

AUTOSPORT

DECEMBER 4, 1959

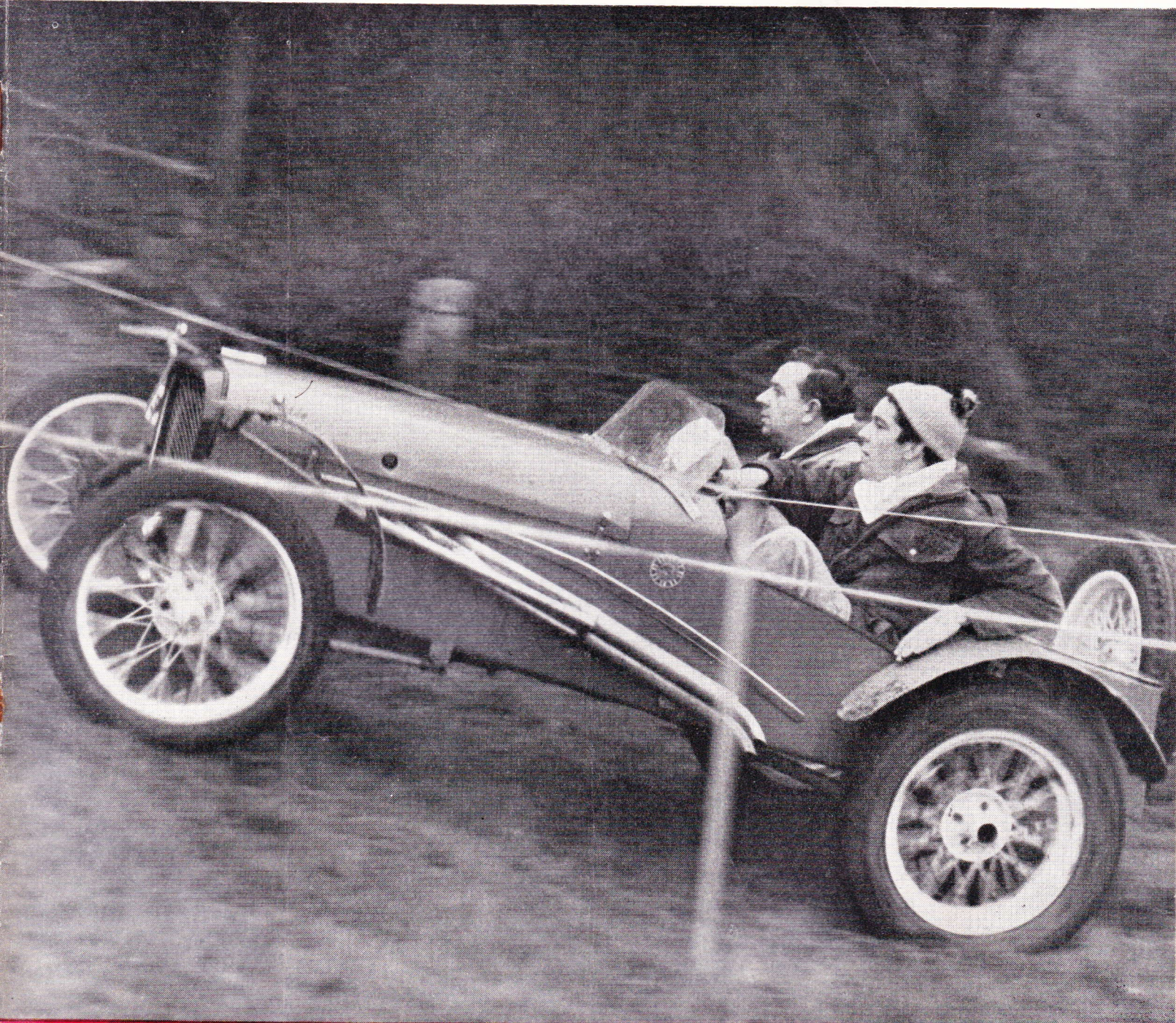
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EVERY FRIDAY

Vol. 19 No. 23

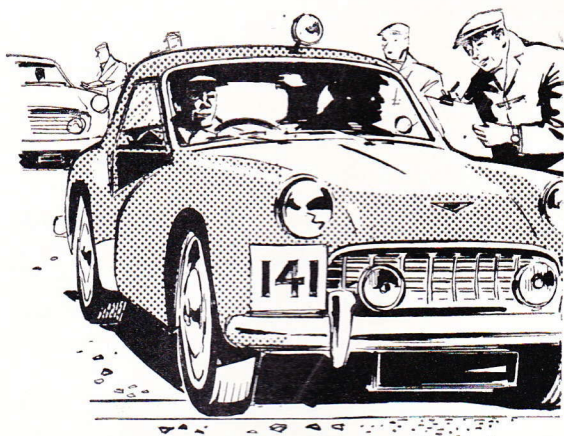
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

JOHN BOLSTER TRIES TWO FIAT-ABARTHS AND A MODIFIED VOLVO
FERRARI AND MASERATI DEVELOPMENTS : CHRISTMAS BOOKSHELF



RIGHT FROM THE START...

GIRLING BRAKING SYSTEMS

on winning cars in the

R.A.C. RALLY

GENERAL CLASSIFICATION

**1st FORD
ZEPHYR**

G. BURGESS
S. CROFT-PEARSON

3rd RILEY

M. SUTCLIFFE
D. C. ASTLE

LADIES' AWARD

1st FORD ANGLIA

MRS. A. HALL
MISS P. BURT

**2nd TRIUMPH TR3
GIRLING DISC BRAKES**

MME. SOISBAULT
MISS V. DOMLEO

**4th MORGAN PLUS 4
GIRLING DISC BRAKES**

MRS. P. MAYMAN
MISS D. FREEMAN

MANUFACTURERS' TEAM AWARD

**1st TRIUMPH TR3
GIRLING DISC BRAKES**

MME. SOISBAULT
E. HODSON
D. SEIGLE-MORRIS

**2nd TRIUMPH
HERALD**

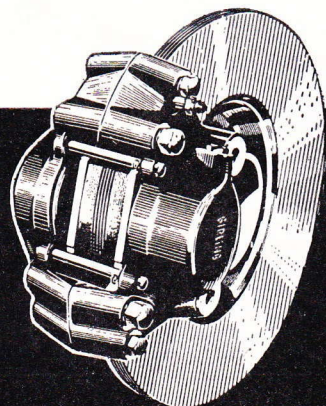
K. BALLISAT
I. L. LEWIS
P. BOLTON

3rd FORD ANGLIA

D. G. SCOTT
E. HARRISON
MRS. A. HALL

**4th MORGAN PLUS 4
GIRLING DISC BRAKES**

PETER MORGAN
B. HARPER
MRS. P. MAYMAN



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OFFICIAL CONFIRMATION

GIRLING BRAKING SYSTEMS

DISC OR DRUM—THE BEST BRAKES IN THE WORLD

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Vol. 19 No. 23 December 4, 1959

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Art Editor

THEO PAGE

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EDITORIAL

RALLY MAXIMUM SPEED AVERAGES

IN order to avoid unnecessary speeding, and in deference to the wishes of various governments, rally organizers specifically state that all competitors have to observe regulations regarding average speeds between certain points. The recent R.A.C. Rally provided for heavy penalties for exceeding 40 m.p.h. between any two points situated at least 20 miles apart, and there was always the threat of secret checks to enforce this rule. However, unless competitors are actually checked between specified points, the rule cannot be enforced. This raises the question of routes which are timed over the shortest distance, and which cannot be tackled owing to weather conditions. In order to maintain the rally average, it might even require a far longer distance to be covered to reach the named time control. Should the distance involve a mileage which requires the rally maximum speed average to be exceeded, then theoretically rally regulations have been broken. However, the shortest distance shown in the route card is the only one which may be taken into consideration, and no offence against the regulations can be committed unless the organizers have set up separate controls on alternative routes. The question now being asked by competitors is "What is the use of detailing maximum rally average speeds when competitors can go as fast as they wish when no specific route between controls is indicated?" This is why the outcome of the protests regarding the Braemar section in the R.A.C. Rally is awaited with great interest, by competitors and organizers alike!

MONTE CARLO RALLY

IT is evident, looking at the entries for the Monte Carlo Rally, that without large-scale British participation, the winter classic would rapidly deteriorate into just another club event. This has largely been due to the enthusiasm of the Monte Carlo Rally British Competitors' Club, which has done a remarkably efficient job of co-ordinating entrants' ideas, and looking after the interests of competitors. One can also trace the influence of the M.C.R.B.C.C. in the well-organized R.A.C. Rally which is corroborated when one learns that the organizing committee comprised Jack Kemsley (chairman), Malcolm Bateman, Denis Flather, Peter Cooper, Dennis O'M. Taylor, Barclay Inglis and J. D. Stuart—all men of considerable experience in both the competing and organizing sides of the sport. With these gentlemen in command, there is no reason to suppose that future R.A.C. Rallies will not become the best and most sporting in Europe.

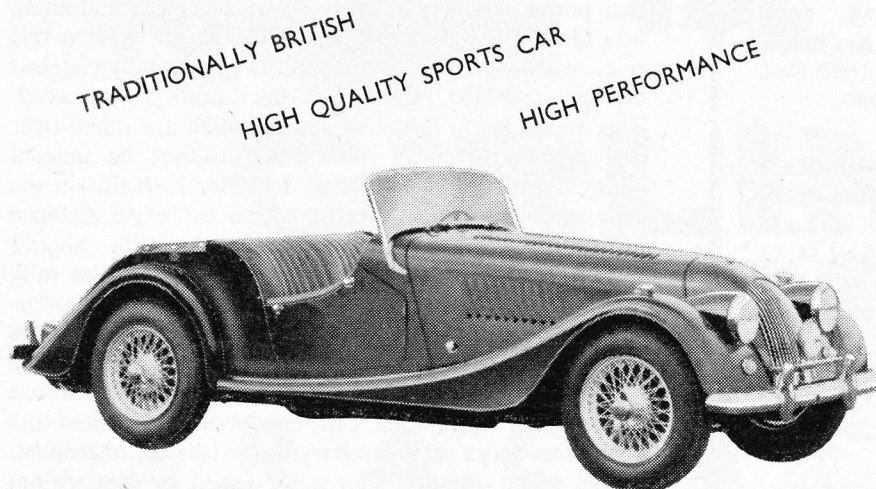
OUR COVER PICTURE

TRIALS TIME AGAIN: With the coming of frost and fogs the trials drivers come out again for another exhilarating period among the woods and heaths of the countryside. Here Charles Pollard, one of the rising stars in the trials firmament, urges his Cannon up a rise in the recent Leicestershire C.C. John Bull Trophy Trial.

100 M.P.H.**PLUS-FOUR**
two seater sports**SUCCESS****IN THE
R.A.C.****INTERNATIONAL RALLY****1ST
SPORTS CAR**

(Class 8)

Subject to Official Confirmation

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**PROVED
PERFORMANCE****Typhoon**

The TYPHOON offers at a price you can afford, exceptional road holding tested on most National Racing circuits.

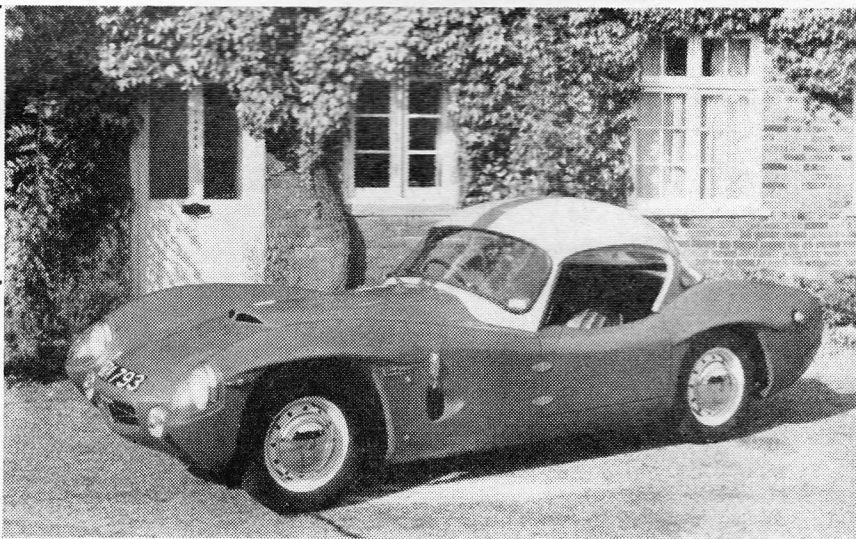
The 2-4 Seater illustrated is fitted with the laminated glass windscreen and hardtop, introduced specifically for saloon car racing. With its supercharged engine it has a top speed in excess of 100 m.p.h., weighing only 11 cwt., phenomenal acceleration with superlative handling qualities, proved in regular and successful racing.

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TO YOU—FROM US: While Chris Bristow sits in the car the Formula 1 Cooper is handed over to the Yeoman Credit racing team. From left to right are Douglas Armstrong, Tony Robinson, John Cooper, Charles Cooper, Fabian, Paul and William Samengo-Turner, Alfred Moss, Ken Gregory, John Blunsden and Gregor Grant.

CLIFF ALLISON, Tony Brooks and Wolfgang von Trips are officially named as Ferrari drivers for Sebring.

GEORGE CONSTANTINE and Ed Hugus will drive Chevrolet Corvairs in the Sebring International "Compact Cars" two hours' race on the morning of 12th December.

GEORGES HOUEL and Stanley Norman (Citroën ID19) retired in the R.A.C. Rally due to shortage of tyres. They ran on the rim for seven miles, but were unable to obtain replacement covers.

AMONGST those who reached the Braemar control in the R.A.C. Rally were E. L. Yardley/D. E. Love (Triumph TR3A)—eight minutes outside the time allowance.

A JOHN DAVY TROPHY race for Formula Junior cars will take place at Brands Hatch on Boxing Day.

REGULATIONS for the 11th Sestriere International Rally, 21st-24th February, 1960, in English, are now available.

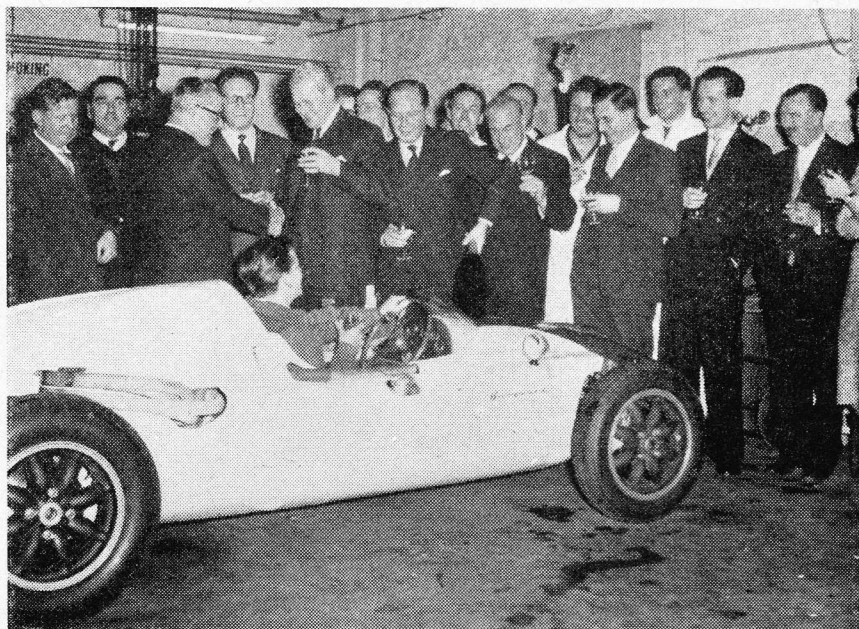
JOSHUA RANDALLS has bought the Chequered Flag's rebuilt Cooper Monaco for 1960.

B.M.C. entries for the Portuguese Rally which started yesterday (Thursday), comprise Pat Moss/Ann Wisdom (Austin-Healey), Nancy Mitchell/Pat Allison (Mini-Minor), Peter Riley/Tony Ambrose (Austin Seven) and Marcus Chambers/Den Green (Wolseley 6/99).

WALT HANSSEN has won the 1959 Sports Car Club of America Driving Championship in the Momo Corporation's Lister-Jaguar sports car. Hanssen won this award in 1957 in a D-type Jaguar, and in 1958 in a Lister-Jaguar.

THE Osca-engined Fiat "1500" will be driven by Villosesi/Capelli in the "Monte", and will be fitted with the new BS3 Pirelli tyres.

IT is fairly certain that Dan Gurney will be a member of the B.R.M. team for 1960.



EXCITING new sports car announced today is the Alexander-Turner, a direct descendant of Bob Gerard's Alexander - modified AUTOSPORT Championship Turner. A new glass-fibre body is mounted on the welded steel sub-frame and the Alexander - modified B.M.C. "A" series engine can produce over 80 b.h.p. with complete reliability.



PIT and PADDOCK

B.B.C. ARMY ROUGH RIDING CHAMPIONSHIP 5th December

THIS is an event specially staged for B.B.C. television in the same way that the London Motor Club stages the TV Trophy trial and which has proved so popular.

Raymond Baxter is the commentator, Peter Webber the Producer, and the Joint Clerks of the Course are Col. "Bing" Crosby and A. Godfrey Imhof.

To find the individual rough riding champion of the Army the same competitor is to ride or drive Land Rovers, motor cycles, three-tonner trucks and waterproof champs. This latter vehicle will be raced in pairs through a wide pond which is more than five feet deep. The drivers have to run a Le Mans start over and under some obstacles, jump into their vehicle, race across the pond and out the other side, round a pylon and back again through the pond.

Army frogmen will be in attendance to rescue any driver who is washed out of his vehicle and to attach tow rope to a submerged vehicle in order to clear the course for the next competitors. If a vehicle sticks or stalls in the water the competitor is to swim and run the rest of the course. The event will take place at Bordon, Hants.

TRANSMISSION TIMES: B.B.C., 5th Dec., 1959
1.05-1.20 p.m., Land Rovers; 1.40-1.50 p.m., Motor Cycles; 2.10-2.20 p.m. and 2.40-2.50 p.m., 3 Tonners; 3.30-3.50 p.m., Under Water Event Competing for "Neptune Trophy".

WATCHFUL EYE of Piero Taruffi is kept on a pupil at the Centro-Sud Racing School in Modena, which is shortly closing for the winter. Thanks to Taruffi the school has been a success and some drivers have been selected for 1960.





PRIZEGIVING: Tony Brooks presents the loot to Jack Richards (left) and Phil Scragg at the Sports Car and Lotus Owner Sports Car Hill-Climb Championship prizegiving ceremony, held at the R.A.C. recently.

APPENDIX "J" 1960

Group 3 — Grand Touring Cars Extracts from Revised Regulations

Article 253: Classes: 1, Up to 400 c.c.; 2, 401-500 c.c.; 3, 501-600 c.c.; 4, 601-700 c.c.; 5, 701-850 c.c.; 6, 851-1,000 c.c.; 7, 1,001-1,150 c.c.; 8, 1,151-1,300 c.c.; 9, 1,301-1,600 c.c.; 10, 1,601-2,000 c.c.; 11, 2,001-2,500 c.c.; 12, 2,501-3,000 c.c.; 13, 3,001-4,000 c.c.; 14, 4,001-5,000 c.c.; 15, Over 5,000 c.c.

Except where otherwise specified by the F.I.A. for a given category of events, there is no obligation for the promoters to include all the above classes in their supplementary regulations and, furthermore, they remain free to combine two or more consecutive classes according to circumstances particular to their events.

The above classes are for non-supercharged vehicles. Supercharged cars homologated by the F.I.A. will run in one of the classes above the one they would belong to according to their nominal cylinder capacity.

254. All G.T. cars accepted in the category must be recognized in that category by the F.I.A.

255. All G.T. cars recognized by the F.I.A. will be described on a Recognition Form drawn up by the National Automobile Club or organization. A standard form drawn up by the C.S.I. will be used. After a certain date, promoters will be entitled to refuse participation of cars in their events if forms are not produced at scrutineering.

256. Fuel must be of commercial type distributed by normal road stations, except in special cases where the quality of commercial fuel is unsatisfactory. In that case the C.S.I. will give concessions to national clubs. Upper cylinder lubricants are permitted provided they do not increase the octane value or number of the fuel.

264. Grand Touring cars are vehicles built in small series for customers who are looking for better performance and/or maximum comfort and are not particularly concerned about economy. Such cars must conform to a model defined in a catalogue and be offered to the customers by the regular Sales Dept. of the manufacturer. They must be recognized by the F.I.A. in accordance with Article 265.

Special bodywork is permitted on homologated cars provided the weight of the car is standard form, with a tolerance of minus 5 per cent.

265. Production of G.T. cars must be a minimum of 100 identical units in 12 consecutive months. However, one same minimum series may have two different carburettor equipments, either in number or size.

266. All parts of the chassis must be at least 12 cm. from the ground, so that a mass 80 cm. wide and 12 cm. high may be introduced between the rear wheels and through the length of the car. Turning circle radius shall be 6.75 metres minimum: in other words, cars must be able to make a complete turn between two parallel walls or lines, 13.50 metres apart.

267. G.T. cars must be equipped with a starting device capable of being operated by the driver when aboard.

268. G.T. cars shall have one of the fuel tanks provided by the manufacturers, and the capacities of said tanks shall be entered on the homologation form. However, the total capacity of the fuel tanks (main and auxiliary) must not exceed: Up to 1,000 c.c., 60 litres; 1,001-1,600 c.c., 80 litres; 1,601-2,000 c.c., 100 litres; 2,001-3,000 c.c., 120 litres; over 3,000 c.c., 140 litres.

269. G.T. cars must have coachwork enabling normal touring use, in particular as concerns comfort, habitability and protection against bad weather.

It shall include at least two seats located on either side of the longitudinal axis of the car, without affecting the normal system of adapting the seat to the size of the occupant. Coachwork must be completely finished, with no temporary or provisional items.

Minimum inside width, 100 cm. (up to 1,000 c.c.) and 110 cm. (over 1,000 c.c.). Dimensions shall be taken in a vertical plane at the tangent of the back of the steering wheel, and perpendicular to the longitudinal axis of the vehicle. It shall be carried upwards to a minimum height of 25 cm.

The passenger's space must be available throughout a whole event. It may not be totally, or even partially, covered and it must offer the same degree of comfort, etc., as that of the driver. However, supplementary regs. may provide for the covering of the passenger's seat with canvas or any suitable material which can be removed without the use of tools. The seat may never be used for carrying a spare wheel, or for the location of a fuel tank. The latter must be located outside the driving compartment.

SPORTS NEWS

270. Windscreens are compulsory. They must be placed symmetrically in relation to the axis of the car and have the following minimum dimensions:—

Width (chord measurement) 90 cm.
(up to 1,000 c.c.)
100 cm.
(over 1,000 c.c.)

Height (all cars) 25 cm. measured vertically and carried through the whole minimum width.

The windscreen must be equipped with at least one automatic wiper, placed in front of the driver, and wiping a sufficient area to enable the driver to see the road distinctly from his seat.

Distance between top edge of windscreens and lower-point of front seat cushions must be 80 cm. measured vertically.

Mudguards must cover at least one third of the wheel's circumference. An opening, not exceeding 200 sq. cm. is permitted to enable drivers to check tyre condition.

Open or convertible G.T. cars must be equipped with hoods fitting hermetically to the windscreen, the windows or side panels and back of coachwork. Hoods may not interfere with the opening of doors. May be used permanently or partially according to supplementary regs. Hoods may be replaced by removable hard-tops.

All G.T. vehicles must have at least one rigid door on each side, with lock and hinges. Maximum opening space (door fully open) shall be 50 cm. x 30 cm.

Closed or convertible cars must have doors equipped with security glass or transparent rigid plastic material, providing ventilation: minimum width, 40 cm.; height, 25 cm. Rear window must let light through a minimum of 50 cm. (width) and 10 cm. (height).

Luggage compartment must be outside space occupied by front seats. Minimum dimensions, 65 x 40 x 20 cm., besides spare wheel, tools, or folded hood.

THE PORTUGUESE RALLY The Final Round of the Rally Championship

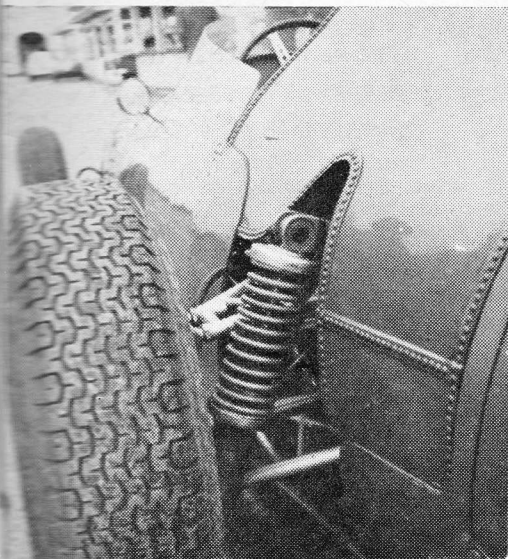
CONTRARY to expectations, and after a rather shaky start, the entry for the Portuguese Rally (4th-6th December) has closed with no less than 90 crews. These include not only the usual Spanish and Portuguese drivers, but also the leading championship contenders, such as Carlsson (SAAB), Wencher, Levy, Kühne (Auto Unions), Coltelloni (Citroën) and other such "names" as Oreiller (Alfa Romeo) and Houel (Citroën).

The only British "works" support is from B.M.C., who have entered Pat Moss/Anne Wisdom (Austin-Healey), Nancy Mitchell/Pat Allison (Cliff Allison's sister) and Peter Riley/Rupert Jones (Mini-Minors), supervised by Marcus Chambers himself in a Wolseley 6/99. The girls are interested in the Ladies' Rally Championship, where their main opposition will come from Annie Soisbault in a "works" Triumph.

The Portuguese are masters of the high-speed Special Test, as anyone who has seen them in action after the "Monte" will agree, so it is not surprising that the road section is simple and that the rally will be decided by five special tests, one of absolute regularity for 43 km., two of manoeuvring, one of speed/regularity on a circuit and one of braking/acceleration.

However, masters or no, Erik Carlsson, the current championship leader, will certainly make the Portuguese go, and is expected to clinch the championship for 1959.

JOHN GOTT.

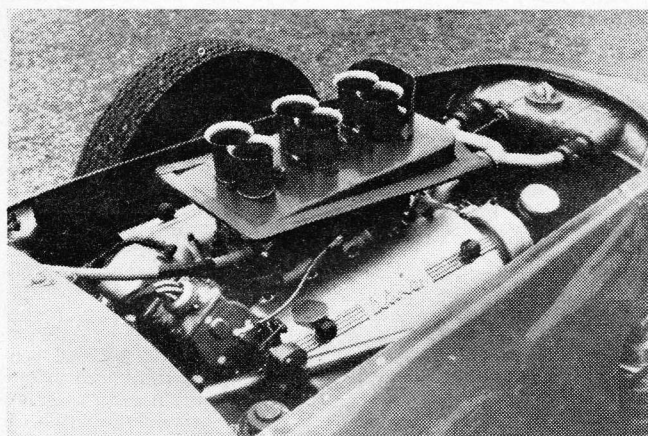


ANOTHER RECRUIT (top right) from America sets off for a trial run in the new F1 Ferrari. He is Richie Ginther, who has made a considerable name for himself in the States driving Ferrari sports cars. **THE NEW** rear suspension on the Ferrari (above) is by double wishbones and coil springs incorporating Koni telescopic dampers.

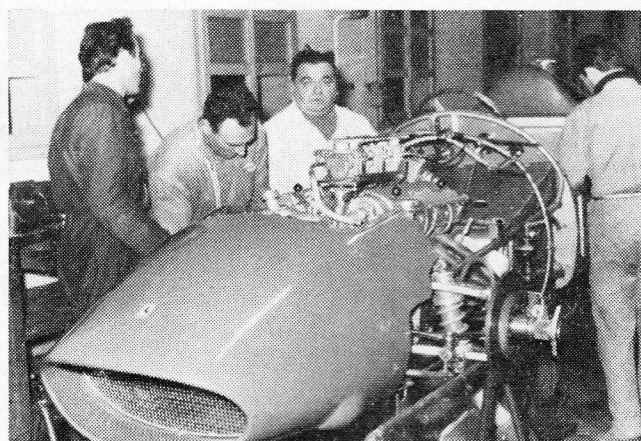


News from Ferrari and Maserati

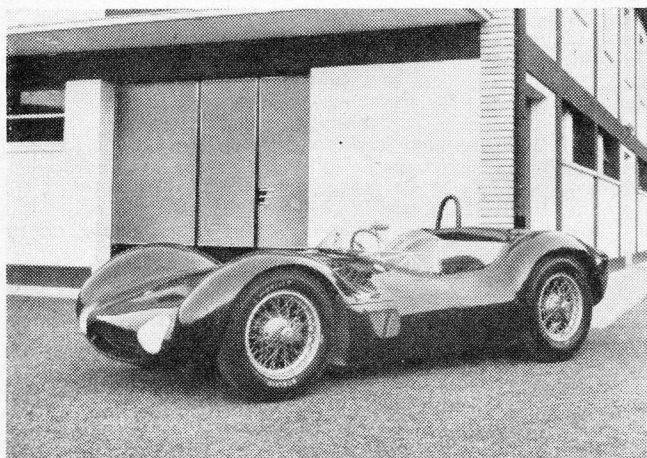
First pictures of the new F1 Ferrari and the 2.8-litre Maserati Sports Car



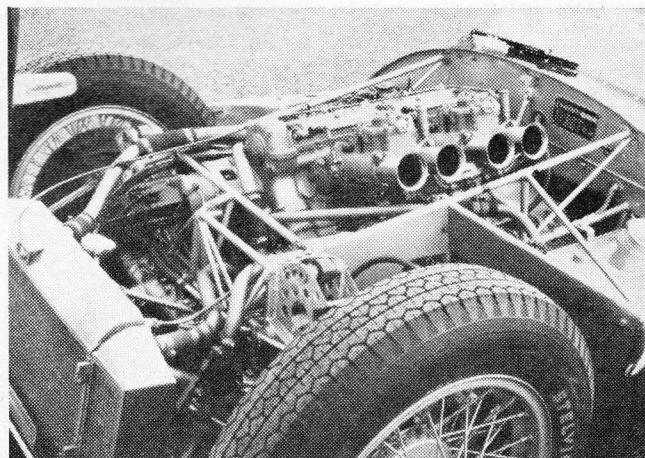
TWIN CAM. The new 2½-litre "Dino" engine produces 255 b.h.p. at 8,000 r.p.m. This unit is lighter than the four-cam one.



HARD AT WORK. Four Ferrari mechanics are seen hard at work on the twin-cam car for Sebring. The three other cars will all have the four-cam engine.



THE NEW MASERATI. Not a pretty car, but definitely purposeful, the 2.8-litre sports car is equipped with Girling disc brakes. One of these machines will be driven by Jim Rathman at Nassau.



POWER HOUSE. This is the four-cylinder, 2.8-litre Maserati engine which produces 240 b.h.p. This model is now in production and already 20 cars have been sold, mostly to the United States.

← PROFILE **ROY SALVADORI**

By Christopher Nixon



IN 1953 Roy Salvadori joined the Aston Martin works team. His first drive for this marque was at Le Mans of that year. Shortly before the race the team was chatting about race strategy and the first drivers were telling the second drivers how they planned to run during the first spell at the wheel, Reg Parnell saying to Peter Collins something like this: "I shall go easy on the brakes and gearbox and use about 5,500 revs., so when you take over the car it will be going very nicely." Then you go out and treat it likewise."

George Abecassis, whose co-driver Roy was, listened to this and then turned to the "new boy" and said: "O.K., Roy, now we'll have no nonsense about this. I shall get in our car and use all the revs. I've got. In fact, I shall drive as hard as I can, so when I hand the car over to you, you can be sure it will be well on the way to being clapped out!"

As is well known the car didn't last the distance. None of the Astons did—but I don't think this had anything to do with George Abecassis.

Roy, of course, has driven for the Felt-ham team ever since but it has taken seven attempts for him to finish at Le Mans, culminating with his superb victory with Carroll Shelby in this year's event.

He has been racing now for 13 years, starting, as he did in 1946, with the ex-Dobbs Riley. In this car he competed in various hill-climbs and speed trials. He achieved some success and became seriously interested in the sport. Racing proper was still only a dream, however, for the world was still trying to sort itself out after six years of war.

But in June a race meeting was held at Gransden Lodge and Roy, in an M.G., came second in the class for racing cars up to 750 c.c.

The next year he bought himself a P.3 Alfa Romeo. He raced this a lot and had his fair share of success with it. At Gransden Lodge again he came third in the Gransden Trophy and made eighth

THE P3 ALFA ROMEO was one of Roy's earliest acquisitions. He is seen here during the Gransden Trophy at Gransden Lodge in 1947. He finished third.

best time of the day in the Brighton speed trials, returning a time of 26.40 secs. One of his first forays to foreign lands was to Chimay in Belgium where he finished fifth in his first international race abroad.

He then dispensed with the Alfa and bought a four-cylinder, eight-valve Maserati of 1934 vintage. This car proved rather disappointing for although he finished a number of races, he never got amongst the loot, so to speak. So he got rid of this and bought the ex-Bira 4CL Maserati. This proved to be quite a satisfactory acquisition although he was forced to retire in two of the more important races of the season, the British Empire Trophy and the Dutch G.P. at Zandvoort. This car eventually came to a sad end, for when involved in a shunt in Ireland, it caught fire and was reduced to a heap of ashes.

Now Roy began to drive professionally, first for Tony Crook in Frazer-Nashes and then for Bobbie Baird, in a 2.7-litre Ferrari. He also competed occasionally in an XK 120.

Numerous successes came his way in this period. Nothing startling, perhaps, but successes all the same. He gained class wins at Snetterton, Thruxton, Silverstone and elsewhere. In the Ferrari he came second in the sports car race at Boreham, and Baird asked him to drive with him in the first Goodwood Nine Hours race. After the complete Jaguar débacle, at the end of this race the Ferrari moved into the lead but then they had electrical bothers and finally finished third.

Shortly afterwards he joined the Connaught team and had a fair amount of success before signing on with Sid Greene. Now the wins came thick and fast and the Salvadori/Maserati combination became a very difficult one to beat. Driving the 250F Maser and the 2-litre sports car of the same make, Roy notched up a truly impressive list of wins and placings, a list far too long to mention here.

It was this period, just before he really started in big time racing, that Roy reckons was the most enjoyable of his whole career. "I had innumerable tussles with Archie Scott-Brown. It was really wonderful racing."

Then in 1953 he joined Astons, which is where we came in. As John Wyer puts it in his book, *Motor Racing Management*, "Then we called in the very brilliant Roy Salvadori, certainly one of the fastest drivers in England, which means the world." Roy has been

with Astons ever since, also driving for Coopers for two years.

He was born in Dovercourt, Essex, 37 years ago, of Italian parents, and christened Roy Francesco Salvadori. A year or so ago, when Tony Brooks was in the Aston Martin team, Roy found out that Tony's first Christian name was Charles, so he started calling him Charlie. Tony, in turn, called Roy, Francesco. We mentioned this in Pit and Paddock one week and were somewhat surprised when very shortly afterwards we received a letter from a reader, obviously a Brooks fan, saying that anyone who calls him a Charlie is a Charlie. No comment!

After leaving Brentwood Convent School, Roy worked for his father's firm (which handled refrigeration plants) before taking up racing.

A tall, broad-shouldered man, of perhaps a couple of inches over six feet in height, he is possessed of great personal charm and is immediately likeable. He has been described as the racing driver with the looks of a film star. This would seem to be correct, for the number of requests for photos of him that we get from starry-eyed young ladies is enough to keep George Phillips away from the office for weeks on end.

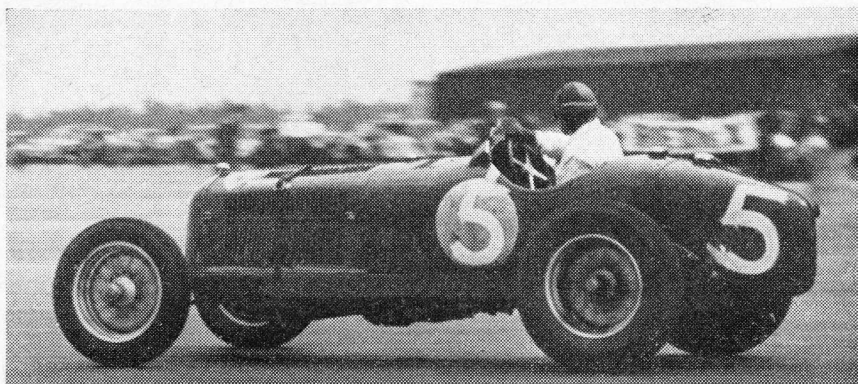
Motor racing is not his only interest, for he owns a very modern motor showroom, Elmbridge Motors, situated on the Tolworth by-pass. He lives in a very nice apartment above the showroom.

He smokes and drinks only occasionally and is very partial to Continental food, especially Italian. "I like to eat well and perhaps have wine with my meals. With Astons, of course, I do just that, for John Wyer and Reg Parnell are experts on these things and we always stay in very good hotels."

Whilst we're on the subject of staying in places, one of the funniest incidents of Roy's life happened a little while ago while he and Jack Brabham were staying with Lance Reventlow in Los Angeles.

A group of enthusiasts, impressed by Jack's driving of the Cooper-Climax, decided to make a film about it, to be called "Brabham's Climax", with Jack in the starring role. So they arranged to meet the somewhat bemused Australian chez Reventlow. But let Roy take up the story.

"When they turned up they brought a starlet with them. This shattered Jack, for he is a very shy person and his embarrassment was acute. He couldn't for the life of him see how she was going to fit into a film about motor racing.



Anyway, he and the directors began haggling about this epic motion picture and then he had what you might call a screen test and gave an exhibition of his abilities. I reckon that this was a complete masterpiece, although I did think he over-acted a bit. At one stage I took a hand in the directing myself, but this proved much too much for Jack.

"Eventually he realized just what he was letting himself in for, and got out of it by saying that he would call back in L.A. to finalize things on his way back from New Zealand.

"Watching the whole scene of negotiations and the ultimate result from the sidelines gave me greater pleasure and fun than racing ever has."

I asked him what he thought was his most disappointing incident. "There's not one in particular," he replied. "I've had lots of bad luck at Goodwood. In the first Nine Hours race when I was driving a Ferrari with Bobbie Baird we were seriously handicapped by the Aston fire. The tarmac got very hot, with the result that when we stopped to change tyres the jacks sunk into the road and having got the wheels off we couldn't get the new ones on. This wasted a lot of time and then finally, having got into the lead, we had battery trouble and eventually finished third. We should have won that race. Then again, in the T.T. this year our car caught fire when we were in the lead.

"The new formula? I don't like it one bit. I'd like to see the present one continued. But I don't think it will affect me much for at the end of next year I shall seriously consider retiring. When you've been driving as long as I have you have to think seriously at the end of each season and consider the dangers involved, your ability, or what's left of it and your value to your team. There are always stacks of younger drivers to think of too, and it wouldn't be right to hang on and deprive them of the chance to progress.

"Next year I shall be with Astons again. The G.P. car is reliable and very safe. The roadholding is quite out of this world but the car has got to be made lighter and quicker. I tested this year's model at Goodwood recently. It had only minor modifications but we got round in 1 min. 26.2 secs. in conditions that were far from good. Feltham is working hard right now and I'm confident that the boys will give us something good for next year.

"I've no particular favourite circuit. I like all British ones, they're very safe. There is good fire-fighting equipment and superb marshalling. If you have a shunt at the 'Ring they take all day finding you. I think the only proper racing exists in England although Monza is all right.

"Le Mans is a lousy race, the absolute end, although if you win it you get bags of publicity. Drivers should be allowed to do four or five hours at the wheel. This would enable them to get some sleep when they're off duty. I was absolutely clapped out at the finish of this year's event. I'm a firm believer in long stints. I drove for six hours at the 'Ring for Ecurie Ecosse once. It's not the driving that tires you at Le Mans, it's the lack of sleep.

"We had one awful moment this year.

FORMIDABLE: The Salvadori/Maserati partnership produced many wins for Sid Greene. Roy is seen here in the 250F at Crystal Palace.

ANYONE FOR TENNIS? *It's been a long day, and Roy (Napoleon) Salvadori and Carroll Shelby show the signs of their labours as they arrive back in England a few hours after their victory at Le Mans this year.*

During the night the car suddenly began to vibrate madly and I thought our race was over. It turned out that the tread had partly come off the tyre and was battering the bodywork. We lost about three laps because of this. Afterwards we began lapping pretty fast—about 4 mins. 10 secs. in the dark. In this way we were able to make up some of our lost time. Then on Sunday afternoon when the last Ferrari had retired, I was cruising down Mulsanne when I was passed by the course car, a Continental Bentley. David Brown leant out of the window and made frantic signs to me which I took to mean 'Take it easy'. Me! Take it easy! I can't have been doing more than 100 m.p.h."

Roy thinks the World Championship is a good idea. "But it's not entirely fair. If the car's no good then even the best driver in the world can do nothing about it, as we've seen with Stirling this year. There is a tremendous amount of luck involved."

He has some interesting thoughts on future G.P. drivers too. "Well, there's Graham Hill, of course. He's never really had the chance to show what he can do. Much the same can be said for Cliff Allison. Bristow and McLaren are very much on the way up. People like Mike and Henry Taylor, McKee, Stacey and Ashdown have never been seriously tried, of course. What's wanted is a team that's prepared to sign some of these boys on and build them up. They all seem to have the potential there. They just need the chance to drive, without having too much expected of them for a while."

Roy Salvadori has now been a works driver for Aston Martin for seven consecutive years and he is surely due for a long service medal! But his faithfulness to Feltham has not come about just because he likes the look of the cars.

"I've stayed with them for various reasons. Firstly, they're such wonderful people to drive for. Secondly, the organization is fantastic—I would say superior to that of Mercedes-Benz. Before a race I receive a movement schedule and from that moment my worries are over. Everything is laid on. From the driving angle again there are no worries. I know that the cars have been superbly prepared and that nothing is likely to fall off, so I can start a race in a happy frame of mind. This is essential if you want to win races."

As stated earlier, Roy has been in the racing game now for 13 years and

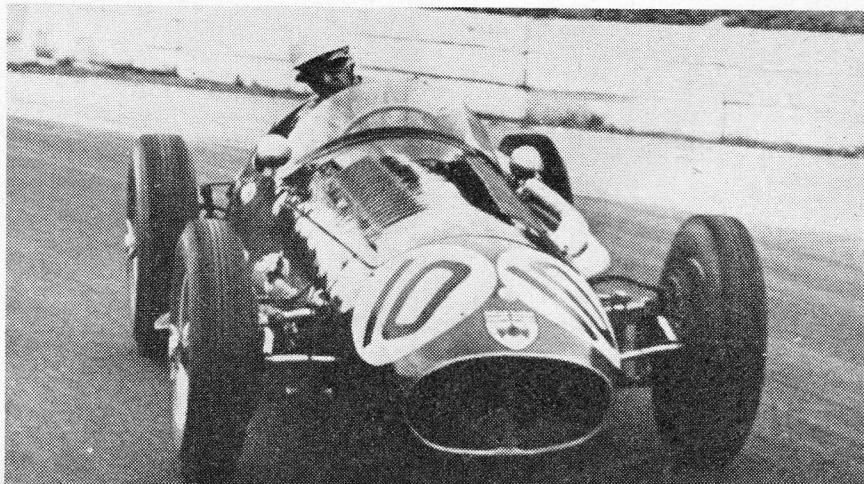


although he has had many victories in his career, a really big win eluded him until this year, when he won Le Mans. This undeserved state of affairs has, in this writer's opinion, resulted in Roy's ability being sadly underrated at times. Last year was probably his best, for he finished fourth in the World Championship and drove some of the best races of his career, notably in the British, German and Italian G.P.s, where he finished third, second and fourth respectively, each time in a Cooper.

He has never been in the Moss/Fangio class. He has never claimed to be. But a better, more reliable team driver you couldn't wish to find. If he retires at the end of next season, it is to be hoped that he will not entirely sever his connections with the sport he has served so well. He would love to be able to assist in some way, perhaps as team manager. "And I can assure you that if this happens I will be an absolute blessing. After all, what better training can you have than under Reg Parnell!"

Next year he will definitely be driving in G.P.s and he hopes to be tied up with a sports car ride soon, too. Let us hope that before he retires, this most likeable and popular driver will win a *grande épreuve*. He richly deserves to.

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DRIVER'S VIEW of the new Highway, which since its opening has been the subject of all manners of attack and unwarranted criticism.

these speeds, and the drivers should be content with 50-55 m.p.h. The powerful Grand Touring car, with a maximum of (say) 140 m.p.h., is just as safe in the hands of an experienced driver at 120 m.p.h. cruising gait as a normal, well-driven family saloon at about 70-75 m.p.h., on a road designed for fast-moving traffic, which M1 undoubtedly is.

Proper lane-instruction is the answer to many of the problems arising from the speed differential of the various drivers and cars using motor-roads. If users could be taught to make certain that the road behind is absolutely clear



M1—Let's be sensible!

No Justification for Speed Limits on Magnificent Highway

DURING the past few weeks, Great Britain's new M1 motor-highway has been the subject of all manners of attack, entirely without justification, and based mainly on prejudices regarding speed. Sheer ignorance has caused criticism of this wonderful engineering achievement which has done away with a large part of the notorious A5 route, and has provided remarkably safe and rapid transit for some 72 miles of what was one of the most appalling roads in Great Britain as regards density of traffic, and in one sweep has brought a measure of hope to thousands of frustrated road-users, formerly condemned to spend a large proportion of their journeys in long, slow-moving convoys.

The planners of M1 have seen a dream brought to realization. Sensibly used, there is no reason why this superb double-highway should not be the safest stretch in the whole country. Apart from the vagaries of weather, and the ever-present risk of unknowledgeable drivers, there is nothing quite like the safety of M1 in the entire length and breadth of the country. To call for a maximum speed limit is plain nonsensical. The truth of the matter is that the breed of road-user whose normal cruising speed is around 30-40 m.p.h. is easily the most dangerous occupant of a road whose very existence automatically calls for safe travel at the speeds suited to modern vehicles in the hands of experienced drivers.

On M1 I have seen cases of sheer, foolish and usually selfish driving, and the offenders are, in nearly 100 per cent. of the cases, the same types which cause trouble on normal roads. They are the people who accelerate as you are passing them and then sound their horns; they are the folk who cannot see in their rear-vision mirror because of the labels denoting visits to Clacton-on-Sea, Brighton, Blackpool, dangling dolls, and so on; they are the characters who hold on to the middle of the road just for the sheer pleasure they get in annoying

other people. They have not the slightest idea of how to control their motor-car; when darkness approaches they have some silly idea of saving electricity, and seldom switch on their lights until it is almost pitch-dark, not realizing that the "half-light" is a most perilous period.

BY GREGOR GRANT

A great many users of M1 are familiar with Continental autoroutes, autostrada and autobahnen. To them, a motor-road is there for the purpose of getting from A to B without the necessity of trailing along in dense traffic. Although it must be admitted that, on certain holidays, motor-roads can result in very heavy traffic. Only stupid drivers cruise above certain speeds. For instance, the man who continually hits 90 m.p.h. on his 90 m.p.h. maximum speed vehicle is risking a blow-up, leaves absolutely no margin for error, and is going about the most expensive way of using his machine.

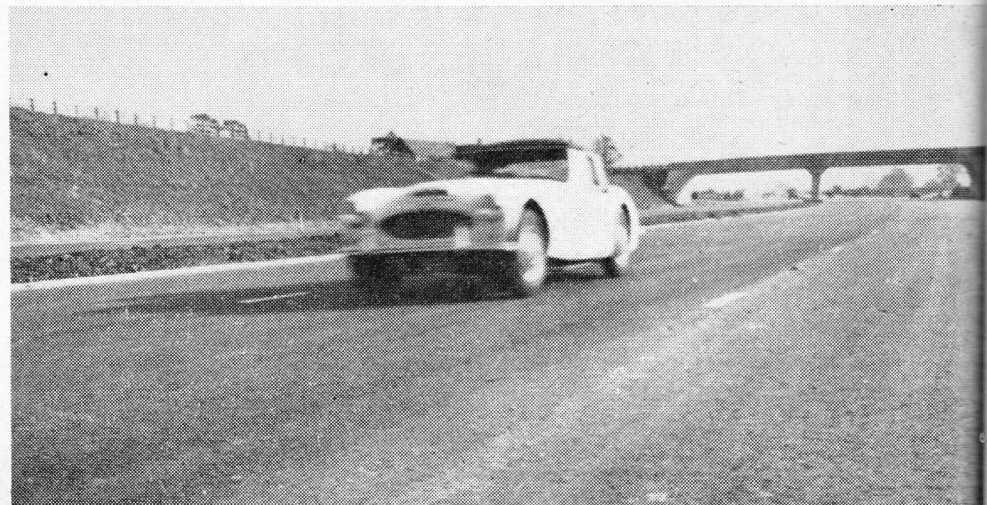
A great many modern cars are capable of exceeding 100 m.p.h., and can cruise in perfect safety at 80-90 m.p.h. all day long if necessary. The "tiddler", with its maximum of 60-65 m.p.h., should not be driven continuously at

before overtaking, then accidents would be cut down by a tremendous amount. Also, manufacturers should be forced to supply adequate rear-vision mirrors. On many of the popular-priced cars, the standard mirrors are a positive disgrace, and entirely useless as a means of spotting fast-moving traffic coming up behind.

The call for a speed-limit has been supported by conditions in the U.S.A., and in certain stretches of German autobahnen. I feel that these enforced limits should not be taken into consideration when discussing the future of M1. The few accidents which have, so far, taken place, have been magnified out of all proportion, and no effort has been made really to determine their cause. Why one car should slide and the driver collide with another vehicle on the other section of the highway has not been properly explained, nor has the incident whereby a fast Continental car overturned on a clear stretch of highway. The lorry accidents could have happened anywhere, and were obviously the result of poor visibility due to fog.

It is debatable whether or not the application of speed limits on the free-ways, turnpikes, throughways and so on in the U.S.A. has actually reduced accidents. It has certainly increased the income of the various states and counties through which these motor-highways pass, in the form of huge sums annually

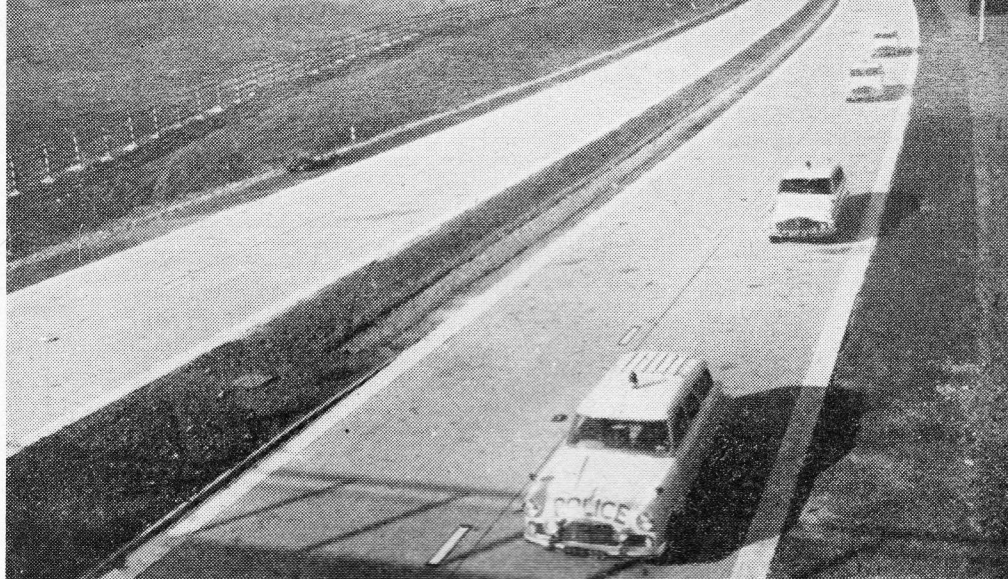
THE POWERFUL G.T. car is just as safe in experienced hands at 120 m.p.h. as is the well-driven family saloon at 70-75 m.p.h.



FOUR OF THE SPECIAL POLICE CARS are seen on the Motorway shortly before it was opened. The police are rapidly beginning to recognize the type of driving that leads to accidents.

collected in the form of fines from violators. However, in the crowded highways near the large cities, such is the enormous density of traffic that speed limits may be considered beneficial, although one cannot see every justification for their retention on roads where the traffic thins out. The average road-user in the U.S.A. breaks the speed limit on practically every occasion he (or she) finds himself on out-of-city freeways, but still retains that lane-consciousness brought upon by continual use of regulated motor-roads. Highway patrols are ever on the watch for lane violations, and crossing white lines into forbidden zones may result in extremely heavy fines. In certain states near the New York area, the points system of traffic violations is in being; the accumulation of a certain number of "black marks" can not only bring heavy fines, but in some cases automatically causes suspension of driving licences for a stated period. Suspension can also be applied to speeding offenders in certain areas for offences in areas known to have a high accident-rate.

Conditions in the U.S.A. are entirely different from those in Great Britain. Vast distances are entailed during the course of many journeys, and the problem of the tired driver is one that continually bothers the police. Speed limits vary from 55 m.p.h. to 70 m.p.h., and, generally speaking, traffic moves along at the maximum permitted speeds, with a few people taking the chance of not being tailed by a patrol car, or running through one of the many radar traps. There is little freedom on the roads, and the visitor feels quite certain that the U.S.A. has more police state activity than in any other part of the world. Because America insists on speed limits on the majority of its motor roads is no reason why other countries, with entirely different traffic problems, should follow suit.



The British police do not have the same attitude to road-users which is possessed by their counterparts in the U.S.A., or in Germany for that matter. They are not out deliberately to book drivers for minor violations, but rather to seek out and warn those whose driving may be construed as forming a possible danger to other road-users. I am not discussing the local force which sets up those pathetic one-tenth-mile stop-watch trials, nor the eager-beavers who feel that only convictions will further promotion. I have met, and talked with, the men who form the M1 patrols, and they are an understanding and knowledgeable body of men. Although they have been in action only a few weeks, already they are beginning to recognize the type of driving that may lead to accidents. They admit that the fast driver is seldom dangerous, but that the normal "dawdler", who suddenly indulges in a burst of flat-out speed, can be a positive menace. Unused to high-speed motoring, their reactions are not tuned, and they are apt to do the most unexpected things. The great problem is to educate these people, and to bring home to them the necessity of learning to drive fast in safety.

Imposition of a speed limit would not necessarily reduce accidents. The 45 m.p.h. driver who suddenly switches from the nearside to the outside lane can still cause an accident. Injudicious parking or stopping by the roadside causes obstruction which can lead to incidents, entirely unconnected with the speed at which traffic is moving.

What must be done is to instruct drivers regarding the vast increase in stopping distance as speed goes up; the effect of sudden braking on wet or icy surfaces; the rise in fuel consumption at higher road speeds; the absolute necessity of correctly aligned headlights, efficient dipping devices, tail lamps and easily seen direction indicators or "flashers".

I also firmly believe that the Continental method of "flicking-on" headlights is far safer than horn-blowing in warning traffic of a desire to overtake.

Whichever way one looks at it, the need for speed limits on this road is not justified. To do so would be a retrograde step, and would immediately defeat the purpose for which the road was built, namely, to deal with modern, fast-moving traffic.

U.S. Sebring Entries Dwindle

Hill, Gurney and Scarabs Will Not Compete

WITH the dropping of Phil Hill and Dan Gurney from the Ferrari team and Lance Reventlow's Scarabs skipping the event in favour of a racing debut in Australia, the first U.S. post-war Championship Grand Prix is off to a dubious start.

The dropping of Hill and Gurney from the Ferrari Formula 1 and sports car teams came as a big surprise in the U.S. From the public relations point of view it is probably the worst thing Ferrari could possibly do on the very eve of the first World Championship Formula 1 Grand Prix to be staged in the U.S. since the war.

Failure to reach agreement over their 1960 contract as members of the Ferrari team was given as the reason for the sudden, unexpected action. The two U.S. team drivers, Hill and Gurney, both coming from Southern California, were enjoying their first year as Ferrari Formula 1 Grand Prix drivers. Although

Phil Hill has been driving sports cars for the Ferrari factory for several years, this was his first season as a full-fledged G.P. driver. He participated in only two or three Grand Prix races prior to the 1959 season. Dan Gurney's meteoric rise to the top ranks of racing drivers resulted in his joining the Ferrari team only last March when he co-drove the winning sports car during this year's Sebring 12 Hour Grand Prix of Endurance.

The two California drivers being dropped from the Ferrari team seems to be simply a matter of finances. The Ferrari factory insisted that the two drivers sign their 1960 contracts prior to the Sebring Grand Prix, or they would not get to race at Sebring on 12th December. The terms of the 1960 contracts were not acceptable to either of the drivers so as of this writing Hill and Gurney are not driving at Sebring.

It is the opinion of most veteran

observers that some sort of compromise will be worked out prior to 12th December.

Finances are also the reason behind the failure of the Lance Reventlow's Scarabs making their racing debut at the first U.S. Grand Prix for Formula 1 cars. The Sebring organizers failed to offer any starting money to the Scarabs for their appearance, so the cars will not appear.

If the Sebring Grand Prix organizers are going to change their minds in this matter they will have to do so before 1st December, since that is the day the two Scarabs will be leaving the U.S. by boat for a series of races in Australia and New Zealand. One of the Scarabs will have a 3-litre Meyer-Drake engine and the other will have the new 2.5-litre Scarab engine. The races the Scarabs will be entered in "down under" are *Formule Libre* events scheduled from 9th January on through to 9th February, 1960.

Lance Reventlow and Chuck Daigh will follow the cars south after the Christmas holiday, arriving in time to

(Continued on page 756)

SIMPLE BEAUTY: *The Fiat Abarth 850 has a superb body by Allemano. This car has a pushrod engine.*

astonishing in so small a car, and one would be hard put to it to guess at which end the engine was situated. As an ultra-refined small sports car de luxe, this model approaches the ideal.

A very different machine is the Record Monza. This car has the twin overhead camshaft engine and the well-known Zagato body. The test car had four carburetter chokes by courtesy of Weber, and was developing 74 b.h.p. at 7,000 r.p.m. on a compression ratio of 9.5 to 1.

The engine has a light alloy head, and the twin camshafts are chain driven. The enormous carburetters sit on top of the engine and deliver through vertical ports between the valve covers. The chassis dimensions are the same as those of the pushrod car, but the Zagato body is even lower and lighter than the Allemano; it is also much less luxurious.

Although the *bialbero* is a competi-

JOHN BOLSTER
TRIES

TWO FIAT ABARTH

POSSIBLY no concern has made greater progress of recent years than Abarth & Co. of Turin. Beginning with the manufacture of special "bits" for Fiats and complete exhaust systems for various cars, the firm has now become one of the most important constructors of really fast sports cars. The latest product of this factory is based on the six-cylinder Fiat, and is a 2.2-litre sports car of great luxury. However, the present article concerns the smaller models, which owe their ancestry to the rear-engined Fiat 600.

Last year I tested the Fiat Abarth 750, and this model has now been reduced to 700 c.c. for the crazy new international classes. For the 850 c.c. class two new Abarths have been produced, and I have tested both of them. The first of these cars is the 850 coupé, with a very beautiful and practical body by Allemano. It has plain and functional lines, without decoration or tail fins. The finish is excellent and the driving position superb, while the all-round visibility almost equals that of an open car.

The engine has a bore and stroke of 62 mm. x 69 mm. (833 c.c.). The pushrod-operated valves are in a light alloy head, and the compression ratio is 9 to 1; 52 b.h.p. is developed at 6,000 r.p.m. This rear-mounted engine is in unit with the four-speed gearbox and final drive, the rear wheels being independently suspended, of course.

The frame is in effect a sheet metal punt with box section members. The front suspension is by a transverse spring and wishbones, while at the rear there are helical springs and semi-trailing swing axles. The whole car is extremely low, and the size is literally minute, with a wheelbase of 6 ft. 6½ ins. and a weight of 11¼ cwt. Most important, the diameter of the brake drums has been increased from 180 to 220 mm.

On the road, the first thing that strikes

THE ZAGATO-BODIED CAR is also very beautiful. This is the type of machine in which the Editor competed in the R.A.C. Rally.

one is the remarkable silence of the car. Nobody knows more about exhaust systems than Carlo Abarth, and he is a past master at producing a high power output without any noise penalty. Compared with the earlier 750 c.c. machine, the increase in torque is most marked, and the low speed flexibility is astonishing for a small four-cylinder engine. One can drive in town traffic on third and top gears, and this very pretty car is in all respects an ideal shopping car for the lady in one's life.

Given its head, the Fiat Abarth really covers the ground. It has a maximum speed in the region of 100 m.p.h., and the engine is as smooth at 6,500 r.p.m. as it is at cruising speeds. I am delighted to be able to report that the brakes are greatly improved, and repeated high speed applications failed to make them fade.

The combination of roadholding, riding comfort, and controllability is

tion car, it is quite reasonably flexible for traffic driving. The noise is not excessive, and if the ride is somewhat hard it is not objectionably so for a car of this type. It was impressed upon me that one could lose the rear end rather quickly because of the sheer power, and indeed violent wheelspin could be induced uphill on second gear. Nevertheless, although this is no machine for the beginner, it is outstandingly controllable in the hands of an experienced driver.

The sheer performance of the twin-camshaft car is so great that one is lost for an adjective to describe it. Having regard to the fact that this 850 c.c. coupé has more sheer "steam" than many 1,100 c.c. sports-racers, one can only describe it as being ridiculously fast! Let us merely record, without comment, that it achieved 123.85 m.p.h. as a mean of timed runs in both directions on the autostrada. The sensation of running up to 8,000 r.p.m. on the

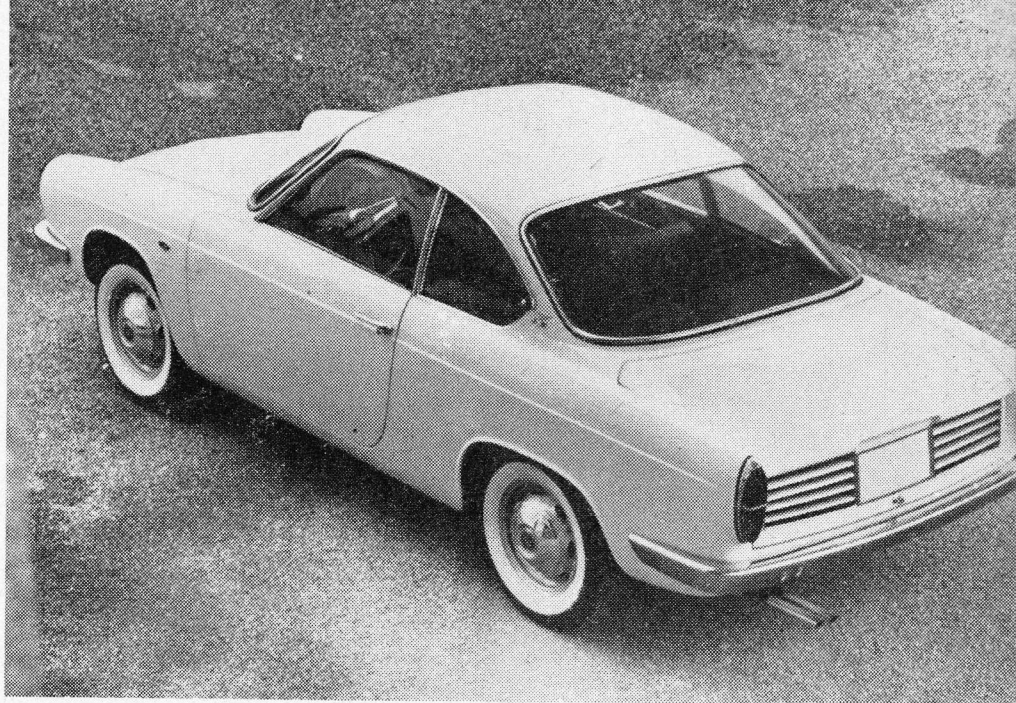


REAR VIEW. The Allemano machine is beautiful from every angle. As can be seen, there is plenty of window space.

gears is reminiscent of a good single-seater racing car, and the tiny vehicle simply tucks in its tail and flies.

Last year I had to criticize the brakes of the Fiat Abarth, but now one can use all the immense performance. The racing linings require a modicum of pressure on the pedal, but my best efforts failed to induce any fading. A very small car with so much power can naturally slide pretty quickly, but the steering is high-gear and can always subdue the skid before it goes too far.

These Fiat Abarth cars are extremely well built, in spite of their diminutive size. For normal use, the Allemano coupé is a thoroughly practical car, but for sheer performance the Record Monza is the job. For further details apply to Abarth and Co., Corso Marche 38, Turin, or Anthony Crook Motors, Hersham, near Walton-on-Thames.



..... AND A MODIFIED VOLVO

THE Volvo is a most remarkable car.

Having a "square" four-cylinder engine of only 1,580 c.c., this large and solidly constructed saloon is yet capable of putting up a really brilliant performance. A full road test of the Volvo has already appeared in AUTOSPORT, indeed this was the first British journal to obtain the performance figures of the well-built Swedish machine. Suffice it to say that a maximum speed of well over 90 m.p.h. is allied with outstanding economy, and that exceptionally high maxima are available on the indirect gears.

In addition to its performance attributes, this family saloon holds the road particularly well and gives an agreeably soft ride. The tyre equipment with which the car is delivered is not particularly suitable for those drivers who wish to treat it as a sports model, and the damper settings are not calculated for that "firm" ride which is beloved of the competition motorist. So, even an excellent car like the Volvo is capable of being improved for the man with lead in his right shoe.

Once again that enterprising firm, Rudds of Worthing, have stepped into the breach. They recognized that the Volvo chassis, with its positively located rear axle, is fundamentally capable of holding the road a great deal better than more pedestrian designs. The first and most radical step is the substitution of Michelin "X" tyres for the standard articles. This costs £46 2s. 6d., but if the tyres off a new car are exchanged the price is £33 12s. 6d.

In order to take full advantage of the high cornering power of the tyres, new dampers are fitted. A great deal of research has gone into the problem of finding the best settings, for even the finest dampers will give indifferent results if they are merely "hung on" with a general purpose adjustment. To fit a set of Koni dampers with suitable characteristics costs £16 10s. In addition, the test car had lowered springs,

which can be fitted on an exchange basis for £10. This lowering of the car is advantageous from the point of view of controllability, but above all it makes an astonishing improvement to the appearance. Somehow, the car looks much longer, and the whole effect is most pleasing.

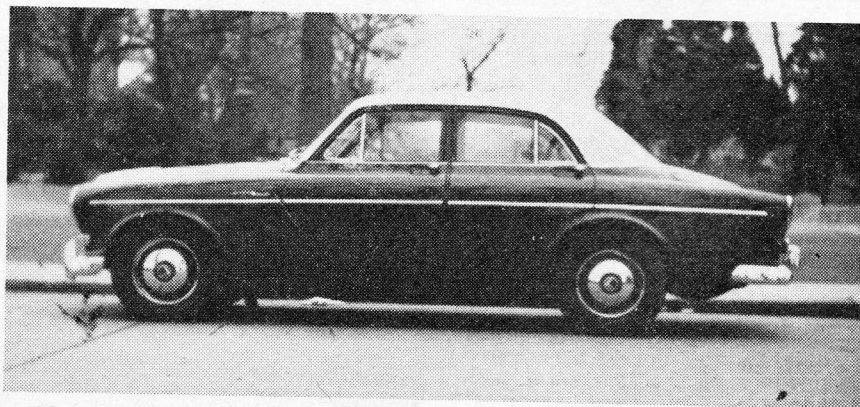
The car which I collected from Worthing had a standard engine, but some extra silencing of the carburettor intakes had eliminated the power roar which used to be rather typical of the *marque*. The engine could still be heard to some extent when it was working hard, but a cruising 80 m.p.h. could be held in almost complete silence. Once again one admired the many practical features of the Volvo, and reflected that a synchronized bottom gear should be made compulsory by law. After all, when one's nearest and dearest wants bottom gear she probably wants it pretty urgently, and so this ratio should be synchronized above all others.

Anyway, it was Ken Rudd's wish that I should really drive the car at its limit, and he expressed his disappointment that the roads were dry. Only a fool or a knave would carry out tests of cornering and controllability on the public road, and so I set off pretty

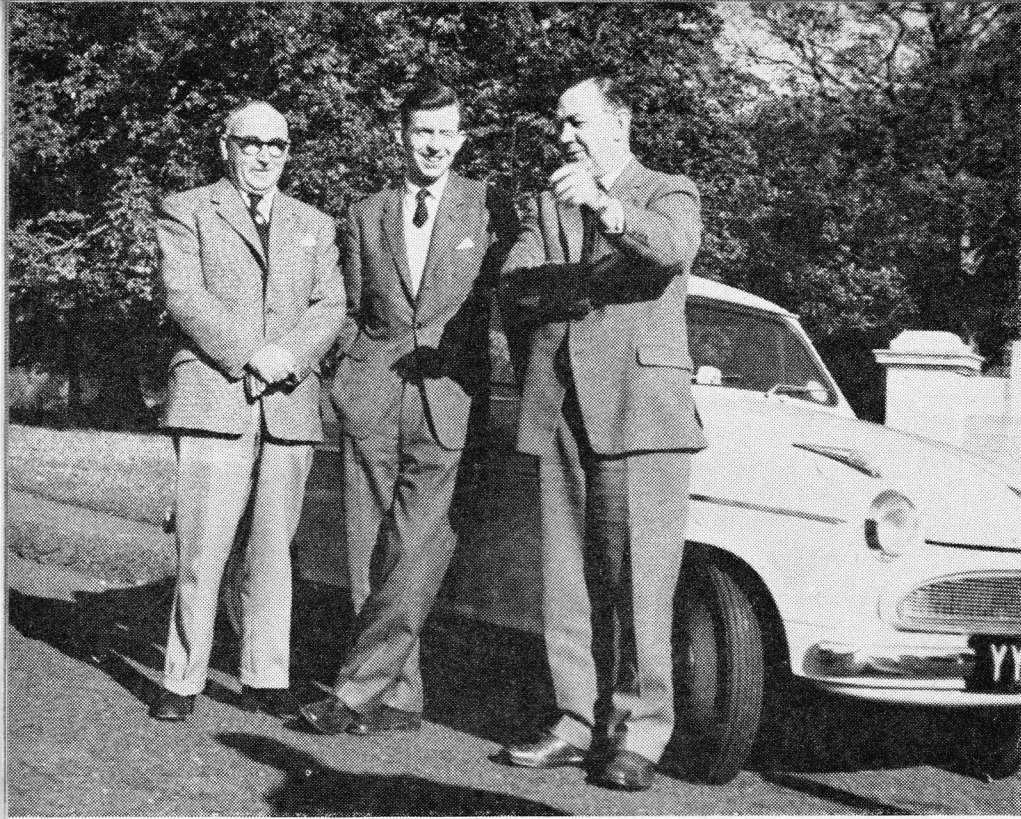
smartly for a racing circuit, where all the traffic is going in one direction—in theory at any rate. On the road, I found that the 122S was an admirable high-speed touring car, and that the ride was by no means harsh in spite of the fairly firm damper settings. At first the light steering felt a bit "dead", but this impression disappeared after a few miles.

Driven at racing speed, the modified Volvo really came into its own. The cornering power was phenomenally high for a saloon, and the very moderate angle of roll was comparable with that of a sports car. The machine was completely controllable during even the most advanced manoeuvres, and I was tempted to corner in the carefree manner which I normally reserve for single-seaters! To "commit lappery" in this car was a joy indeed, to which the well-chosen ratios of the gearbox contributed. The only fault was the poor lateral location afforded by the seats, which could be modified fairly easily.

The Volvo is a really tough car that is built for years of hard driving. With these few inexpensive modifications this luxurious saloon becomes a genuine sports car which can be handled with advantage in the most enterprising manner. In its lowered form it looks as well as it goes, and this must be rated as a very attractive car which is as safe as it is fast.



TONY IN IRELAND: Tony Brooks is seen here at Phoenix Park with (l.-r.) Vincent O'Reilly, President of the Irish M.R.C., and Barney Manley.



REPORT FROM EIRE

Tony Brooks Visits Dublin—Kilkenny M.C.'s Winter Trial —Vigzol Cup Trial—G.V.B. Cup Trial

By BRIAN FOLEY

THE Savoy Cinema, Dublin, was packed on Thursday, 29th October, for the Irish Motor Racing Club's Midnight Matinee in aid of the Central Remedial (Fight Polio) Clinic. Star of the show was undoubtedly quiet, unassuming Ferrari No. 1 driver, Tony Brooks. The films were introduced by Lady Goulding, patron, and driving force, of the Clinic. The films were all by Shell B.P., and were: "Coupe Des Alpes 1958", "Mille Miglia 1953", "Tribute to Fangio", and "Sidecar T.T. 1954".

Vincent O'Reilly, president of the I.M.R.C., made a presentation on behalf of the club, to Tony, of a beautiful wood-carving of the Vanwall. Mrs. O'Reilly also made a presentation of baby knitwear for Tony's wife, who could not come herself.

In his speech Tony mentioned that he inspected Dublin's Phoenix Park that morning and said that the old Grand Prix circuit would, with a little alteration, be suitable for a Grand Prix or International sports car race. Accompanied by Barney Manley of the I.M.R.C., Tony drove a Lloyd Alexander TS around the Phoenix Park and was favourably impressed with the old G.P. circuit. With a little widening and resurfacing Tony said that this circuit would be the finest in these isles, as in England there is nothing like the Phoenix Park. Particularly in a sports car race, the long wide main road straight would be ideal for sorting out the fast and slower machinery, and the back-leg would be a real drivers' section,

which he said is somewhat reminiscent of Spa, with its fast sweeping curves. Tony reckoned that a G.P. car should lap this circuit at around 115 to 120 m.p.h. In 1937 Raymond Mays, in a 2-litre blown E.R.A. lapped the Park G.P. circuit at 109 m.p.h. Among those present in the Phoenix Park were: Vincent O'Reilly, president of the I.M.R.C., a B.B.C. TV team, Austin Channing, Editor of *Motoring Life*, racing men Joe Flynn, Kevin Diffley and Frank Keane, and Mr. Ryan, managing director of Merlin Motors, who placed the Lloyd at Tony's disposal during his three days stay in Ireland.

NEXT year the Irish Motor Racing Club hope to run flights to certain European Grands Prix, for members

only. As far as I know this is the first time that this is being done in Ireland, and it should prove highly successful. Details will be published later, but it would be a considerable help if members who would like to avail themselves of these flights would drop a note to the club signifying their intentions.

Kevin Diffley has disposed of his Jaguar-powered Jirano to Owen O'Rahilly, who is a newcomer to the sport. Dr. Gar O'Brien of Inistioge, Co. Kilkenny, who drives a VW in trials and speed events, has an 1,172 Ford Special for next year's speed events.

Dublin University Motor Cycle and Light Car Club hold their second annual dinner-dance and prize distribution at Dublin Airport on Friday, 4th December. Hours are 9 p.m. to 2 a.m. Tickets at one guinea each may be obtained from Mrs. V. Bryan of 22 Butterfield Park, Rathfarnham, Co. Dublin, and I am told that a good night is in store for all.

* * *

Kilkenny Motor Club's Winter Trial

FOR their contribution to this season's Hewison Trophy Trials, the Kilkenny Motor Club certainly dished up an entertaining day's motoring on Sunday, 25th October. Their Winter Trial proved so entertaining that only 15 of the 23 competitors who set out that morning from Kilkenny City returned that evening to be classed as finishers. It is rumoured that the missing eight are still to be seen endeavouring to navigate their way back to civilization!

The entry was made up of eight Volkswagens, two Triumph Herald coupés, two Renault Dauphines, three Austin Sevens, two NSUs and one each of new Ford Anglia, old Ford Anglia, Hillman Minx, Vauxhall Victor, TR3 and Ford Special. First car left Kilkenny at 10.30 a.m., with the rest following at the usual minute intervals. The route traversed Counties Kilkenny, Waterford and Tipperary and was circa 120 miles in length. Included in the route were the usual time controls and checks, and eight driving tests. Five

LUNCH BREAK, during the Kilkenny M.C.'s Winter Trial. The NSU Equipe are (r.-l.) Reg Armstrong, Jim Cullen and Des Cullen. On the extreme left is Mick Roche. The Ford Special is Val Baker's famous "Thing" in which he finished ninth overall.



PREMIER AWARD WINNER Jimmy Millard flings his baby Austin round a pylon in the "lunch break" test, which was held just off the main road outside Waterford City.

tests were held before the lunch break and three afterwards.

The lunch break followed a test which was held just outside Waterford, and even at that stage there were several retirements, among them being Frank Bigger with his Triumph Herald coupé, Doug Glover in an Austin Seven, and D. M. O'Brien in a VW. O'Brien had his windscreen broken by a stone which was flung up by Glover's Austin, and he decided to retire after checking in at the lunch stop control. At that stage of the trial the leaders were Sherry, Burke and Kehoe in VWs, Cullen (NSU), Vard (Herald) and Jimmy Millard in an Austin Seven. In the tests Sherry was brilliant and he maintained this form throughout the day.

In the afternoon several more drivers retired, mainly through getting hopelessly lost. Liam Woulfe was among the most unfortunate of those who retired. Earlier in the day he was forced to take to the ditch to avoid an Austin Seven which was being hurried in the opposite direction by Michael Ivis. Shortly before he entered the second to last control, at Ballyquin, he hit a severe gully and buckled his offside front wheel. Outside Carrick-on-Suir his offside front stub axle broke and Woulfe was forced to abandon his Renault Dauphine and finish the trial as passenger in the Mooney/Brooks Vauxhall Victor. A horse and cart near the Ballyquin control caused several anxious moments, and on this same stretch of road Des Cullen suffered a time-wasting puncture.

Back at the finish in traffic-jammed Kilkenny (where 28,000 people were at the Waterford-Kilkenny hurling game) it looked as though Kevin Sherry had the premier award in his pocket. But it was not to be. Kevin approached a control from the wrong direction and suffered the huge penalty of 300 marks, which put him completely out of the running. So the award went to that wily veteran, Jimmy Millard in one of the new Austin Sevens. In the same car Millard won the Dublin University M.C.'s Night Trial on the previous Friday night, which was very good going indeed. Millard's marks were 309.8. Second was Tom Burke of Cork with 320.9, Vard was third with 325.6, and in fourth place was Brian Kehoe of Carlow with 353.2 marks. The youthful Kehoe might well have been higher placed had he not made a mess of Test 6, which was a garaging affair. His time on this test was 88.8 secs., compared to Sherry's 61.5. Up to that Kehoe was only a second or two down on the experienced Sherry in all the tests.

For once Des Cullen was not in the running for the premier award as he only managed fifth overall. He had the consolation of finishing second behind Vard in his class. Burke won the over 1,000 c.c. saloon car class, with Kehoe and Sherry completing the usual Volkswagen clean-sweep in this class. As only two cars competed in the sports/specials class, no prizes were awarded.

Competitors, at least those who finished, all agreed that it was a very enjoyable trial. The Kilkenny Motor



Club did a very good job and their only slip up was a wrong grid reference for one check. This check was eliminated and penalty marks were not incurred for missing it. Highest praise of all must surely go to navigators Dudley Reynolds and Brian Geary, who brought Millard and Burke through the whole 120 miles without incurring a single penalty mark. This was some performance.

Results

Premier Award: J. Millard (Austin Seven), 309.8 marks lost. **Navigator:** D. Reynolds. **Class I, Sports cars and Specials:** Only two cars competed, no award. **Class II (Saloons under 1,000 c.c.):** 1, C. Vard (Triumph Herald Coupé), 325.6; 2, D. Cullen (NSU Prinz), 375.5; 3, T. Power (Renault Dauphine), 645.3. **Class III:** 1, T. Burke (Volkswagen), 320.9; 2, W. B. Kehoe (Volkswagen), 353.2; 3, K. Sherry (Volkswagen), 588.2.

G.V.B. CUP TRIAL

THE saloon car drivers and navigators had a good round of Hewison Trophy events with the Circuit of Clare, Waterford Tyresoles, Kilkenny Winter, and Cork "20" Rallies. The specials did well in the "mixed" Carrick-on-Suir Test Trial, but on Saturday, 21st November, the Leinster Motor Club gave them a chance to catch up on their Hewison points when they ran an observed specials-only trial at Red Bog, near Blessington, Co. Wicklow. Twelve specials turned out, and the saloon car men wisely did not venture such a hazardous event.

Four laps, each containing eight sections, was the menu, which some rather breathless specials found hard to digest. Reggie Redmond in his ex-Kevin Murray M.M.3, last year's winner, made it two in a row. His score was 288 marks. Des Bradley brought his Dellow into second place with 276, and L. Goor was third in his G.T.S. (Gibney Trials Special, not Goor Trials Special) with 258 marks. Last year's Hewison winner, Mick Archer, was only fifth, and Seamus Griffen, a strong contender for Hewison honours this season, was as low down the field as seventh. Before the event started, Charlie Manders inverted his veteran Ford Special and was lucky to escape unhurt. He gamely tried

a few sections, but found his car was not too happy and he duly retired. The only other retirement was Brian Hood, who had ignition bothers. It is interesting to note that all the specials were powered by Ford 10 engines, and are basically built for "pylon-bashing". The freakish English-type trials specials are not known over here.

Results

Premier Award—G.V.B. Cup: R. Redmond (M.M.3), 288 marks. **Second Award:** W. D. Bradley (Dellow), 276. **Third Award:** L. Goor (G.T.S.), 258.

Also finished: D. Griffen (Dellow s/c), 232; M. Archer (G.T.S.), 226; B. P. Jenkins (M.M.2), 222; S. Griffen (Griffen-Ford), 220; R. Humphries (Ford Spl.), 216; R. A. Stafford (M.K.V.), 166; J. Cullen (Culford), 140.

VIGZOL CUP TRIAL

THE Vigzol Cup Trial run by the Leinster Motor Club in torrential rain on Saturday, 10th October, was one of the stiffest trials held so far this season. The 50-mile route, through north County Dublin and through parts of north County Kildare, included three time checks, seven route checks and five driving tests. Of the 20 starters only six completed the course inside the maximum time limit. Des Cullen chalked up yet another victory for NSU in one of the rugged little Prinzes. A new challenger to the German babe was one of the Austin Sevens, which finished third overall in the hands of Michael Ivis. It will be interesting to see if the new 850 Austins and Mini-Minors can beat the very successful NSUs!

Results

Premier Award—Vigzol Trophy: D. Cullen (NSU Prinz), 143.2. **Saloon Car Class:** 1, D. Cullen (NSU Prinz), 143.2; 2, J. C. Millard (Austin A35), 146.4; 3, M. Ivis (Austin Seven), 169.6. **Open Car Class:** 1, W. D. Bradley (Dellow), 188.0; 2, D. Griffen (Dellow s/c), 233.4; 3, J. F. Crothers (Triumph TR2), 269.2. **Navigator's Award:** M. D. T. Archer (for D. Cullen).

THE Kilkenny M.C. were forced to abandon their Byrne Cup Trial on Sunday, 22nd November, due to the petrol strike. This strike is now over and the normal calendar events will be unaffected.

Club News

By MICHAEL DURNIN

MANCHESTER U.M.C. are having their eighth Christmas Team Rally on 12th-13th December. Starts will be from Manchester and Ashby-de-la-Zouche and the event will finish near Chester after a route of 300 miles, including some 200 of the night navigation type. Invited clubs are the Combined U.M.C., Lancs and Ches C.C., Knowldale C.C., Liverpool M.C., North Wales C.C., M.G.C.C., Chester M.C., Warrington and D.M.C., Mid-Cheshire M.C. and Knutsford and D.M.C. Regs. are available from B. B. Wallwork, 30 Park Road, Gatley, Cheshire. . . . **B.A.R.C. (S.E. Centre)** will hold a night event on 12th December. This closed event consists of a 60-mile road section incorporating six or seven special driving tests but timing on the road will be of little importance. Secretary of the meeting is G. Wright, Robin Hill Lodge, Fairfield Road, Eastbourne. . . . A film show, run by the **Cemian M.C.**, will be held in the College of Estate Management, St. Albans Grove, London, W.8, at 7 p.m. on 11th December. Enquiries to Brian Norman at GRImSDyke 3639. . . . Another film show, this time one of the very popular **Epping Forest M.A.** shows, will be held in Kensington Town Hall on 29th December and repeated on the 30th. There will be a fine programme including "Tribute to Fangio", a film of the Aston Martin Relay Race at Silverstone and of the 1958 British G.P. Tickets (free reservation) cost 5s. and are available from Miss J. A. Carter, 135 Nelson Road, London, E.4. When ordering state date required. . . . **West Hants and Dorset C.C.** Christmas Cup trial will take place on 13th December. The course of this closed event will be over some 60 miles and will contain several observed sections. There will be classes for production cars and specials. Regs. for the event (which starts from Dear's Garage, West Moors, Dorset) are available from J. Manners, Oakdene, Pinehurst Road, West Moors, Dorset, and the entry list closes 8th December.

R.A.F.A. (N.W.) BLAKE TROPHY RALLY

THE Royal Air Forces Association Motor Club (N.W. Division) sixth Blake Trophy Rally held on Sunday, 22nd November, gave the new organizers a problem as, until last year, there had never been a tie. Then there were five clean sheets, so to prevent this occurring again there were 36 time controls covering the 194-mile course.

Three non-starters reduced the actual field to 35, nine of whom headed straight for control No. 2, deciding quite incorrectly control No. 1 was where the route cards had been issued. Between controls 10 and 11 was a gated section, and penalties for failing to close the gates properly caused more people to drop marks. The lunch stop, at control 14 saw three people still clean—Hobson (Anglia), Edmunson (Volkswagen) and McBride (Sprite) and the organizers' prayers still had to be answered as the



HAVE A VANWALL, TONY! At the Savoy Cinema, Dublin, I.M.R.C. President Vincent O'Reilly presents Tony Brooks with a model Vanwall. On left is Barney Manley.

Coming Attractions

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

B.B.C. Army Rough Riding Championship, Borden, Hants.

December 6th. *M.G.C.C. Gaothland Rally.*

750 M.C., Hagley and D.L.C.C. and Kentish Border M.C. Trial.

Start from military training ground 1½ miles North of Towcester on Northampton Road, at 11.30 a.m.

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.

morning section was to be the more difficult of the two, at least on paper, entailing at one stage using two maps with five changes from map to map between two controls only 2½ miles apart.

The route had brought them to Buxton from Tabley, near Knutsford, via Chelford, Rode Heath, Timbers Cloud, Horton, the Roaches, Flash and Axe Edge Moor. The afternoon route was via Peak Forest, Edale, Stanage Edge, Abney, Great Hucklow, High Rake, Dry Rake, Dirty Rake, Sheldon, the Roaches, Wincle, Oak Grove, Chelford, Ashley, Tabley and on to the finish at the R.A.F.A. Club, Sale, where the results were announced, and the awards presented. The total number of awards made, including those to the navigators who couldn't afford to make a single mistake with controls so close to each other and an average of 30 to be maintain by the drivers, was 13, all of which were hard earned.

There was, incidentally, only one clean sheet and the Anglia crew of Hobson and

Fidler were thunderously applauded for the performance.

It had been a real rally from the start to control 35 with no let up at all, and the only easy run was from here to the finish, along the main Chester/Manchester road.

"WOODCOTE RALLY"

28th-29th November

THE East Surrey M.C. were once again successful in securing a maximum entry of 120 cars for their half-night rally on the 28th November. This is the fourth consecutive restricted rally in which the club have had a full complement of 120 cars.

The start at 7 p.m. was from the T.A. Headquarters at Marlpit Lane, Coulsdon, and, after a thorough scrutineering for tyre conditions, brake and light operation, etc., competitors were directed to a spacious and well-marked-out car park. They then proceeded at one-minute intervals to the start control for their instructions for the first section, which was a straightforward regularity section at a low average speed in order to clear the start and built-up areas. This was followed by a further regularity section with speeds of 25.2, 28.4, 12 and 30 m.p.h., navigation being by six-figure map references with 15 route checks to be visited. Three more sections of varying types followed, navigation being by line diagram, spot heights, trig points, map references and identification of signpost arms. The final section included four "eight club" sub-sections, the cross plotting of the results of which produced the location of a final secret control. A check was made at a major crossroad and revealed a very high standard of driving.

The organizers set a very interesting route which ran through Tunbridge Wells, East Grinstead, and finally to Gatwick Airport. All route checks were clearly visible and controls were well sited throughout the whole event.

OOPS! A. Frazer spins his Sunbeam Alpine at Ramp Bend in front of Brian Harper (Morgan) during speed tests at Crystal Palace.

THE rights and wrongs of the allegedly impassable Tomintoul road will long be a source of heated discussion. It should not, however, be forgotten that the route between Nairn and Braemar was not specifically laid down—indeed, the Roadbook stated, "Competitors are free to choose their own route from Control to Control"—and that the problem of an obvious route blocked by Nature, whether by avalanches, floods, snowstorms or fallen trees, has frequently occurred in the past in such "classic" rallies as Liège-Rome-Liège, the Alpine and the Monte.

When rally-driving was more of a sport and less of a "win-at-all-costs" business, such things used to be accepted as part of the game. It was recognized that all crews had the same difficulties to surmount and an equal choice of how best to surmount them and no one questioned, on a technical point, that victory should not go to the crew who did surmount them best.

This is clearly not the view of the Auto Union team, who are reported as saying that if the stewards of the R.A.C. dismiss their appeal that the results obtained on the Nairn-Blaigowrie section (the one that really did sort out the entry) should be disregarded, then they will take it to the C.S.I. in Paris. Their right to do this is unquestioned; the sportsmanship of such a step is a matter of opinion. Their reported reason, that upholding the protest will result in an Auto Union driver leading the Rally Championship, is not quite right—a fact of which, being a highly professional outfit, the Auto Union team should be fully aware.

The possible effects of the protest being upheld are discussed in detail later, but even if the C.S.I. do uphold it and Levy thus wins the R.A.C. Rally, he can only acquire the maximum of 16 points which will put him 2 points ahead of "Papa" Wencher, his own team leader, and 1 point behind Erik Carlsson, with the possibility of any points which he wins in the Portuguese Rally, which will decide the Championship, being reduced by 3 points.

As 13 rallies have been promoted, the best results obtained in seven of them will score for the Championship. Carlsson has run in eight and scored 54 points in six rallies. Therefore, anything that he scores in the Portuguese Rally will be added to this total. Levy has run in 11 rallies and scored in eight of them; he must thus drop his worst score (2 points in the Adriatic), which (assuming that he wins the R.A.C.) will give him 53 points. His worst score in this total is 3 points (in the Sestriere, Tulip and Midnight Sun), so that any points scored above that figure in the Portuguese Rally would improve his final total. Wencher has run also in 11 rallies and scored 51 points in seven of them; his worst score is also 3 points (in the Sestriere and Tulip), so the same argument holds good for him. No other driver is in the running, as the next up is the Monte winner, Collatoni, in whose favour the protest in the German Rally has been resolved. He now has 39 points, but the size of his class pre-



R.A.C. Rally Review

The Protest and its effect on the Championship

vents him from scoring the maximum of 16 points in the Portuguese Rally.

It is only to be hoped that the decisions on the protest will not be too long delayed, but, whatever the name which eventually appears on the Peall Challenge Cup for the outright win, no one will deny that Gerry Burgess and Sam Croft-Pearson, Ford Zephyr, were the moral victors of the best R.A.C. Rally yet run.

JOHN GOTT.

AT the time of going to press the appeal to the R.A.C. stewards concerning the Braemar section of the R.A.C. International Rally had not yet been heard. Apparently if the appeal is successful, then both Braemar and Blairgowrie controls would have to be scrubbed, and thus Levy/Turner (DKW) would be outright winners, as the Morgan/Thompson Morgan dropped three minutes in the Welsh sections. The DKW would have no road penalties.

Also the Wallwork/Wood Volvo would move up into second place, with the Ray/Crabtree Sunbeam Alpine third, and the Harper/Proctor Sunbeam Rapier fourth. Provisional winners Burgess/Croft-Pearson (Zephyr) would drop to 17th place. Again, Pat Moss/Anne Wisdom (Morris Minor) would take the Ladies' Cup from the provisional winners, Anne Hall and Patsy Burt (Ford Anglia).

So far as class awards are concerned, the only changes would be that Wallwork/Wood (Volvo) would replace Sutcliffe/Astle (Riley); Ray/Crabtree (Sunbeam Alpine) would replace Morgan/Thompson (Morgan), and would also win the AUTOSPORT Trophy in place of Gold/Hughes (Sprite).

In respect of the team award, the Heralds would lead their stablemates, the TR3s, who might pip the Ford Anglias for second place on test times.

Should the appeals be upheld, then the general classification may look like this:—

G. G.

	Road Penalties	Test Penalties
1. Levy/Turner (DKW) ...	0	3
2. Wallwork/Wood (Volvo) ...	0	11
3. Ray/Crabtree (Sunbeam Alpine) ...	0	15
4. Harper/Proctor (Sunbeam Rapier) ...	0	18
5. Lewis/Porter (Herald) ...	0	23
6. Morley/Morley (Austin-Healey) ...	0	35
7. Pat Moss/Ann Wisdom (Morris Minor) ...	0	38
8. Scott/Armstrong (Ford Anglia) ...	0	38
9. Sims/Jones (Aston Martin) ...	0	41
10. Sears/Cane (Austin-Healey) ...	1	6
11. Seigle-Morris/Elford (TR3) ...	1	26
12. Jopp/Leston (Sunbeam Rapier) ...	1	26
13. Sutcliffe/Astle (Riley 1.5) ...	1	50
14. Gold/Hughes (Sprite) ...	2	26
15. Morgan/Thompson (Morgan) ...	3	2
16. Hodson/Collinson (TR3) ...	3	37
17. Burgess/Croft-Pearson (Zephyr) ...	4	17
18. Mabbs/Mabbs (Standard) ...	5	35

AIREDALE AND PENNINE M.C.C. COUNTRYMAN RALLY

TRADITIONALLY a driving test rally, this year's "Countryman Rally", held on Sunday, 1st November, started with six driving tests on Marston Moor airfield, near Wetherby, followed by a 100-mile road section in the Ousedale, Hambleton Hills, Swaledale and Ripon areas, finishing about 6.45 p.m. on Yeadon Moor.

Despite the fact that this road section was fairly easy, there being 12 time controls and about 15 passage checks, only the eventual winner, Brian Chippindale, completed it without losing any marks.

This, together with an excellent performance in the driving tests gave him a clear lead over his brother Gordon, who lost one minute on the road to take second place. Third was Club Chairman Maurice Grass, who lost two minutes on the road.

Organizers Keith Lawley and Derek Smith, and their many helpers, must be congratulated on a very enjoyable event, which deserved rather more than 28 entries.

Provisional Results

1. B. M. Chippindale/A. J. de L. Taylor (Ford Squire), 177.2 marks; 2. G. F. Chippindale/R. C. Hudson (Jaguar XK 120), 197.4; 3. M. Grass/K. J. Pollard (Wolseley 15/50), 202.0. **Team Award:** B. M. Chippindale and G. F. Chippindale.

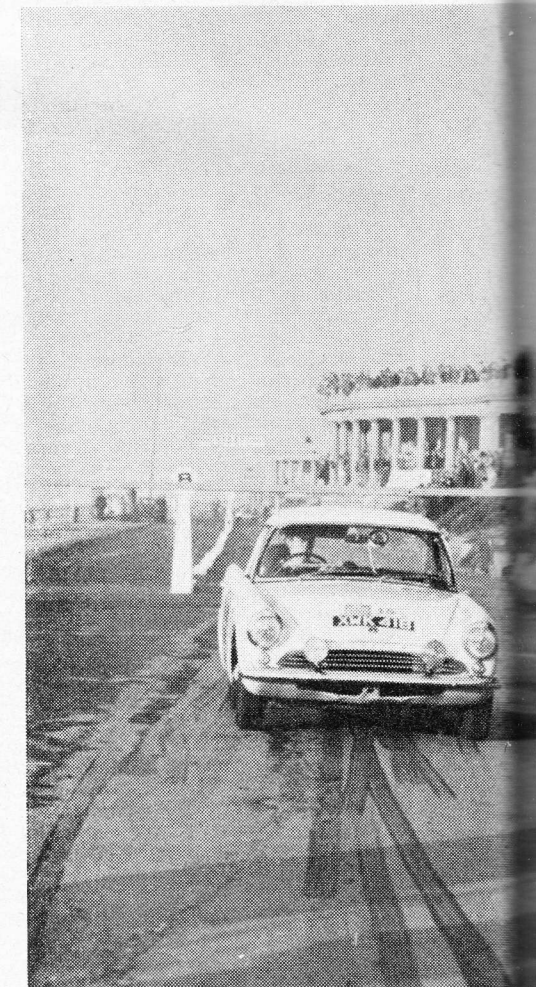
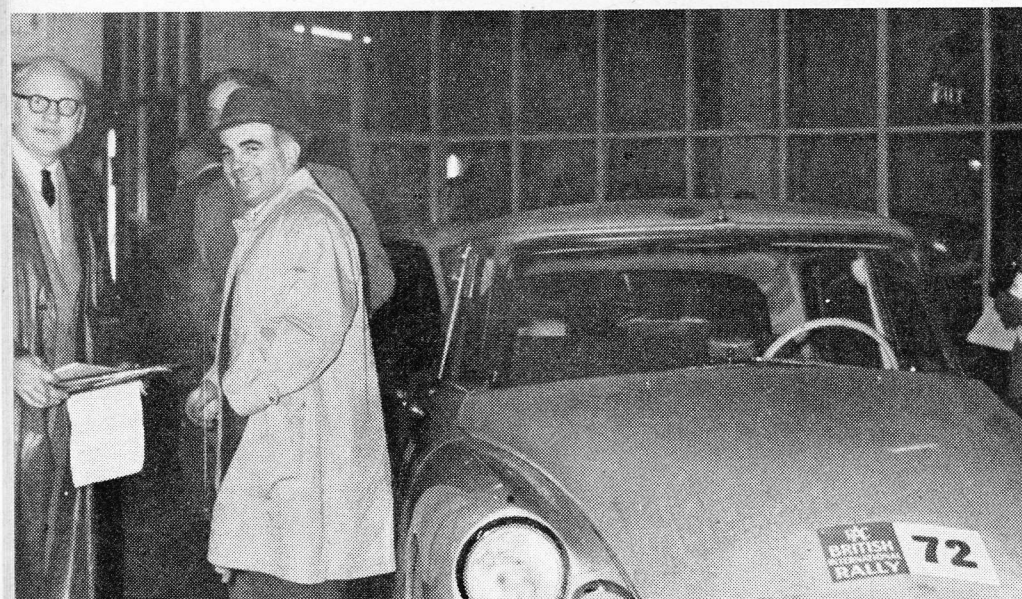


ON FULL LOCK (top left). Lyndon Sims urges the Aston round a pylon during a test at Blackpool. UNDER the CRITICAL EYES of a gallery of spectators (centre left) H. Kühne corners the Auto Union at Blackpool. BEFORE THE START (bottom left). Paul Coltelloni chats with Norman Bloor. SIGN PLEASE! (top centre). H. Jacoby prepares to sign in at Blackpool.



R.A.C. INTERNA

PHOTOGRAPHY BY
FRANCIS PENN

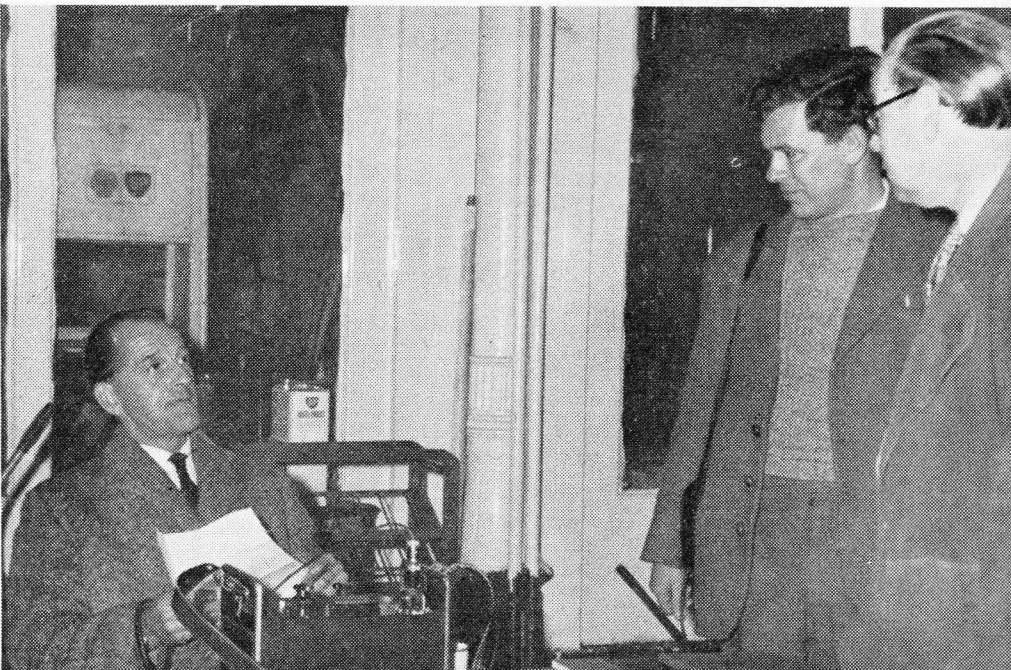
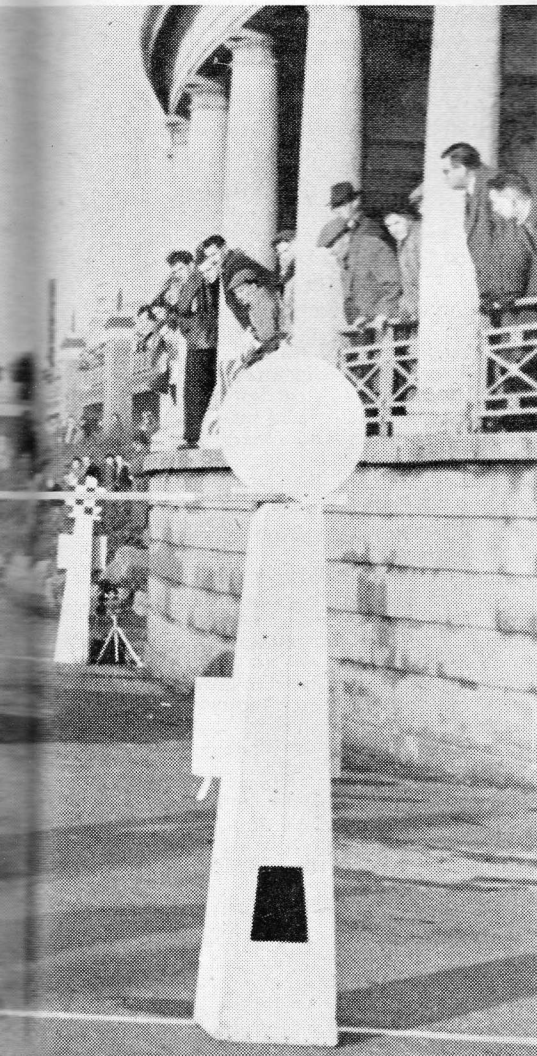




ZEPHYR BY THE ZEE (top right). Eric Jackson is seen during tests on the Blackpool promenade. **"ARE YOU SURE THAT'S STANDARD?"** (centre right). A scrutineer checks P. J. Smith's Austin-Healey. **SILENCE PLEASE** (bottom right). Denis Flather, i/c Decibel noise meter, chats to Walter Schluter. **BLACK MARKS, JIM!** (bottom centre). Jimmy Ray brings the Alpine to a halt at Blackpool.

ATIONAL RALLY

Pictorial Review



IN THE PAST, motoring books were listed willy-nilly in the public libraries under "miscellaneous", but such has been the output during the last decade that such volumes now have separate shelves. Quite apart from this, a large number of enthusiasts have been forming their own collections of motoring literature, and one or two actually possess copies of every volume dealing with motoring as its main subject since they were first published in the 1890s.

However, there has been a marked tendency for publishers to cash in on the widespread enthusiasm for motoring sport, by publishing works which, at the best, can be described only as pot-boilers. There is very little attempt at originality, and quite a large number of recent publications are merely padded repeti-

Le Mans as a race. In a series of tape-recorded interviews with Salvadori and Shelby, Moss has managed to obtain an accurate and exciting view of the race from the winners' angle. Salvadori clears up the reason for that pit-stop when a wheel was changed. Shelby complains that inexperienced drivers in small cars are far more dangerous than inexperienced drivers in large cars, and goes on to give his reasons. Actually the reason for the retirement of the Moss/Fairman car was not due to pieces of the air-intake having been drawn into the engine as was reported at the time, but a chipped inlet valve rim!

Boyd's other book is the *B.P. Book of Motor Racing*, published by Stanley Paul at 7s. 6d., with 101 pages and numerous illustrations. It is extremely

line drawings by John Dunscombe. The book is commendably free from obvious errors and misconceptions, although SS did not stand for Swallow Sports but for Swallow Special; the Singer Replicas did not suffer from breakage of steering ball-joints in the 1935 T.T., but from fracture of the drop-arms caused by over-hardening of the materials. It is also rather surprising that, in his reference to famous "specials", the author has apparently overlooked such exciting machines as John Bolster's "Bloody Mary", Leslie Brooke's Brooke Special, Reg Parnell's B.H.W., Chris Staniland's Multo-Union, Bob Spikins's Spikins Special and others who certainly contributed more than a little to the history of British competition motoring.

Christmas Bookshelf

BY AUTO-LIBRA

A Review of this Season's Motoring Reading

tions of other books on the same subject. There have been several attempts to produce motoring literature on the lines of H. E. Symons's *Monte Carlo Rally*, and Sammy Davis's *Motor Racing*, but rarely has anything been the result which can compare with these two classics.

There are any number of "historians", some extremely knowledgeable, and others who have access to early volumes of motoring periodicals, and a useful collection of cuttings. There is always something new being turned up as respects early motor vehicles, but strangely enough the majority of the "historical" sequences which appear have been told so often that they are fresh only to the veriest tyro. A university don once told one of his lecture groups: "It is easy to establish a reputation as a historian on any subject; all you need is a good collection of the relevant bibliography, plenty of cuttings, an efficient cross-reference index and a secretary who can type—and spell!" He also went on to add that he had published a treatise on an obscure species of tropical plant, all the details of which he had culled from a book picked up for 6d. in Farringdon Road. Reading over some motoring works, one is forced to the conclusion that the authors, too, picked up most of their information very second-hand.

Still, the seasonal output contains some very good titles, and three of them were compiled or written by ex-members of the staff of AUTOSPORT, Maxwell Boyd and Cyril Posthumus. Boyd is responsible for the editing, and for some excellent photography in *Le Mans '59*, by Stirling Moss (Cassell and Co., Ltd., 11s pp., 15s. net). This tells the story of the great Aston Martin victory at Le Mans, as seen through the eyes of Moss. It is extremely readable, and contains fascinating background material leading up to the 24 Hours Race. It is interesting to note that Moss reckoned the maximum speed of the DBR1 to be 165 m.p.h., with 3.24 to 1 back axle and 16 x 700 tyres, at 6,000 r.p.m. He estimated the Ferraris to be capable of over 175 m.p.h., with an r.p.m. range of up to 7,500-8,000 r.p.m.

Stirling admits that he doesn't care for

well done, offering wonderful value in these days of ever-rising prices in the publications business. It contains several fine colour shots, presumably the work of Boyd himself, and would be a fine Christmas present for boys from 12 to 70 years of age covering, as it does, almost every aspect of the sport of motoring.

Cyril Posthumus is responsible for *The British Competition Car* (Batsford, 25s. net, 256 pp.). He traces the history of British-built racing and sports cars from the Napier of the 1900s to the modern formula and sports-racing machines. The author must obviously have spent many hours on research, as the volume is painstaking and covers an immense number of vehicles. Nevertheless, little new emerges from its chapters, the contribution of the various marques described having been discussed at length in many books and articles. What Posthumus has done admirably is to compress a vast amount of detail into a not-unreasonably-sized volume, arrange his facts in chronological order, and provide excellent illustrations, including

Early Motor Cars is a really delightful book. It covers the period from 1904 to 1915 by illustrating and describing a dozen very different cars. So many books on early cars have been spoilt by inaccurate illustrations, but in this case the large coloured drawings are on a scale of one inch to the foot, and every detail is shown. Yet, the pictures are entirely acceptable as works of art, and their absolute accuracy does not stamp them as "mechanical drawings".

Each car has a page of description, and here again one can find no fault. The author has a mastery of the art of "putting over" these old cars, and I for one could actually smell and hear them as I read about them. The social background of the cars is indicated, and we are reminded that the Model "T" Ford could go anywhere except in society. (I admit that I once knew a lord who had one, but then he was one of those mad Irish peers.) The technical details are also correct, which again is a rare virtue.

The author has had the inestimable advantage of having a free run of the celebrated John Sword collection in Scotland. From this incomparable display he had to choose 12 vehicles from 180, and he has well performed his task. Of course, there are glamour cars, but the medium-priced Edwardians are well represented, as are the single-cylinder runabouts.

The 40/50 h.p. Rolls-Royce appears in all its glory as a 1908 Roi-des-Belges touring car with overdrive. The big sleeve-valve Daimler is also shown but so is the 9 h.p. Morris Oxford. The immensely popular Renault and De Dion are in evidence, but so are such rare cars as the Vermorel and the Adler. In short, one has a very representative selection of Edwardiana, and it is most nostalgic too, even the White steamer having an airing.

The cover is attractively bound, with small reproductions of all the cars upon it. The dust jacket appropriately shows those two opposites, the "Silver Ghost"

LUCKY DOZEN

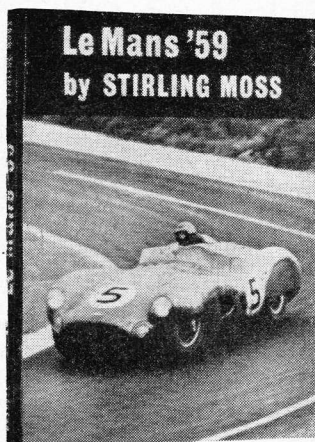
Do not forget that if you are lucky enough to find one of the coloured plates from *Early Motor Cars* in your copy of AUTOSPORT this week, this will entitle you to a free copy of the book.

This beautifully produced volume (see review) contains many coloured plates and arrangements have been made to have a number of these magnificent reproductions inserted at random into copies of AUTOSPORT.

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(Continued on page 744)

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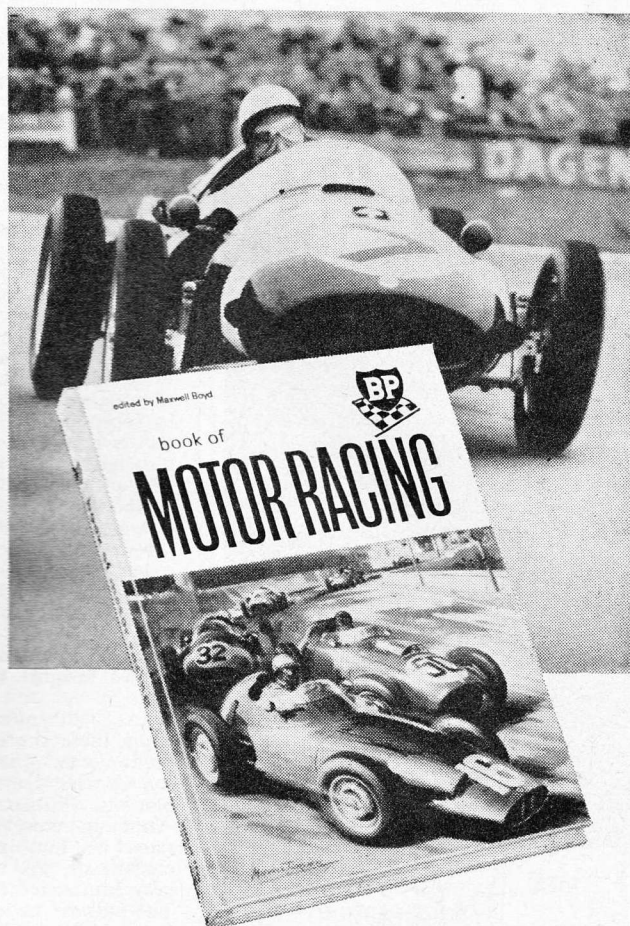
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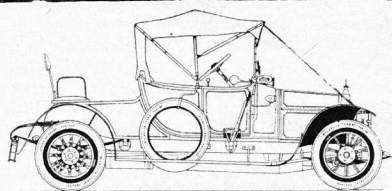
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Christmas Bookshelf—continued

and the Model "T". The expression "First Series" appears on the book, and this is most encouraging. One would like to see a similar treatment of some earlier "Brighton Run" cars, for the Panhard, the Mors, and the De Dietrich are worthy of any artist's brush. This book is a "must" for those who love old cars, and that means really all of us.

It is somewhat regrettable that Temple Press, Ltd., did not make more of Rodney Walkerley's *Moments That Made Motor Racing History* (7s. 6d. net, 111 pp.). The nine articles surely deserve better presentation than in the form of a paper-back, and the illustrations have lost much of their quality in reproduction. However, Walkerley's text is first-class reportage and commentary, giving the reader a lasting impression of the incidents he describes.

Another paper-back, *Great Racing Drivers of the World*, by Hans Tanner (Sports Car Press, Ltd., New York), seems rather dear at \$1.95. It is one of the series "Modern Sports Cars", and contains pen-portraits of 37 drivers, past and present. It is readable, reasonably well illustrated and gives several little-known insights into the lives of racing men.

Easily the most impressive volume to reach these shores recently is the rather monumental *The Book of Sports Cars*, by Charles Lam Markham and Mark Sherwin (Putnam, New York, \$12.50). Although most of the facts presented must be familiar to the majority of enthusiasts, the volume does embrace a very impressive list of sporting vehicles. The authors have also taken the trouble to make their own researches, instead of depending entirely on well-known European published works, which give the book a freshness that it would otherwise not have possessed. Also, it is written in a free, conversational style, without the aid of the usual American idioms (although one wishes that the term "D-Jag" could fall into disuse). To the European reader the chapters on U.S. sporting and high-performance cars have more than uncommon interest. On the subject of certain British sports cars, the authors have shown familiarity with the better-known marques, but are inclined to be a trifle vague concerning the lesser-known ones. For instance, Crossley's last sports-car was not the 1930 Silver Crossley, but the 1932 super-sports, Coventry Climax - powered "1,100", and eventually the 1934/35 Regis sports-tourer (1,122 c.c.). Frazer-Nash's first engine was not the Ruby, but the Plus-Power designed by ex-Rolls-Royce technician Gustave MacLure. French DFP engines were also used, although Paxman's trials car had a Ruby unit. One cannot conceive Chapman's original Lotus trials car being capable of over 100 m.p.h. with an "Austin Seven" engine.

One looks in vain for references to such cars as Crouch, Alta, Atalanta, Enfield-Allday, Eric-Campbell, Marendaz Special, Rhode, Silver Hawk, Hillman, and dozens of other British machines. The authors should also have included Cooper, who have turned out several important sports cars, notably the Monaco. If one sets out to produce a volume with such a grandiose title, then it is surely worth while making it complete. However, with its scores of fine illustrations the book is bound to be successful, particularly in the U.S.A.

It is gratifying to note that, at long last, the fabulous Parry Thomas has been accorded recognition in the shape of a biography. In *Parry Thomas—Designer Driver* (Batsford, 21s. net) author Hugh Tours has done a fine job, both of giving a complete account of Thomas's activities and of establishing his claims as being one of motor racing's most forceful personalities. The story of the Leyland Eight, and Parry Thomas's subsequent adaptation of what was basically a luxury touring car, will do much to clear up the many misconceptions regarding Thomas's part in the project. The Marlborough-Thomas is also discussed, as are the famous series of track cars. His attacks on the Land Speed record are sympathetically and accurately recorded, and there are dozens of anecdotes which throw a completely new light on a figure who has become a legend of our time. J. G. Parry Thomas met his untimely end on Pendine Sands, in his beloved "Babs", on 3rd March, 1927. The car lies buried under the sands.

Cassell's have brought out the second and last of Mike Hawthorn's novels, *Carlotti Takes the Wheel* (10s. 6d.). The little chap of mixed parentage who haunted the circuits now has his abilities recognized, and to the background of authentic motor-racing scenes the younger readers can follow his adventures as a racing driver. It is a pity that the Carlotti books have come to an end, for behind the stories was always the personality of the never-to-be-forgotten Hawthorn.

To those of AUTOSPORT readers who understand French fluently, one must recommend *Fangio, Pilote de Course*,

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by Olivier Merlin (published by Desclee de Brouwer, Bruges). This is one of the "Belle Humeur" series, and is full of scintillating wit, with the insight that rally and racing driver-cum-journalist Merlin has shown in all of his discourses on motoring sport. It is also a true picture of Fangio, far removed from the usual type of biographical volume.

Turning to touring for a change, Dudley and Marianne Noble have produced an invaluable guide (but far from a guide-book) on motoring to the Riviera. Entitled *With Your Car in the South of France* (Frederick Muller, Ltd., 10s. 6d. net), it poses all the possible questions and answers connected with taking vehicles to the Mediterranean coast. Nothing is omitted that would be helpful to the would-be tourist, and the authors' vast experience of foreign travel has been passed on for the benefit of "first-timers". Again, even seasoned campaigners will learn a lot from the Nobles, who know as much about France and French customs as anyone who takes frequent trips abroad.

Not an introduction to "do-it-yourself" maintenance but an extremely informed treatise on the principles behind the design of the major components of the modern high-performance car, the first edition of *The Sports Car—Its Design and Performance* (Chapman & Hall, 30s.) was published in 1954 and this new version has been extensively revised and brought up to date. This has been made necessary by the steady progress made in the design of sports cars in the past five years. The availability of higher grade petrol, too, backed by improvements in bearing materials has led to a substantial in-

crease in the power-output of engines. This new edition also includes much new material on roller-bearing crankshafts, pneumatic suspension, suspension dampers, drag coefficients and disc brakes.

Although written for those who have a smattering of technical knowledge to begin with, it is easily understood by the comparative layman, and one does not have to be a skilled automobile engineer to get the best out of it. At the same time, many points of interest to the expert are included. Development of the sports car has a chapter to itself, in which the author makes it plain that he is a man with a real love of high performance motoring, rather than simply the possessor of a vast fund of technical knowledge. This, of course, makes the book the more appealing.

The engine, cylinder head design, induction and exhaust theory, bearings, pistons, lubrication and cooling are all thoroughly dealt with, while other chapters are concerned with trends in engine design, road-holding, suspension, chassis frames and bodies, transmission, brakes, tuning, performance and future development. A glossary of technical terms is included for the benefit of the reader who lacks some of the specialized vocabulary used from time to time.

The Collected Motor Verses of W. H. Charnock (Villiers Publications, Ltd., 10s. 6d.) is the first complete collection of W. H. Charnock's motor verses and contains many previously unpublished poems. Also included are examples from his previous books, as well as almost the whole of that out-of-print classic, *Down in The Sumps*. Anyone for whom a car is anything more than a means of transport will thoroughly enjoy these works: they convey so much that is absolutely on target in the matter of man's affinity with motor-cars. Humour, pathos, nostalgia, despair, exaltation—all these moods are to be found, faithfully rendered. As Charnock himself says in a short foreword, "These verses are a small tribute to the post-war decade, to the days when old cars were revered and new ones reviled, when you could see Fangio at Goodwood and could compete in your local hill-climb wearing a cloth cap." It was, as he points out, a time of some confusion but of infinite enthusiasm. A very great deal of this enthusiasm comes through in his verse.

A reference book—an invaluable reference book which answers questions about the date of the end of the production of the 1½-litre Jaguar; the differences between the TD and TF model M.G.s; the 1948 list price of a Morris 8, and many others even more remote—that is *The Motor Guide To Makes and Models* (Temple Press, 15s.). Details of almost every make and model of British car—and most of the popular Continental ones as well—produced between 1945 and 1956 are given, with detailed specifications of every model built and histories of each individual marque. Dates when new models were introduced, what changes in body design, engine or equipment were made and the reasons for the modifications or even for the eventual abandonment of a project are included. Over 50 makes of car and more than 400 individual models are dealt with in a well-informed directory that is nevertheless well and entertainingly written and compiled. Tabular information is well grouped for easy reference, and this



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wish to apologise to their readers that through technical difficulties the publication date

of **FERRARI** by

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has been postponed until

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BRITISH SPORTS CAR. Grant. Reference book on pre- and post-war models. 240 pages. 22/3

GUIDE TO MAKES & MODELS. Culshaw. Comprehensive work with spec, mods., dates, etc. British and Continental cars 1945/57. 180 pages. 16/3

CONTINENTAL SPORTS CARS. Boddy. Valuable information on 72 makes. 136 pages. 14/-

THE SPORTS CAR. Campbell. Its design and performance. 300 pages. 31/6

THE FERRARI. Full story of achievements of Enzo and his Scuderia. 22/3

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The AUTOSPORT publications, *Motoring is my Business*, by John Bolster, *Case History*, by Norman Smith, and *World Championship*, by Gregor Grant, have experienced world-wide sales. During the recent Motor Show, *High Performance Cars 1959-60* was published at 6s. net. This annual has now made its mark, and with its numerous illustrations, fine articles and superb Theo Page drawings, offers just about the best value there is. There is also a feature article by Jack Brabham, entitled "Up—From Down Under", which will interest supporters of the Australian World Championship aspirant.

"THE MOTOR" *Road Tests*, 1959, costs 10s. 6d., comprises 34 full-scale tests of 1959 motor cars, and is published by Temple Press, Ltd., Bowling Green Lane, London, E.C.2.

Motor Racing Publications, Ltd., 62 Doughty Street, London, W.C.1, have released John Sprinzel's *Modified Motoring* (18s.) which gives readers valuable information on increasing performance from production engines, particularly the Series A B.M.C. unit. This is a *must* for the competition driver, and should also interest those who are taking to Formula Junior.

Amongst the diaries for 1960 are *Modern Motoring Diary*, published by H. and O. Quinn, 151 Fleet Street, E.C.4, at 5s. (plexide) and 9s. 6d. (pigskin). This is a most useful little book. *The Autocar Motorists Diary* costs 6s. 3d. (morocco) and 4s. 6d. (rexine). It is an Iliffe publication. *The Motor Racing Diary* (M.R.P., Ltd., Doughty Street) is a sort of enthusiasts' bible and is priced at 6s. (plus 6d. postage) bound in green plexide.

Forthcoming books from M.R.P. include *The Technique of Motor Racing* by Piero Taruffi (translated by D. B. Tubbs)—35s. (plus 1s. 9d. postage). G. T. Foulis's latest list includes *Ferrari*, by Hans Tanner, publication of which has been deferred until 26th January, 1960.

Amongst technical books published by Chapman and Hall, Ltd., 37-39 Essex Street, London, W.C.2, are *A Treatise on Engine Balance* by P. Cormac (30s. net), *Modern Gas Turbines* by A. W. Judge (36s. net), four volumes in the *Motor Manuals* series by A. W. Judge (each 21s. net), and *Carburation* by Charles H. Fisher.

Title: "Souping The Volkswagen".

Author: Dick Morgan.

Publisher: Floyd Clymer, Los Angeles.

Price: \$3.

DON'T let the title frighten you away, for *Souping The Volkswagen* (Floyd Clymer) is one of the most sensible tuning books that has ever been written. "Souping" means tuning, and I promise you that the rest of the book is written in the kind of English you will understand. There are none of the stick-shifts, D-Jags, mills, jugs, or other curious expressions that make a certain type of American journalism incomprehensible to most of us.

The author is a man after my own heart, for he goes out of his way to admit all the snags and limitations of the car he has chosen and the various tuning processes. He explains that the Volkswagen will never be suitable for high maximum speeds. "Such things as braking power, braking directional stability, aerodynamic directional stabil-

ity, susceptibility to gusts and side winds are all factors that must be considered at high speed. The VW particularly is deficient in all of these departments and just cannot be driven consistently safely at speeds over 70 m.p.h." Having admitted all this, he then makes out a watertight case for improving the acceleration and hill-climbing. He points out that it is almost impossible to overtake another car at anywhere near one's normal cruising speed, because the thing is over-gear and has no margin of power. To increase the "punch" of the engine, and to allow it to attain some worthwhile revolutions in the gears, must make the VW a much safer vehicle in the hands of a sensible driver.

Mr. Morgan is just as honest about the crankshaft. He admits straight away that you will break this useful component if you do no work on the "bottom end" before tackling the power-producing area. Let me quote him again. "By now the word is around and it is an established fact, unfortunately proven hundreds of times, that the crankshaft is the prime weakness when souping the VW." The answer, he says, is first to Magnaflux the crankshaft and connecting rods for cracks. Then, the crank and rods must be shot-peened, which will inhibit crack formations and may improve the effective strength therefore by something like 100 per cent. The balance of the standard assembly is very poor, and so the crank, rods, pistons, flywheel, clutch and fan pulley must go on the electronic balancing machine. After all that, and *not before*, the engine is safe for a moderate degree of tuning.

The various special heads, pistons, long-stroke crankshafts, camshafts, induction systems, silencers, and even superchargers are reviewed in great detail. The possibility of adapting certain Porsche components is discussed, and the differences between various years of Volkswagen are made plain. For example, one is instructed in the correct treatment of pre-1954 cylinder heads which is "... to throw them in the nearest trash barrel". "There are several sizes of induction passages that have been used on automobiles. In descending order of size they are: large, medium, small, extremely small, microscopic, and pre-1954 VW." The point is that the man knows his engine from A to Z, and his manual is therefore infinitely more worth reading than the sycophantic drooling of certain self-appointed VW "experts".

Souping The Volkswagen is an example to all of us of how to write an honest, unbiased, uninhibited motor book. I shall never own a VW, or any German car for that matter, but I enjoyed every page of this book and shall read it again. Thank you, Dick Morgan!

MONEY FOR GEMINI

A GROUP of American racing drivers has placed a \$60,000 order with the Chequered Flag Engineering Co. for 20 Gemini Mk. II Formula Junior cars. Negotiations are in progress in the U.S. for a further 70 cars. The first three of the original order will be flown to the States next week for the Formula Junior race at Sebring on 11th December. One car will probably be driven by Jim Rathman.

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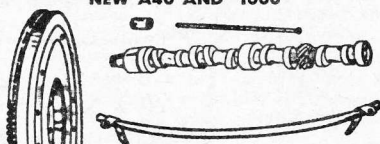
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THE Organizing Panel for the 1960 AUTOSPORT Championship met at the B.A.R.C. on 25th November, and decided that the series will be confined to Grand Touring Cars as defined in the 1960 Appendix "J" to the International Sporting Code, and that Appendix "C" Sports Cars and Special Series Touring Cars will not be admitted.

Amongst the changes in the regulations are that the shorter races will be 15-40 miles; ties will be decided on the highest number of "firsts", "seconds" and so on; entrants must be individuals who must also be the drivers; entrants are forbidden to accept (or demand) starting money from race promoters.

Classes have been re-arranged as follows:—

Class A: Up to 1,000 c.c.

Class B: 1,001-1,600 c.c.

Class C: Over 1,600 c.c.

A list of homologated Grand Touring Cars will be published in AUTOSPORT so soon as received from the F.I.A., and regulations will be issued at around the same time.

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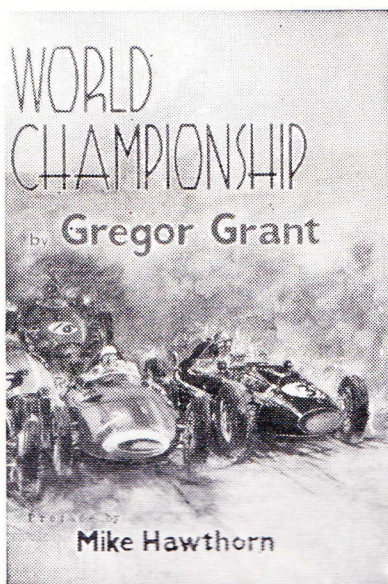
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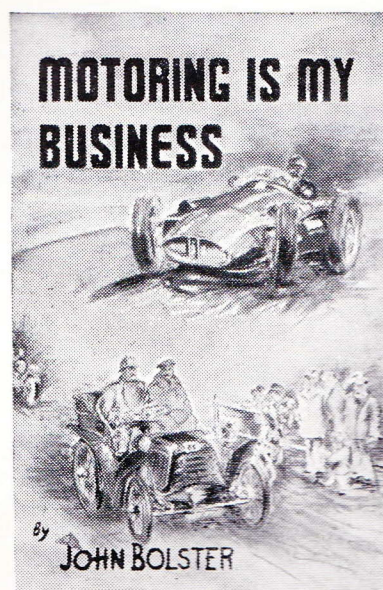
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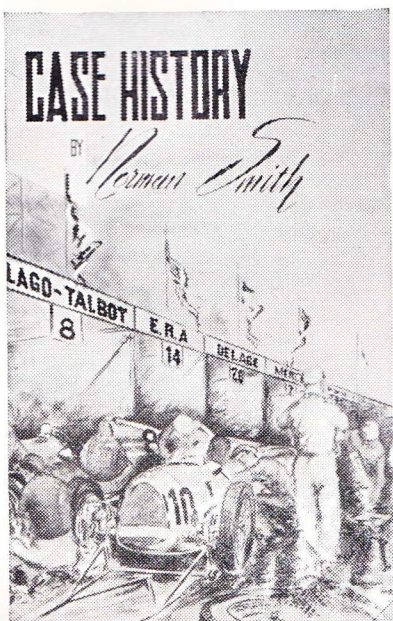
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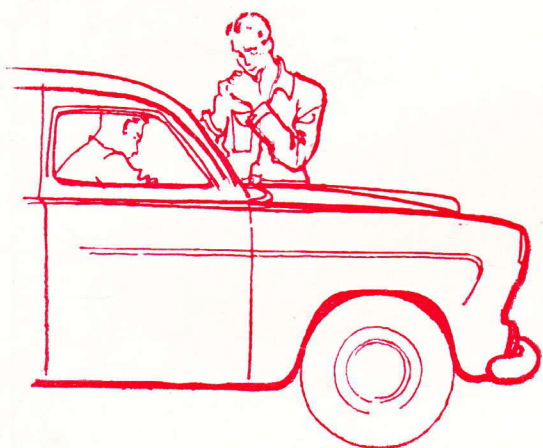
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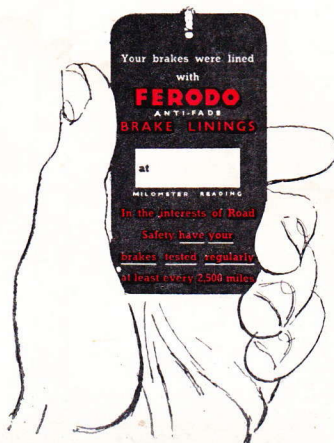
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