooper, on which it is based.

COOPER-CLIMAX RECORDS

DRIVING a 1,960 c.c. Cooper-Climax at Monza, Jerseyman Arthur Owen and Bill Knight have broken five International Class E records.

The new figures (subject to confirmation) are:—

- 100 miles:** 228.700 k.p.h.
- 200 kilometres:** 230.200 k.p.h.
- One Hour:** 225.374 k.p.h.
- 200 miles:** 227.500 k.p.h.
- 500 kilometres:** 221.700 k.p.h.

A fractured oil pipe prevented an attack on the three hours record. The 100 miles and 200 kilometres were formerly held by Taruffi (Tarf II) and the one hour, 200 miles and 500 kilometres by von Frankenberg (1.6 Porsche).

A TRIUMPH HERALD has just completed an 8,965-mile Round Australia run through some of the roughest and worst driving conditions in the world. Despite sandstorms and shocking road conditions, the car averaged over 717 miles each day at a speed of 48 miles per hour. Drivers John Thornton and Evan Green, both veterans of Round Australia car trials, were emphatic that they had never known conditions to be so bad.

The car used was a stock model Triumph Herald saloon. Apart from the fitting of extra fuel tanks to increase its driving range, it had not been altered in any way.

On the run from Perth to Adelaide, which included crossing the Nullarbor Plain, the Triumph Herald covered 1,743

miles in 34 hours, an average speed of 51 miles per hour.

Back in Sydney on 30th October, after nearly 9,000 miles, the petrol consumption, despite sand, hundreds of miles of low gear work and continuous high cruising speeds, worked out at the figure of 35 miles per gallon.

BRANDS HATCH RACING, 1960

THERE will be 16 public attendance car and motor-cycle race meetings at Brands Hatch, Kent, during 1960. In addition there will be over a dozen club sprint meetings.

Of the public meetings nine will be for cars and seven for motor-cycles.

The big date of the year for cars will be Saturday, 27th August, when the B.R.S.C.C.'s International Kentish Hundred for Formula 2 cars will be run.

Other main car races will take place on Easter Monday, August Bank Holiday and Boxing Day, while Good Friday and Whit Monday are left free for top quality motor-cycle events.

A full list of public attendance meetings is given below.

18th April, B.R.S.C.C. (National British); **30th April,** Jaguar Drivers' Club and Aston Martin Owners' Club (Club); **29th May,** B.R.S.C.C. (Club); **26th June,** 750 Club, Club Lotus and 250 Motor Racing Club (Club); **3rd July,** B.R.S.C.C. (Club); **1st August,** B.R.S.C.C. (National Open); **27th August,** B.R.S.C.C. (International); **16th October,** B.R.S.C.C. (National British); **26th December,** B.R.S.C.C. (National British).

Hill—continued

Walker, Brooks with Ferrari, Brabham with Cooper, etc. This should make for more competitive racing." . . . "I think we should be able to swap drivers. A driver is employed to win races for the manufacturer. If the number one driver breaks down and his team manager thinks he can win in another car, then that car should be brought in and handed over to the first driver. A very good example of this was at Monza this year when Brooks went out on the first lap. Tony should have taken over another car at the refuelling stop (remember, Ferrari had five cars at that race). He couldn't have gained any points but he could possibly have deprived Jack or Stirling of some, and this would have given him a better chance in the Championship." . . . "The thing I really admire Moss for is his enthusiasm for the sport. If I have any problems I can go and talk to him and he will always answer my questions and give me the benefit of his tremendous knowledge. He is never too tired or busy to help." . . . "I think the Championship is a good idea. It fosters interest in racing. We want all the press support we can get. This is the age of motoring and people are becoming more and more motor-minded, and racing undoubtedly helps the industry." . . .

"Future G.P. drivers? Chris Bristow and John Surtees. The latter choice may surprise you but if the rumours that Surtees is going to try motor racing are true, then I have a hunch we shall see great things from him."

Next year, as is now known, Graham will be driving for B.R.M. He has tested the rear-engined car at Goodwood and thinks that it has tremendous possibilities. Let us hope so. For given the average amount of luck (and heaven knows, he of all people deserves it), Graham Hill could be well up in the Championship table. He has the skill, that we all know. Next season should bring its reward.

No. 6 of a series

R.A.C. Rally—continued

This was touch and go, for Peter Bolton had a slight contretemps in avoiding another car, and carried on with his bonnet tied up with rope until better repairs could be effected.

Ford's Anglias did remarkably well in their first outing, and were placed third in the team award. Tom Clarke's Mini-Minor showed the possibilities of these little front-drive cars by taking 13th place in the general classification, and second to Levy's Auto Union in the class. This was one of the finest performances in the rally.

The event closed with a series of five-lap races at the Crystal Palace on the Saturday. Highlight of the dices was a tremendous scrap featuring Peter Harper (Rapier), Les Leston (Rapier), Johnny Wallwork (Volvo) and Johnny La Trobe (Volvo). The quartet battled for lap after lap, then, on the last round, Leston cut in from fourth to second behind La Trobe. The Volvo did a broadside, and Leston had to take rapid avoiding action—almost but not quite successfully, for he tore off part of his rear bumper on the banking. Undaunted he carried on with metal trailing behind to finish first.

Peter Morgan completed a nap hand in tests by easily winning his race, whilst Tom Gold succeeded in taking an M.G. Twin-Cam to finish second behind Pauline Mayman's Morgan. Graham Hill (Zephyr) pressed Viscount Boyne (Jaguar) so hard that the Jaguar spun on the last lap leaving Hill with a clear-cut victory. In the race for non-classified cars, Don Bennett (Fairthorpe) was penalized one minute for jumping the start.

In the evening the prize-giving was due to take place at the "Talk of the Town", London Hippodrome, but owing to the protests this had to be cancelled. Nevertheless, things soon warmed up, and guests enjoyed a really first-class cabaret, of which the star turn was the French quintet—Les Cinq Peres.

CONCLUDING

DOES YOUR ASTON REALLY "GO"?

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

The April, 1958, 3-litre Aston Martin Mark III with overdrive and twin exhausts. Engine No. DBA/1163. Chassis No. AM300/3/1531

BY LT.-COL. A. W. TYLER

With the experience of the 1954 model in mind, special instructions were given to the Aston distributor from whom the car was purchased to ensure that the car was in 100 per cent. tune prior to delivery. During running in for the first 500 miles not exceeding 2,500 r.p.m. the car ran beautifully and it was felt that the instructions had been complied with.

For the next 500 miles, however, when revs. were increased to 3,500, disappointment set in. The car would not "go" at all. The engine missed and spitted far more than the 1954 one had ever done in its worst moments. Ignition was suspected initially. On inspection it was found that the points of the contact-breaker met in a "V" when closed instead of meeting squarely. The threads in the bolts securing the bridge had been crossed and the assembly was out of alignment. When remedied this improved the performance a bit, but was not really the cause for spitting and missing persisted. The car was taken back to the Aston distributors who found that the level of petrol in No. 1 carburetter was so low that virtually only No. 2 carburetter was functioning at all. They rectified this by bending the fork controlling the float height and the car then performed normally with no spitting or missing. Running in was continued to 1,000 miles satisfactorily and then the revs. were increased. It then became clear that the performance even allowing for the fact that the engine was new and tight was not nearly as good as it should be. The car was supposed to develop 178 b.h.p. at 5,500 and was not going anything like as well as the 1954 Aston as finally tuned, which developed 125 b.h.p.

The ignition timing was checked and found correct at about 10 deg. before T.D.C. The carburation was then tested in accordance with the SU Service Sheet AUC 9612, used for the 1954 car on which the carburetters are identical. There were no glaring faults, no doubt because the distributors had been over the carburetter when they rectified the petrol level in No. 1. Minor alterations were made to synchronize the throttle openings, to the jet settings, to the position of the needles in the pistons and to the level of petrol in No. 2 carburetter to raise it to exactly the same height as No. 1 (using the test bar as explained in the pamphlet and a feeler gauge to check clearance between fork and needle with needle in closed position). Even these small alterations vastly improved the performance, thereby showing how critical is the tuning of these SU carburetters. The jet settings in particular are critical to the nearest flat on the jet adjusting nut. Final testing must, of course, be on the road, but the setting can be reached within two flats in the garage and it is only a question of which is best on the road.

In spite of these improvements the performance was still not as good as the 1954 Aston. In particular the engine

seemed unbalanced at various revs., particularly at 1,800 and 2,800 and was reluctant to accelerate in top between 3,000 and 3,500 revs.—a definite flat spot.

After more checking and testing in the garage it was found that on "blipping" the throttles (with the air filters off) instead of the pistons rising and falling exactly together in their suction chambers, they were rising and falling unevenly. The effect of this, of course, is that on acceleration the carburetter whose piston rises first is feeding a weaker mixture than the other. As there is only a small balance pipe between the two halves of the induction pipe this leads to uneven filling of the cylinders. Indeed it seemed likely that here was the cause of the lack of balance in the engine. Moreover, no amount of carburetter tuning would rectify this fault, as care had already been taken to see that both oil damper reservoirs in the piston rods were filled to the same level and with the same type of oil. Clearly this fault was caused by a variation in the fit of the pistons in their respective suction chambers.

The SU distributors were consulted, and confirmed that the fit of the piston in its suction chamber was critical. They gave the test as follows:—

"Clean out all oil in the piston rod, replace the cap and damper valve dry, push the piston right into its chamber, and place one finger over the depression hole in the piston, holding the complete assembly upside down; then check the time taken for the chamber to fall away from the piston. This time should be approximately five to six seconds. A difference in 'drop' of 1½ seconds is permissible with a pair of carburetters".

This test is not given in the SU pamphlet, so is included here for information. The test was carried out. The piston of No. 1 carburetter took four to five seconds to drop, that of No. 2 took eight to nine seconds. The test was carried out many times to ensure accuracy and in particular to ensure that a false reading was not obtained owing to accidental release of suction by the finger slipping from the depression hole in the piston.

As the result was not within tolerance when checked again by the distributors they replaced the piston and chamber of No. 2 carburetter free of charge for a pair which matched No. 1 carburetter.

On fitting these parts to the car, without any other alterations, and taking it on test the effect was electric. It produced real acceleration and a balanced feel for the first time. Slight adjustments were made to the jet heights and the final setting was No. 1 carburetter jet adjusting nuts 11 flats out from fully home; No. 2 12 flats out from fully home. This produced the best performance. Four thousand r.p.m. would come up easily in top gear and balance had been restored to the engine at all revs. in all gears. Indeed had it not been for the known performance of the 1954 2½-litre now running so well, the Mark III would have been left at that. The fact remained however that top gear acceleration below 3,500 r.p.m. was better on the 1954 car and the flat spot persisted around 3,000 r.p.m. This did not seem right particularly as one of the merits of the 3-litre engine according to the makers was that it had improved bottom end performance compared with the 2½-litre.

Whilst at the SU distributors for changing the piston assembly the opportunity was taken to consult them on needles. They kindly produced the specification of the three needles of interest to this car, which are given in the four right-hand columns below:—

The figures give the diameter of each needle every eighth of an inch downwards from the shoulder, the machining tolerance being $\pm .0003$ inches. SV is the standard needle for the Mark III. RJ is the standard needle for the 1954 2½-litre. Both the cars under discussion had these standard needles. The WO2 needle was that recommended for the DB2/4 Mark II 3-litre car in the article headed "Astonishing Martin" in the *Autocar* of 15th August, 1958, which most Aston owners must have read with interest.

It will be appreciated that since the needle moves up and down inside the jet, at any particular setting, the smaller the diameter of the needle the greater is the area of petrol in the jet which is exposed to the suction of the engine, and therefore the richer is the mixture. Further, since the piston rises as the throttle is opened and the needle is attached to the piston, the needle diameter can be related roughly to throttle opening. This has been done in the left-hand column of the above table. On this basis it is possible to compare the likely performance produced by the three needles over

(Continued on page 712)

Throttle Position	Distance from shoulder of needle (inches)	Diameter of needle in decimals of an inch		
		Needle SV	Needle RJ	Needle WO2
Quarter Open	0	.0999	.100	.100
		.0955	.095	.095
		.0923	.091	.091
		.089	.087	.087
Half Open	1/8	.0867	.0844	.0835
		.0845	.0818	.081
		.0818	.0792	.0785
Three-quarters Open	1 1/8	.079	.0766	.076
		.0755	.0740	.0732
Fully Open	1 3/4	.072	.0714	.071
		.0685	.0688	.0683
		.0665	.0662	.0657
		.0653	.0630	.063
		.064	.0610	.061

HUP! With a look of intense concentration on his face, C. W. Pollard urges his Cannon up a short, steep incline.

seemed, almost everybody getting over. The first hill, a more or less straight run on a fairly easy surface, was climbed by nearly half the entry. This result put the organizers' minds at rest, for it was evident from then on that success and failure were going to be in just about the right proportions.

Hill 2 was much more difficult, beating everybody. Not many got past the S-bend in the middle; of those who did the best was R. Chappell (Cannon), the third man overall, who lost three marks. This was the only difficult hill on which Dennis was not the best performer. He got to within a few feet of Chappell's mark, however, losing four points. P. A.

SINCE modern trials machines will get up anything short of a precipice if the surface is dry, the organizers of the Roy Fedden Trophy Trial at Bristol had been wondering till the last moment whether the course would be difficult enough. But rain fell throughout Friday night, and indeed at one time during the running of the event on Saturday morning it seemed that there might be too many hills that nobody was going to climb.

In the end, however, it was apparent that conditions had been almost exactly right. There were tests stiff enough to beat even the most expert, but at the same time everybody managed at least a couple of clean climbs. And of course there was a lot of fun, for this is not nearly so grim a business as some other forms of motor sport tend to be. Some of the credit for this is due to the women passengers who, sometimes bouncing till their teeth rattled and sometimes hanging on by their toes in an effort to put more weight in the right place, amused and heartened the spectators on a very bleak morning.

The Fedden Trophy was won by E. H. Dennis, of the Camel Vale R.A.C.T.C., who, losing only nine points, was really in a class by himself. He was the only one who climbed one brute of a hill—his nearest rival getting only half-way up—and he all but climbed two others on

A FINE FEDDEN TRIAL

Superb win for E. H. Dennis. First class awards for Chappell, Dees and Highwood

which nearly everybody else managed only a few yards.

Seven of the nine best competitors were members of the Kentish Border R.A.C.T.C.

The competitors met at the municipal airport at Lulsgate and then drove two miles to Goblin Combe for the morning's tests. Seven climbs had been arranged among the trees on either side of a track at the bottom of the valley, and there was in addition a special test, involving forward and reverse garaging and climbing a short bank of most formidable appearance, the results of which were to count only in the event of ties.

So many competitors failed to drive in reverse between the garages, being unable despite furious bouncing to get wheel-grip on only a moderate slope, that there were prospects of heavy losses of marks on the hills themselves. But the site of the special test had been completely exposed to the heavy rain, and of course these cars are not designed to do their best when going backwards. The bank test proved easier than it had

Barden (P.A.B.), who was second overall, tied with Dennis on this hill.

The next hill, another straight one, provided Dennis with a clean sweep. Car after car stopped less than a third of the way up, only the odd one or two managing to get nearly half-way. Then Dennis (No. 21) came along and sailed up to the top. Next best was Barden, who stopped a little above the half-way mark for a loss of six marks.

Nobody quite managed to climb Hill 4, which involved several awkward twists on a difficult surface among the trees. But four, including Dennis and Barden, stopped only a few feet short of the top, losing only one mark. Chappell, still very much in the running, and R. Kemp (Cannon) tied with Dennis and Barden here.

Hill 5, the first of those on the other side of the valley, presented no very serious difficulty—a short dash through the trees, a right-angle turn and then a climb of some 30 yards, with rocks aiding the grip, to the summit. Fourteen of the 31 competitors managed it.

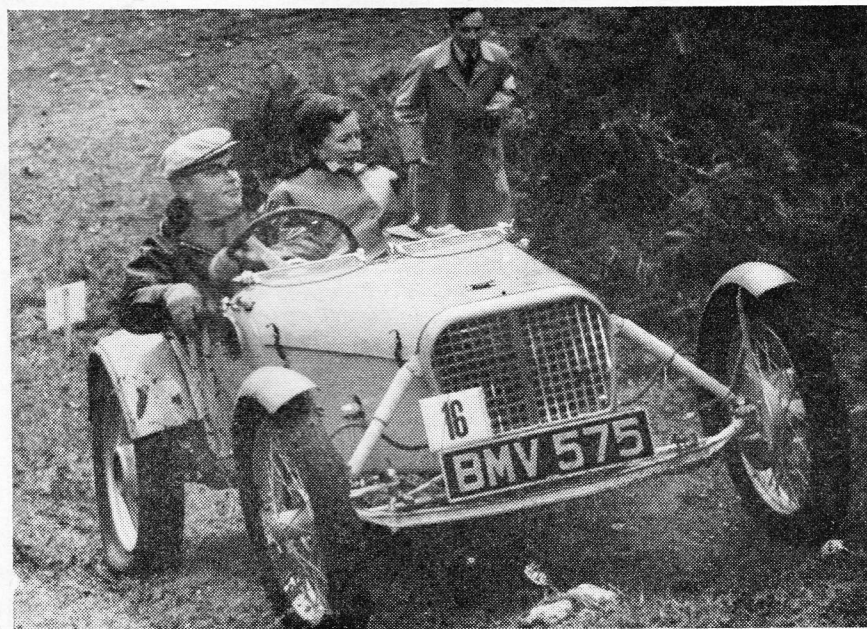
Another triumph for Dennis followed. The chief difficulty in Hill 6 lay apparently in getting to a short transverse stretch about half-way up, and for a long time the marshal on duty at the summit saw only one car—J. F. Harrison's Harford—put its nose round the corner. Dennis, however, not only got round and past the point where Harrison had stopped, but motored strongly on towards the top. Though he just failed to reach it, he lost only two marks. Harrison (four marks lost) was next best. The great majority of competitors lost eight or nine marks here.

After Hill 7, on which again he lost only two marks, Dennis must have realized that his chances of winning the trophy were pretty good. This was another straight one, too steep to be climbable in these conditions. Nobody got anywhere near Dennis, Barden being next best with five marks lost.

That concluded the morning's tests.

(Continued on page 712)

GOING UP? Apparently not, for B. H. Dees was unable to get any higher in his beautifully-prepared Cannon. He gained a first class award, though.





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SO FAR, BUT NO FARTHER: Despite his passenger's efforts to give him more grip, P. F. Highwood could get no farther than this on Hill 6.

Fedden Trial—continued

Five hills remained for the afternoon, and these were set out in the beautiful grounds of Mendip Lodge, which was destroyed by fire before the war.

A long zig-zag drive leads up to the ruins—this would make an excellent hill-climb course, by the way, if it were resurfaced—and cuts the woodland up into parcels which provide good material for trials climbs. The rain appeared to have had less effect here than at Goblin Combe, and none of the five hills was undefeated.

On Hills 8, 9 and 11 the chief difficulty was in getting away; once the wheels began moving it was mostly a matter of steering for the top. Hill 10, in the form of a long vee, was a little more taxing than it looked, as the clouds of steam that many cars gave off at the summit proved. But almost everybody got up clean.

The last hill looked as though it was going to stop a lot of cars, with its two sharp bends on what appeared to be a slippery surface. But the cars' wheels bit down into nearly dry soil, and most drivers got to the top.

Dennis had a clean sheet during the afternoon and thus put the trophy in the bag. Chappell, Kemp and Harrison were also unpenalized.

Nearly all the cars had the Ford 1172 engine, the only exception among the leaders being Barden's 1,098 c.c. P.A.B. Some of them, notably B. H. Dee's Cannon and Chappell's Cannon, were so beautifully turned out that one was sorry to see them put through this muddy ordeal.

Does your Aston really go?—continued

the full revolution range of the engine. Comparing SV and RJ there is little difference at small throttle openings, but a marked difference in the middle range which might account for the poor top gear acceleration between 2,000 and 3,000 r.p.m. and the flat spot at 3,000 r.p.m., the diameters of the SV needle being noticeably greater in the half throttle area. Thereafter the difference tails off. The remarkable thing about the RJ and WO2 needles is that, bearing in mind machining tolerance, they are practically the same.

The above comparisons are, of course, based on similar jet settings. In practice when changing needles it is normally necessary to adjust the jet height to produce the correct mixture at the static setting. If a weaker jet setting follows the fitting of a richer needle, the effect is reduced but not removed, so that the comparison still holds good.

Anyway, having tuned for maximum performance with the SV needles it was decided to try the RJ. These produced, as expected, too rich a mixture at the jet settings for the SV needles (No. 1, 11 flats; No. 2, 12 flats) and the final settings for the RJ were No. 1, six flats; No. 2, six and a half flats out for the jet adjusting nut. When tried on the road at these settings the Mark III went really well for the first time. No spitting, no missing, no pinking, and no flat spots. Really good top gear performance and lightning acceleration in the



There were, as usual, a few grumbles from drivers who found conditions not exactly to their liking. It may be as well to remind them here of the great amount of unpaid work that goes into making their pleasure possible.

Apart from the tasks of planning and marking and marshalling the course, seeing that the event goes smoothly and working out the results, it is often necessary to coax and propitiate farmers, landowners and even local councils—and on top of that there is of course no knowing what the weather may do. If drivers feel that they could plan better courses themselves they ought to offer their services (and then they would be unable

to compete in the event) or make the best of what is provided, as indeed the majority do. Certainly it would have been difficult to better the Bristol M.C. and L.C.C.'s work in this event.

Results

Roy Fedden Trophy: E. H. Dennis (S.C.S.), Camel Vale R.A.C.T.C., 9 marks lost. **Alexander Duckham Cup:** P. A. Barden (P.A.B.), Kentish Border R.A.C.T.C., 22.

First Class Awards: R. Chappell (Cannon), Kentish Border R.A.C.T.C., 22 (result decided on special test); B. H. Dees (Cannon), Kentish Border R.A.C.T.C., 25; P. F. Highwood (Canhi), Kentish Border R.A.C.T.C., 30.

Second Class Awards: D. D. Render (Cannon), Kentish Border R.A.C.T.C., 37; M. Cannon (Cannon), Kentish Border R.A.C.T.C., 38; I. H. Portlock (Cannon), Hagley R.A.C.T.C., 38; C. W. Pollard (Cannon), Bristol R.A.C.T.C., 39.

gears, and the engine in balance throughout the range. Clearly this was it. The full performance had been obtained at last.

In conclusion it is stressed that these notes are in no way intended as a reflection on the makers of the cars or carburettors. They were, in fact, referred to Aston Martin Lagonda, Ltd., prior to printing. The makers commented that the owner of the 1954 car, far from being dissatisfied, had expressed himself on numerous occasions as being extremely pleased with the performance of the car and the assistance which he received from the service department; that the lack of performance of the Mark III was not reported to them; and that in general the notes gave the impression very strongly that it was necessary for the owner of an Aston Martin to do a considerable amount of work before the car would perform properly, which gave a distorted picture of the facts, as they were permitted to see them. The makers also asked the writer to include a note that he was not the original owner of either car. In fact the writer bought the 1954 car from his brother in 1958, when his brother got the Mark III. His brother, who lives under the same roof, was thus the original owner of both cars. The successful tuning of the 1954 car after purchase in 1958, led to a request for help in tuning the Mark III. Anyway, the point of view of the makers is accepted. Nor is it suggested that all 1954 2½-litre Astons, nor all Mark IIIs

need this treatment—far from it. Problems call for individual diagnosis. The object of the notes is merely to help the owner-driver to get these fine cars running properly by outlining the treatment found necessary on two particular ones. Also to emphasize how much the performance can be improved by so little tuning, provided action is systematic. A notebook must be kept of the performance and settings before and after any adjustments, so that what has been tried is known exactly, and it is possible to return to the best of a number of trial settings. The owner-driver has the advantage, which the service station lacks, that he is able to test the car over a long period and over the whole range of speed. Indeed he alone can say whether the car is fully in tune. If it fails in any respect the tuning process can be continued until perfection has been achieved. For example, the tuning of the 1954 Aston covered a period of nine months and 26 pages of notes! It was not off the road for more than a day or two at a time. The owner-driver will be well repaid for the trouble he takes. Once in tune the car will remain in tune and give infinite pleasure whether driven fast or slow in any gear.

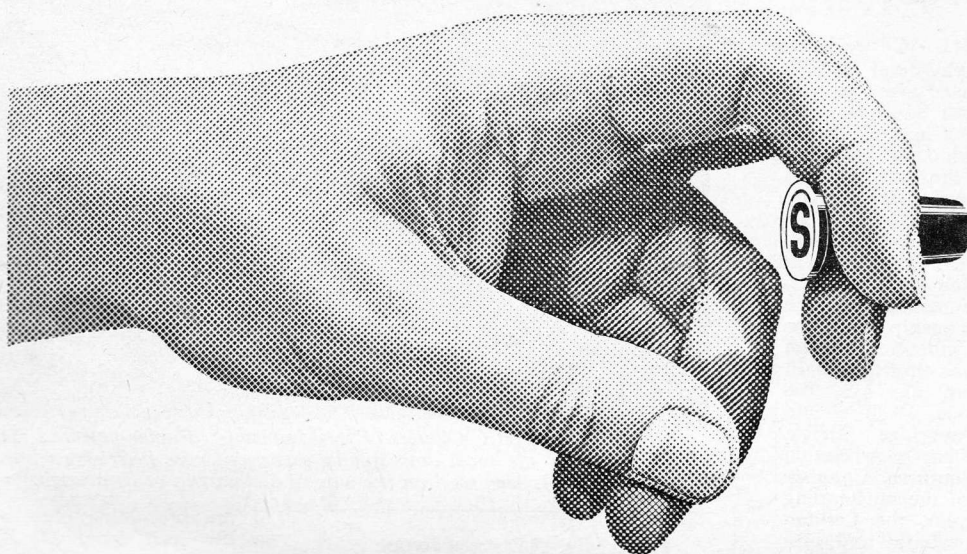
LANCASHIRE AND CHESHIRE C.C.

Rally Petite, 15th November.

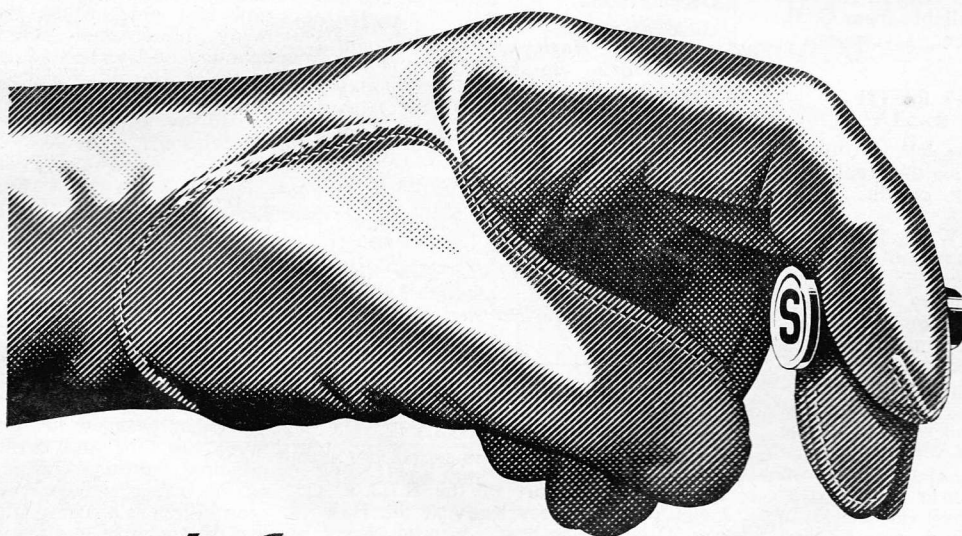
Results

Hollingsdrake Trophy: A. H. Hill, 8 points. **Navigators' Award:** Miss A. L. Hill. **First Class Awards:** Mrs. D. Harris, 10 points; R. E. Pace, 15; J. B. Whitehead, 19; S. Horsfield, 20. **Novice Award:** G. Greig, 48. **Team Award:** J. B. Whitehead, J. R. Clayton, R. G. Ashworth.

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Club News

By MICHAEL DURNIN

BRISTOL M.C. AND L.C.C. are holding their Allen Trophy Trial on 13th December. This restricted event is open to member clubs of the South-Western Association of Motor Clubs, and has sections for both production cars and specials. Start is from the Luttrell Arms garage, Dunster, Somerset, at 11 a.m. Regs. are available from R. A. Wood, 22 Monkton Road, Hanham, Bristol, and entries must reach him by 7th December. . . . **London M.C.'s** Gloucester Trial, which counts towards the R.A.C. Trials Championship and the B.T.R.D.A. Gold Star, will take place on 6th December. Regs. for this, the oldest event on the calendar, are available from Mrs. Pamela Hoile, 19 Birchfield Close, Addlestone, Weybridge, Surrey. . . . Raymond Baxter has been elected as president of the **Southern Counties Sprite Club**. . . . One of the outstanding social events of the year, the **London M.C.'s** dinner, dance, cabaret and presentation of trophies, will take place on 4th December at the Park Lane Hotel. Tickets from Geoff Piggott, 1 Ledway Drive, Wembley, Middlesex. . . . **B.A.R.C. (N.-W. Centre)** have their first film show of the winter season on 6th December at 7 p.m. in the Park Hotel, Netherpton. The show will, as usual, be preceded by a meal, this time a "steak and kidney pie dinner". Tickets for film and meal (10s.) are available from G. F. Irving, 27 Stabley Street, Liverpool, 1.

OXFORD M.C.'s FIFTH BOANERGES RALLY

NEARLY 40 competitors left Oxford on the Saturday night on the Boanerges Rally, the main event on the club's calendar.

The route headed N.W. by finger-post section to map O.S. 130 and this first section penalized 18 cars. An eight-clubs section led the entry on to map O.S. 129 (just south of Shrewsbury) followed by sections three and four, which only caught two cars between them.

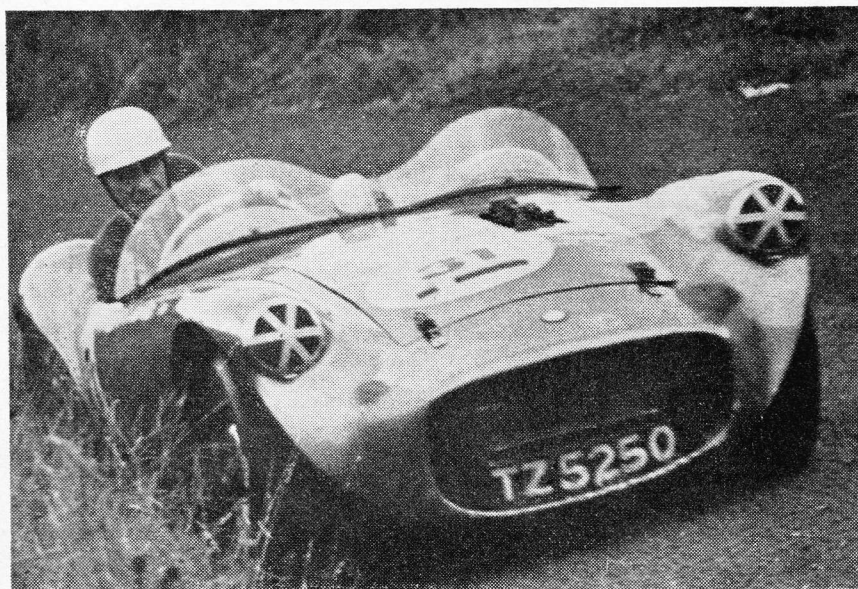
By this time the organizers were beginning to bite their nails for there was to be no special test and with only three sections to go, there were still seven clean cards. They need not have worried: section five, over 100 miles of marked map (129 again) succeeded in penalizing every car still running and accounted for five retirements. This in virtually ideal conditions, too, for none of the good things organizers hope for such as rain, ice, fog, snow or floods had materialized!

Another eight-clubs section and a fingerpost section brought the tired competitors back to Oxford 300 miles later, and driver, navigator and car had had to work hard all the way for the heat was on right from the word go.

The first three received vouchers for £50, £25 and £10 respectively.

Results

1, Poulton (M.G.A.), 170 penalty points; 2, Neate (Volvo), 220; 3, Bierrum (TR3), 250. **Team Award:** Poulton, 170 penalty points; Aldridge, 295; Woodroffe, 710.



IRISH SPECIAL: Charles Eyre-Maunsell's Rapier-powered Stubaí has been one of the most consistently successful cars in Irish racing. Here it is seen well on the way to a class win at Knockagh.

Coming Attractions

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. Goothland 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 Worcester on Northampton Road, at 11.30 a.m.

London M.C. Gloucester Trial. Start, Highwayman Inn, Beech Pike, Elkstone, nr. Cheltenham, 10.30 a.m.

Bristol M.C. and L.C.C. Allen Trophy Trial. Start, Luttrell Arms garage, Dunster, Somerset, 11 a.m.

ROMFORD ENTHUSIASTS' C.C. NOVEMBER RALLY

AN excellent entry of 53 competitors met at the start of the R.E.C.C.'s Invitation November Rally at the Half-way House, Southend Arterial Road. Promptly at 6.30 p.m. the first car was away on what proved to be a very gruelling 120-mile route through some of the most tortuous Essex lanes. Competitors had been told that there would be no complicated calculations required and that the rally would be based on straightforward map reference navigation. The organizers relied upon a tight schedule at 30 m.p.h. and in Section 1 some 22 controls had to be visited in 35 miles. At the end of this section only one-third of the competitors had managed to stay within their time limit. Section 2 required competitors to select any eight out of 14 points and to complete the route in 30 minutes. At the supper stop near Marks Tey, R. Ager

of the promoting club was marginally in the lead from D. S. Davies, the eventual winner. Section 3 allowed the crews no respite and consisted of five short sections, the route card for each part only being obtained at the completion of the previous section. This left no time for hanging around and very quick plotting was required. The hard-pressed crews were now taken through Danbury and the Hanningfields, still at 30 m.p.h., and all the surviving cars had now lost time, whilst there had been many retirements. Finally, a short "cooling off" section of 19 miles to the finish at Harold Webb's garage, Romford, where the competitors were welcomed by the club president, Mr. R. Hutchinson.

Results

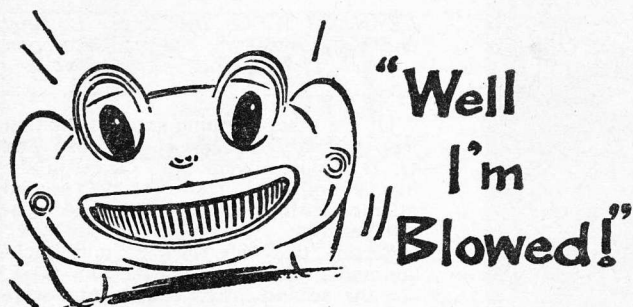
1, D. S. Davies (Minor 1000), 15 marks lost; 2, D. Butterfield (Sunbeam Rapier), 18; 3, J. Puttick (Fiat-Abarth), 21; 4, R. A. Clift (Austin-Healey), 22; 5, C. S. Perkins (Wolseley), 22.

SEVENOAKS AND D.M.C. BARBECUE RALLY

A CHEERFUL band of rallyists foregathered at Green Street Green, to see what they could do with a well-organized event of some 100 miles, thoughtfully timed to fit in neatly between tea time and closing time. The principal section was an any order section, the correct route for which led near Cudham, Titsey Hill and Limpisfield to a control at Four Elms. Here a supplementary route card took them to Markbeech and Fordcombe. A travelling marshal had to be contacted who was at rest at regular intervals either at Withiam or near Eridge. The next check was south of Crowborough and direction cards were issued which promptly confused the whole entry although it seemed easy. At this point nine cars had retired. At Danehill the final section commenced, competitors being given six more checks, each within a given time, some being manned and some not. The rally finished at the Grasshopper Inn, Westerham.

Results

1, Maurice Reeves/R. Chorley (Austin-Healey 100-6); 2, Dave McEwan/G. Kerr (M.G.A.); 3, Ron Exon/D. C. Smith (Hillman Minx).



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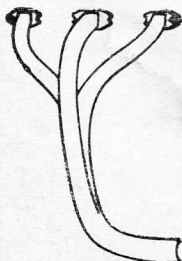
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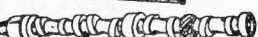


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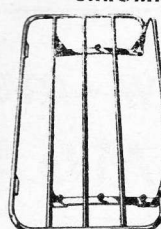
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LEANING WELL BACK are L. Hurt and his passenger as they tackle section four. They won a first class award.

Of the other morning sections the first was probably the easiest. Alldred and G. D. Hobson were both clean on the first round and then on the second attempt no less than eight climbed without penalty.

Section two was tougher, only Jackson and Alldred reaching the four mark. On the second attempt these two were clean, climbing over the top without penalty. Section three was a stopper on the first round, only Alldred reaching the four mark but others getting as far as five, but on the second round Alldred was without penalty and Jackson and Hurt lost only two.

At the lunch break it was already apparent that Tony and Brenda Alldred were well in the lead with a total of 12 marks lost. Then came Eric Jackson with 27 and L. Hurt and Roland Wilson with 34.

During lunch some rain fell to make the hills even more slippery. To describe them all would take up too much

THE "Chuff - chuff - chuff" of Tony Alldred's twin-cylinder J.A.P. engine in his Bassinet Special became a song of victory last Sunday (15th November) when the trusty two-lunger carried him to a clear 35 point win in the Yorkshire Sports Car Club's Pennine Trial.

The trial is one of the closed events in the club's calendar and as such the entry reached only the 20 mark, of whom two were non-starters and a third, John Dickinson, got no farther than 300 yards from the start when a radius rod on his special snapped.

Four sections were tackled twice in the morning and in the afternoon organizer Harry Treganza had laid out another five. These were done twice, and then, as there was still daylight, four of them were attempted once again.

The sections afforded excellent variety—both in surface and in the type of climb—and in the wet and sticky conditions after a night of heavy rain extreme delicacy of touch on the throttle was required. Although difficult the sections were praised for their ingenuity by several competitors, one of whom remarked, "Even on many championship events you don't see sections with as much variety or which require as much thought as these."

A shortage of marshals made it neces-

YORKSHIRE S.C.C. PENNINE TRIAL

A. D. Alldred (J.A.P.-Bassinet) wins by a handsome margin

sary to use the sections twice, but judicious movement of markers provided subtle changes.

The most interesting of the morning sections was section four, a long, twisting climb to the top of a smooth, grassy bank, a hairpin, drop down again, and another hairpin and climb to the "section ends" sign nearly at the top of the bank.

The trial was marked on the marks lost system, and most of the field was stopped on the "nine lost" mark.

Roland Wilson reached the eight mark and Alldred was the only driver to reach four. For the second time around, the section was slightly straightened and Roland Wilson climbed to the four mark, stopped and, to the amazement of marshal Mike Wilson, restarted and climbed to the two mark. Alldred came along then and showed that it could be done with a copybook climb—completely without pause. Both L. Hurt and Eric Jackson reached the two mark and then failed.

space, especially as all were changed in detail for each of the three rounds but it is enough to say that all were basically similar in character on very wet, smooth grass or bracken but were varied in the way they traversed or climbed the slopes. During the afternoon Tony Alldred made some six clean climbs and put up best performances about the two mark on several others. Jackson also made a few clean climbs and made several "next best" performances.

Good climbs were also made by Ralph Needham, G. D. Hobson, L. Hurt, Stan Jenkins and J. S. Berry.

Provisional Results

Lister Trophy (Best Performance): A. D. Alldred (J.A.P.-Bassinet), 48 points lost.

Wharfedale Trophy (runner-up): E. Jackson (Cannon), 83.

First Class Awards: L. Hurt (Ford Spl.), 86; R. C. Needham (Needham Spl.), 97.

Novice Award: A. Myers (Ford Spl.), 175.

Team Award: Alldred, N. H. Coates (N.H.C.) and R. J. Wilson (R.J.S.), 275 marks lost.

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USED CARS FOR SALE

A.C.

A.C. ACE-BRISTOL, 100D, Sept. 1957, A.C. blue, white leather, engine just checked, unmarked, 20,000 miles. £1,250.—M. Kellett, 101 Shetcliffe Lane, Bradford, 4. Tel.: Dudley Hill 356.

1949 A.C., £190 spent on this car in the last 12 months including engine, excellent condition all round. £325.—St. Botolph's Garage, Magdalen Street, Colchester 2833.

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ALTA-JAGUAR chassis, consisting Alta G.P. chassis much improved by H.W.M. and unused since, 15 ins. brakes, independent suspension all round, fitted "D" type Jaguar engine, gearbox and Power-Lok diff., all in perfect condition, requires body to complete, similar much inferior Alta-Jaguar held Prescott Sports record 47.6 secs. five years ago, completed car could be certain winner. £775. Also "D" type Jaguar 3.8-litre engine rebuilt to new standards by Jaguars and unused since. £785.—Philip Scragg, Sylfaen, Alderley Edge, Cheshire. Alderley Edge 2320, evenings.

ALVIS

1948 (October) ALVIS 14 T.A. saloon. In excellent condition. £295.—J. C. Harris, 24 Great Western Street, Aylesbury 2264.

ASTON MARTIN

1952 DB2, just recellulosed British Racing Green, complete mechanical overhaul in last 10,000 miles, radio, heater, 54,000 miles from new. £875 for quick sale.—Ladds, 123 Higham Road, Rushden, Northants.

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1958 AUSTIN A35 saloon, balanced engine, special pistons, crank, head, manifold, clutch, petrol pump, carbs, instruments, etc., new tyres. Taxed. Immaculate condition. Record holder at Leighton Hall, etc. One of the fastest A35s in the country, 95 m.p.h. £615.—Lifes (G. Hoyle), West Street, Southport. Tel. 3774.

AUSTIN-HEALEY

AUSTIN-HEALEY (Dec., 1954). Ivory, overdrive, Michelin X. Many other extras. £575.—Auto Services (Monkseaton), Ltd., Claremont Road, Monkseaton, Northumberland. Telephone: Whitley Bay 25909.

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1958 100/6, 2/4-seater, overdrive, disc brakes, wire wheels, hard/soft top, radio, heater, washers, luggage rack, tonneau, etc., 13,000 miles, immaculate. 1985. Sprite taken part exchange.—Hornchurch 43167, evenings, weekend.

1954 AUSTIN-HEALEY BN1. New hood, tonneau, heater. £495.—Chris Meek, Leeds 646954.

BENTLEY

BENTLEY, 1935, 3½, Park Ward black sports saloon, good working order throughout, recent engine overhaul, new tyres, taxed. Seen West End. £250.—Martin, Dellfield Cottage, Sarratt, Herts. Phone: King's Langley 2101, or office hours Watford 34551.

BENTLEY S Series (1957), two-tone paintwork in midnight blue and shell grey with red hide upholstery. Chauffeur driven. Guaranteed Bentley condition. £4,425. Below.

BENTLEY (August 1951) standard steel saloon with big bore engine, in fact, guaranteed an absolute specimen, only two owners. Full Bentley history available. £1,445.—Dickson Motors (Perth), Ltd., Croft Road, Perth. Tel.: 3892-3.

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1959 FORD Zephyr four-door saloon, finished in pale green with matching upholstery, fitted with heater, demister, etc., 8,000 miles only. The car is unmarked and is in exceptional condition. £775, or £78 deposit and 48 payments of £19 9s. 2d. per month.—King's Motors, New Road, Oxford. Tel. 41681-4.

1957 FORD Consul four-door saloon, finished in two-tone white/blue with red/white upholstery, fitted with heater, demister, whitewall tyres and Radiomobile radio, low mileage. In showroom condition. £715, or £72 deposit and 48 monthly payments of £17 19s.—King's Motors, New Road, Oxford. Tel. 41681-4.

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MERCEDES-BENZ

MERCEDES-BENZ 170 VA, 1952, imported 1959, absolutely unmarked. £450.—Great Alne 294.

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1959 Lotus Fifteen, Series III, 1,500 c.c. Climax F1, disc brakes, M.G. ZF gearbox, upright engine, hardly used. £2,250

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(Continued overleaf)

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CORRESPONDENCE

"The Golden Age of U.S. Road Racing"

IN the issue of AUTOSPORT dated 20th November an article under the above title appeared. Those readers who are conversant with motoring history will already have spotted a few unfortunate inaccuracies, and so to keep the record straight we publish these necessary corrections.

The American event of 1895 was sponsored by the Chicago *Times-Herald* and not the *Record-Herald*.

As regards the 1904 Vanderbilt Cup, the Clément-Bayard did not have "M. Bayard himself at the wheel", for the very good reason that the famous Chevalier who, you remember, was *sans peur et sans reproche*, died in 1524! It was, in fact, handled by that very fast driver Albert Clément, the son of the constructor, who finished second to Heath. Teste did not finish second, as he retired on the fourth lap when leading. Incidentally, Christian Werner did not change his name to Wilhelm for the day, and "Lyte" and "Lytle" were actually the same driver, Lytle, who was third.

In the 1905 Vanderbilt Cup, the accident to Lancia was his own fault, through pulling away from the pits right in front of another car, and it was his back axle, not the front one, that was damaged. In the 1906 race, Tracy's Locomobile was not third, that place being taken by Duray's De Dietrich, with Clément fourth. The reference to Wagner winning at Lyons in 1914 is a slip that everybody will have noticed, since Lautenschlager was the victor in that most famous of all races.

Two other small points, since we are now being completely accurate, are that the 1908 Vanderbilt Cup, which was a semi-track race, took place on 24th October, and the G.P. of America did not attract the entry of a Blitzen Benz, for this model had not yet been designed.

JOHN V. BOLSTER.

HORSHAM, SURREY.

Wonder Boy

OH, dear, another budding World Champion! This time last year we had Phil Hill "discovered" for us as a future champion, this year it's Dan Gurney. Why don't we wait until one of these young American "wonder boys" learns to be a Grand Prix driver and wins a full-blooded G.P. race before we get all lyrical and "dollar-worshipping".

If Mr. Christopher Nixon had been at Monza last September he would have seen an old and seasoned Grand Prix driver, namely, Stirling Moss, making these two American "Supermen" look like the new boys they are. Their combined efforts had no hope of beating Moss, who had the situation in the palm of his hand from the second lap. Gurney is certainly an excellent driver, a "natural racer" and a most pleasant character, but if he is to be World Champion in his second season of Grand Prix racing then it is a reflection on the way the F.I.A. has reduced Grand Prix racing to an occupation for "the man in the street" instead of an art at very high level.

DENIS JENKINSON.

ODIHAM, HAMPSHIRE.

[Mr. Jenkinson apparently does not rate the two Americans very highly as G.P. drivers. I wonder what he would have thought if someone had suggested, before the race, that Hawthorn would beat Fangio at Rheims in 1953, or last season that Brabham would lead the Championship at the end of 1959, as he does now. I still think Gurney, or Hill for that matter, is capable of winning the Championship.—C.N.]

Trade Support

WITH reference to your article in the 13th November issue of AUTOSPORT, of course trade support will be given to Grand Tourisme providing we know what the regulations are, as laid down by the F.I.A. and these regulations are carried out strictly by the promoters and no promoter or organizer allowed to put their own interpretation on the international rules and regulations to please certain manufacturers and drivers.

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1951 **XK120** roadster, duotone, RHQ £415
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1951 **Mk. V** 3½ saloon, excellent example £295
1939 **S.S.100**, red specimen, 1958 engine £295
1939 **S.S.100**, red, original £295
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F—fog light	W—wire wheels
H—heater	X—Michelin X tyres
M—overdrive	I—one owner
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1957 (Dec.) **MGA**, green, one owner, H £725
1957 **MAGNETTE** Varitone, duo gr., HP £765
1957 (Oct.) **MGA** f/head, spotless green, HB2 £715
1957 **MGA** Roadster, red, BFHPQX2 £675
1956 **MAGNETTE**, red showpiece, RH2 £645
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1953 **TD**, red, really must be seen, H2 £495

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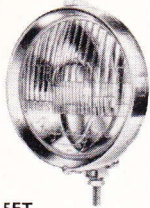
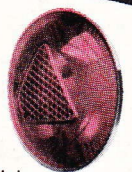
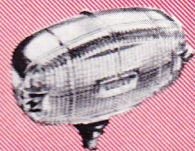
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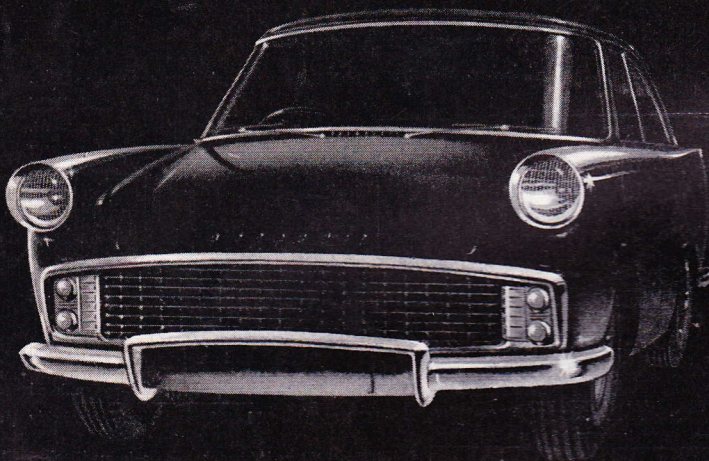
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