

AUTOSPORT

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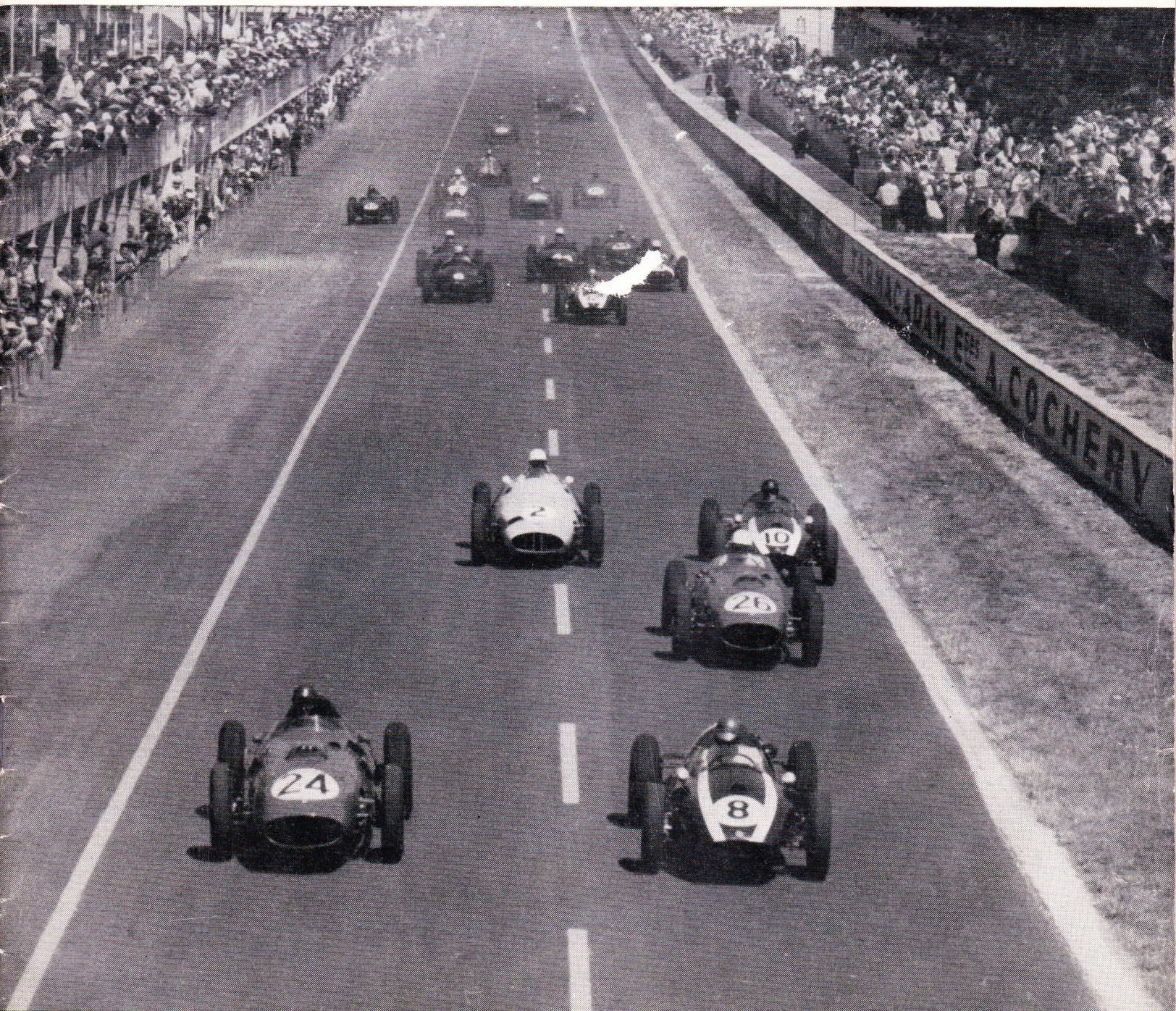
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EVERY FRIDAY

Vol. 20 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY

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



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EDITORIAL

THE RACING CAR SHOW

PRESENTED by the British Racing and Sports Car Club, Ltd., the first annual Racing Car Show opens on Saturday, 2nd January, in the Old Hall of the Royal Horticultural Society, Vincent Square, S.W.1. Twenty-one of the cars that have raised British automobile engineering prestige to its highest ever status will be on view, in addition to exhibits by the makers and stockists of high-performance equipment. This venture shows considerable enterprise on the part of the B.R.S.C.C., and it is to be hoped that it will meet with the success that it deserves. Technicians concerned with the production of normal road cars would do well to pay a visit to the show, for many of the ideas which are applied to racing and sports cars could well be adapted for series-built machines, even amongst those in the mass and quantity production category. Racing always has been, and always will be, a challenge to engineers to build something that is just that little bit better than others. In collecting these cars together under one roof it will be possible to study the immense development work that has gone into the production of some of the finest high-performance machines ever built. Complexity and simplicity stand side by side; fortunately no two designers think alike, otherwise progress would be a slow and tedious business altogether. The production car designer has his problems, but they are small in comparison with those that have to be faced by racing car men, who, in many cases, venture into the unknown by trying out some entirely novel feature which may, in time, become a commonplace component on the cars purchased by the general public.

RE-ENTRY OF MERCEDES-BENZ

WHILST there is no certain indication that the vast Daimler-Benz concern, which now employs over 86,000 people, is re-entering organized motor-racing, it is highly significant that there is an official Mercedes-Benz team entry for the forthcoming Monte Carlo Rally. This can only mean that Unterturkheim is unwilling to be left out of events which not only receive immense publicity, but are used for development and proving purposes by leading manufacturers. It was once stated that the German concern would not take part again in an event which was more of a gamble than a competitive rally, but something appears to have caused the directors to change their mind. Anyway, their presence will be welcomed, and one can expect that the entries will have received thorough preparation, and that the crews will be briefed accordingly. They will find that the "Monte" requires every bit as much planning and preparation as any Grand Prix or International sports car race.

OUR COVER PICTURE

START of the French Grand Prix at Rheims, the scene of the Grand Prix d'Europe for the 1959 season—a fine George Phillips shot of the impressive opening seconds of this race. In the lead are Jack Brabham and Tony Brooks.



MINI-MINOR ON ICE: Negotiating an ugly patch of black ice a Morris Mini-Minor is photographed during a break in snowstorms on a Monte "recce." The car will be driven by Jack Hay and Tommy Wisdom.

SPORTS NEWS

WE are asked to point out that there is now no association between Alexander Engineering and Laystall Engineering Co. An illustration used in our article "The Camshaft Question" may have caused some confusion on this point.

and later, with L. E. W. Pomeroy, introduced the Zoller supercharger, and a twin-cam M.G. head.

STUDEBAKER-PACKARD production for 1960 will exceed 163,000 passenger cars, earning over \$250 million.

TONY BROOKS—THE FUTURE

TUESDAY'S evening papers carried the story, in the form of a statement from Enzo Ferrai, that Tony Brooks was retiring from racing. Tony himself told AUTOSPORT:

"Because of the immense amount of

work involved in setting up my new garage, I have not been able to give as much thought to my future racing career as I should have liked. At the moment I have made no definite plans for 1960, but I can say that I shall not be driving for Ferrari.

"If I do continue it will be on a limited scale—taking in only certain Grands Prix. I shall not be competing in any sports car or Formula 2 events."

MONTE CARLO RALLY NEWS

Strong Triumph Team: Works Entries from Mercedes-Benz

KEN RICHARDSON announces that the Triumph-Standard team for the Monte Carlo Rally will comprise: Triumph TR3A: Marcel Becquart/Jacques Blanchet, Thuner/Cornu. Herald: Annie Soisbault/Renee Wagner, Rob Slotemaker/Grellin, Cyril Corbishley/Roberts, I. D. L. Lewis/Nash, Keith Ballisat/Turner.

Daimler-Benz A.G., making an official re-entry into International motoring sport have chosen: Mercedes-Benz 220SE: Schock/Moll, Ott/Mahle, Boehringer/Socher.

The team will be under the direction of Karl Kling, who has succeeded Alfred Neubauer as competitions and racing manager.

Lloyd entries include Prince de Bourbon Parme/Petersen, Hans-Hugo Hartmann/Isenbägel, Freese/Koch-Bodes, Koettgen/Schwaneberg.

Of the 345 entries, 65 cars are of German origin, 65 French, 152 British, 19 Italian, two Polish, 29 Swedish and 13 Czechoslovakian. Oslo has the largest number of starters (96), followed by 77.

FRENCH "STEERING WHEEL" Club: John Bolster enjoys himself in Paris at L'Action Automobile, described last week.



COLONEL M. A. MCEVOY, C.B.E., T.D., M.I.MECH.E., has recently become interested in the Wilen components concern founded by Douglas Wilcocks and consequently Wilen will be producing and marketing all the Renault Dauphine conversion components sponsored by Colonel McEvoy.

Michael McEvoy will be remembered by the older motorists as a pioneer of the tuning and conversion business some 25 years ago with his range of five-branch exhausts, twin carb. kits, special pistons and camshafts, and high geared steering for his over-100 m.p.h. Wolseley Hornets. He originally made the big twin McEvoy motor-cycle (100 m.p.h. for £100 which was quite a feat in 1926),

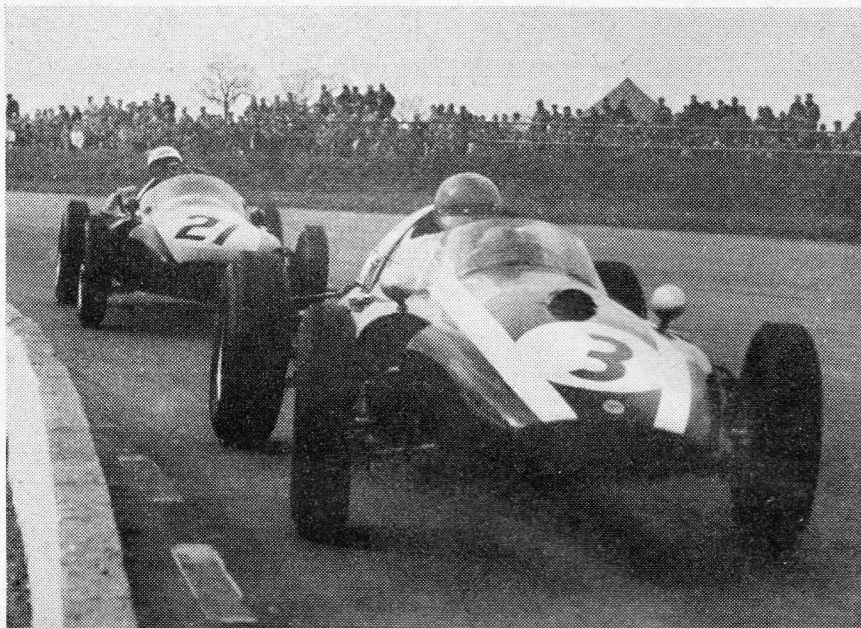
THREE WISE MEN: Jack Hay, John Gott and Erle Morley study a map of the mountain circuit to be used in this year's Monte Carlo Rally. They were on a recent B.M.C. reconnaissance.



PRIDE OF PLACE at the Old Horticultural Hall will be given to the Formula 1 Cooper, here seen at Silverstone in the hands of Jack Brabham. The Show will be open from 10 a.m. until 9 p.m. except Sunday, 3rd January.

BRITAIN'S first-ever full-scale Racing Car Show opens at the Old Horticultural Hall, Westminster, on Saturday, 2nd January, 1960, organized by the British Racing and Sports Car Club. Unique in its field, it is unique also in another respect, for never before have so many competition machines and so much equipment been on display under one roof in this country. Almost all the cars exhibited will be Championship winners in one or other of the various categories, while the remainder will have strong historic memories and associations.

Pride of place in the Show, of course, will be given to the Formula 1 Cooper, winner of the 1959 Formula 1 Constructors' Championship, winner, in F2 form, of the Formula 2 Constructors' Championship for the past two seasons and the car on which Jack Brabham drove to his World Drivers' Championship.



The Racing Car Show

Much of Interest at Westminster Next Week

Coventry-Climax-engined Coopers have won the G.P.s of Monaco, Great Britain, Portugal, Italy and America, as well as the B.R.D.C. International Trophy and countless F2 successes. The marque will be suitably honoured by its prominent position on a central turntable.

The display of Grand Prix contenders will include the Vanwall, almost unbeatable in 1958 and winner of the 1958 Formula 1 Constructors' Championship. An historic machine, the Vanwall was also the first British car ever to win a *Grande Epreuve* when at Aintree, Stirling Moss won the British Grand Prix in 1957 after taking over Tony Brooks's car. The following year, the year of its championship, the marque won no less than six *Grandes Epreuves*.

Two cars are shown by B.R.M. One is the fabulous 16-cylinder supercharged 1½-litre car which, although it achieved few successes, was nevertheless one of the most remarkable cars of the post-war era, and which developed something like 500 b.h.p. at phenomenal revolutions. By contrast to this machine is the four-cylinder Formula 1 car, which won its first *Grande Epreuve* in the hands of Joakim Bonnier at Zandvoort in 1959. Bonnier's actual mount will not be on display, but the car will be identical to his machine.

Another machine of great historic interest—although it is still a comparatively recent development—is the 250F Maserati, with which Juan Manuel Fangio, five times World Champion, won the title in 1957. The car on display is now the property of Horace Gould. Considered by many to be the "typical" grand prix car of the period, nevertheless the machine was quite outclassed by 1959.

Lotus, whose record in *Grandes Epreuves* has been disappointing, will not have a Formula 1 machine on display. However, the F2 car, which is identical

in almost every respect except engine capacity, will be shown. One of the highly successful and extremely beautiful Elite coupés—actually that owned by Peter Lumsden—will also be exhibited, and in fact won its class at both Le Mans and the Nürburgring 1,000 kms.

Another Grand Prix contender at the Show will be the Cooper-Walker, one of the cars of Rob Walker's stable which started off a successful life with a win in the Argentine Grand Prix, driven by Stirling Moss, in 1958. Since then several notable successes have come to the cars in the hands of Moss and Maurice Trintignant. In F1 events the cars are virtually identical to the works Coopers with the exception of the Colotti-designed five-speed gearbox, and have gained such a tremendous reputation that they must now be considered on the same terms as "works" machines. In Formula 2 events, the cars have departed from normal practice by the use of Borgward engines.

Among sports cars, pride of place must obviously go to Aston Martin after the marque's victory in the Sports Car Manufacturers' Championship, with a win—the third in succession—in the Nürburgring 1,000 kms., the Tourist Trophy race and perhaps their greatest success of all, the 24 Hours of Le Mans. By this sterling performance the 3-litre, six-cylinder Aston Martin has gained its rightful place in motor-racing history, and its rightful place of honour at the first Racing Car Show.

No less exciting to the enthusiast has been the season's notable list of successes in 1,100 c.c. and other sports car events by the fabulous Lola. Towards the end of the 1958 season this car appeared for the first time ever in Climax-engined form, and apart from Eric Broadley's formidable reputation in 1172 Formula racing with a Ford-engined car was an unknown quantity.

However, by the end of the 1959 season the result of any 1,100 c.c. race was a foregone conclusion in both this country and abroad if there was a Lola in the entry list. Seldom has so much success come so quickly to any one marque, and this machine will richly reward close inspection by any enthusiast who has not yet had the opportunity to do so.

Winners for two years consecutively (sharing victory in 1959) of the AUTOSPORT Championship, Turner Sports Cars, powered by B.M.C. "A" series engines, have become an established part of series-production sports car racing, and the car of this marque on display at Westminster will be that driven with extreme skill and great success by Bob Gerard.

The 1,100 c.c. blown Cooper driven by David Boshier-Jones to win his second consecutive R.A.C. Hill-Climb Championship will be shown, as will Don Parker's 500 c.c. Cooper, winner of the B.R.S.C.C. F3 Championship. Jeff Uren's Ford Zephyr, triumphant in the National Saloon Car Championship, is also to be on display, while Peter Emery's tiny 250 c.c.-engined Emeryson, powered by a Velocette motor-cycle engine driving the front wheels, must easily be the smallest racing car in the Show!

The Speedwell Sprite, driven with considerable success by John Sprinzel and Stuart Turner in international rallies, will be on show as an example of a typical rally car meeting contemporary requirements. From club racing come the 1172 and 750 Formula "champions". From the former comes Brian Hart's extremely successful—in fact virtually unbeatable—Terrier, with which he scored maximum points in the class competitions. Representing the 750 Formula comes Jem Marsh's Speedex, which was by far the fastest of this season's developments in this formula.

Also exhibited will be a sectioned example of an AJB flat-four engine, showing the remarkable swinging inlet valves; a 2½-litre Coventry-Climax engine, and a go-kart. In addition there are over 20 trade stands manned by component and accessory manufacturers. A surprise exhibit will be the new Lotus Formula Junior car, an example of which raced at Brands Hatch on Boxing Day.



International Rallies—2

Seasonal Survey—continued

BY JOHN GOTT

Coltelloni Wins the Adriatic Rally

Because he had been so frank that his victory in the "Monte" was mainly due to the magnificent timekeeping of Alexandre, many drivers felt that Paul Coltelloni was not a serious force to reckon with in a tough rally. The Adriatic (and later Liège-Rome-Liège), were to undeceive them.

In an extremely difficult event, he and Desrosiers alone were unpenalized. Even the runner-up, the redoubtable Erik Carlsson, acquired 12 penalty points, whilst the third crew, Wencher/Kühne, DKW, acquired a further 6 points.

Most points were lost in a series of tight Special Stages over a loose surface, where dust was a real problem, but there were also a series of speed tests, both on hills and on circuit.

As might be expected, there was a strong entry from Eastern Germany and Poland, and the Yugoslav Champion, Vukovic, finished fifth in General Classification on a DKW, which was no mean feat in such a strong International field.

Ewy Rosqvist won her third Coupe des Dames in a row, and now not only was a serious threat in the Ladies' Championship, but actually led it.

The Marathon de la Route—Once more the Toughest of them all

By whatever standard you apply, class of entry, efficiency of organization, degree of difficulty or suitability of course, Liège-Rome-Liège was once again the best rally and strictest test of car and crew in the season.

All the "cracks" figured in the entry list, and B.M.C., Standard-Triumph and Sunbeams had full "works" teams. But the toughest Marathon for years defeated all but 14 of the 97 starters. The

FULL LOCK: The Mercedes Benz of Ferrando Ferreira Duarte making best time in the Monte Carlo Rally driving tests.

main holocaust was caused by the Yugoslavian section, nearly 800 miles of dusty, potholed roads, which either massacred the cars or so fatigued their crews that they could not properly cope with the Dolomites—and in Liège-Rome-Liège alone a second's lateness at a control means instant exclusion. Carlsson, Levy and Wencher failed to finish. Pat Moss/Ann Wisdom were excluded for lateness in France after a fine drive. Few representatives from each of the British "works" teams arrived in Liège, these being Ray/Cotton, Sunbeam Rapier, Riley/Jones, Austin-Healey, Annie Soisbault/Renee Wagner, and Ballisat/Bertaut, Triumphs, the three former each winning their classes. The French girls put up a particularly good show to finish fifth in the Grand Touring Classification and win the Coupe des Dames. Another fine drive was put in

WELL LIT: Dr. A. Mitchell and John Roberts set off from Glasgow, first of the British contingent to start the 1959 Monte Carlo Rally. Their Wolseley 6/90 was well supplied with lights.

by Sprinzel/Turner, who won their class in an Austin-Healey Sprite, whilst Coltelloni finished fourth in the Touring Classification.

Undoubtedly the cars of the rally were the Dauphines of Feret/Monraisse and Mairesse/Desse, which headed the Touring Classification and gave the winners, Strahle/Buchet, Porsche Carrera, a very good run for their money (£1,100). The Regie's fantastic little bombs showed just what can be done to cheap production cars, and they continued to run reliably for 3,200 miles, which had to be covered almost non-stop in some 92 hours. Outright wins of the "Monte", the "Alpine" and a darned near miss for an outright win of the "Marathon" is a target which an 850 c.c. car will take a long time to attain again.

A Tight Finish in Prospect

With the Deutschland, R.A.C. and Portuguese Rallies to come, it became obvious that the final destination of the Championships would be in doubt right to the end of the season. Wencher led the men with 47 points, followed by Carlsson with 43, Coltelloni with 36 and Kühne with 30 points. Levy was not far behind, with 29 points. The Auto Union team were taking the Championship very seriously, for they entered three cars in almost every rally, and their team leader, "Papa" Hans Wencher, rode with each driver in turn to make sure that they got the best out of their cars.

Amongst the ladies, Ewy Rosqvist had jumped into a terrific lead, for she had 24 points to the 16 points of Annie Soisbault/Renee Wagner and the 14 points of the reigning champions, Pat Moss/Ann Wisdom.

This prospect of a close finish was not only of great interest to the "aficionados", but it was a godsend to the organizers of the last three rallies of the season, who were thereby assured of a "class" International field, which they might otherwise not have had.



FIRST FOUR places in the Tulip Rally went to British competitors. Here the Triumph of Keith Ballisat and E. Marvin leads its team mates at Zandvoort. The car took second place in general classification.

Carlsson and the B.M.C. Girls on Form in the Deutschland Rally

In the Deutschland Rally, Erik Carlsson and Pat Moss/Ann Wisdom were right on top of their form, finishing first and second in respectively a SAAB and an Austin-Healey 3000. Levy, however, finished third in his Auto Union, and as his class was a large one, he gained one more point than the girls and only one less than Carlsson. Pat and Ann beat Annie Soisbault, who in turn beat Ewy Rosqvist (rather out of her depth in a rally largely won on pure speed tests), so that the B.M.C. girls and Annie finished in joint second place with 22 points to Ewy Rosqvist's 28.

The rally itself was a good event, with speed tests at Solitude Ring and Monza and timed climbs on Mont Ventoux, Col de Rousset and Freiburg. Pat Moss distinguished herself by making F.T.D. in every test except one, and the B.M.C. girls' second place in General Classification is the best performance yet made by a ladies' crew in a Championship rally.

Who Wins the R.A.C. and Portuguese Rallies?

So much has been written about the R.A.C. Rally that it must still be fresh in readers' minds. I do not, therefore, propose to say more about it except to comment that in my view it was probably the best R.A.C. Rally yet run and that, despite the mistakes (which they would be the first to admit), Jack Kemsley and his organizing team are far more to be congratulated than condemned.

The Portuguese rally was an indifferent event, which was the bare Championship distance of 1,600 kms., 1,000 miles, decided entirely upon special tests. As one experienced Continental driver pithily put it, "Never have I travelled so far to run in a gymkhana".

The organization was indifferent, the crews, for instance, being held for nine hours in a tiny town without a chance of food or rest, but the row about the numbers was what caused the biggest upset.



Not all foreign competitors were sent the full regulations, and most turned up with numbers in accordance with F.I.A. specifications which were different from those specified in the regulations of the event. Instead of pointing this out at the start, and giving the crews a chance to change them, the organizers allowed them to start and then docked them 10 marks. If this had not happened, Coltelloni would have finished third overall and Carlsson would have won his class. With the Championship vitally affected, both lodged protests, so the prizes were not presented. In addition, a Spanish driver of a Porsche, Alex Soler, was dropped from second place for the same reason. Whilst everyone agrees that regulations must be kept, it seems a little hard to insist on penalties for numbers which were admittedly quite legible and did not affect the performance of the car, when the only persons who lose by it are non-Portuguese drivers not all of whom were sent the full regulations.

The only British crews were B.M.C., Pat Moss/Ann Wisdom (Austin-Healey), Nancy Mitchell/Pat Allison (Mini-

Minor), Peter Riley/Tony Ambrose (Austin Seven) and Marcus Chambers/Den Green (Austin A99). All were penalized for numbers, but the big Austin finished third in its class and the Mini-Minor would, without this penalty, have been second in its class. The object of the exercise was the Ladies' Championship, but although Annie Soisbault/Renee Wagner turned up at the start, they did not actually compete, Annie saying her car had axle trouble. It was, however, seen soon after in a very healthy condition which gave rise to some dark thoughts about "rallywomanship", for the B.M.C. girls' victory carried no points for the Championship, and the C.S.I. will now have to decide between Annie Soisbault and Ewy Rosqvist. The big Healey beat the little Mini by only 1.267 points, and both drivers got a big hand for their performance in the tests, Pat being outstanding on the circuit at Avenida and Nancy brilliant in the acceleration/braking test where she made fourth F.T.D. Whatever may be the result of the protest, Abreu Valente must be the winner on his beautifully handled Mercedes 300SL.

A Glance into the Crystal Ball

No one can foresee exactly what the C.S.I. will rule, but it seems reasonable to assume that they may dismiss Levy's appeal about the R.A.C. Rally. If this is so, Levy will get only eight points for his excellent class win, and not the 16 which he hopes to gain by his protest, so that he should finish third behind Carlsson and Wencher.

If the C.S.I. uphold his protest, and dismiss Carlsson's about the Portuguese numbers, then Levy and Carlsson will tie with 54 points apiece. In this case the C.S.I. will have to fall back on Article 7 of the current Championship regulations, when,

"Consideration will have to be given to the best results achieved in one (or if necessary, in several) of the other Championship events in order to decide between them".

(Continued on page 10)

COUPE DES DAMES in the Monte Carlo Rally went to Pat Moss and Ann Wisdom in their factory-entered A40.



Digest of the International Rallies Scoring for the European Rally Championship, 1959

Appendix J of International Sporting Code for Groups of Cars

Touring Cars. Group 1, Normal; Group 2, Improved; Group 3, Special Series. (At least 500 if over 1,000 c.c. and 1,000 if under must have been built.)

Grand Touring Cars. Group 4, Normal; Group 5, Improved; Group 6, Special Series. (At least 100 examples must have been built.)

Note. Organizers can combine groups and c.c. classes, but for Championship purposes Groups 1 and 2 must not compete directly with other Groups.

Event	Cars Eligible	No. of Classes	Length in Miles	Starters (1958 comparison)	Finishers	General Classification (Figures in brackets indicate Category)	Class Results (Figures in brackets—No. of starters)
1. XXVII ^e Rallye Monte-Carlo 18th-25th January MONACO	Groups 1-5	8	2,300	322 (302)	184 57% (19%)	1. Coltelloni/Alexandre, F, Citroën (1) 2. Thomas/Dellièvre, F, Simca (1) 3. Surles/Pinier, F, DB (2) 4. Marang/Radoche, F, Citroën (1) 5. Adams/McMillen, GB, Sunbeam (1) Ladies' Prize (8 starters) Moss/Wisdom, GB, Austin A40 (1) (10th in General Classification; 2nd in class) Best British Performance Adams/McMillen, GB, Sunbeam (1) (5th in General Classification; 3rd in class) Team Prize. Jaguar	Cat. 1, Groups 1 and 2. Touring Unlimited (25+) Parkes/Howarth, GB, Jaguar 3-4 1,301-2,000 c.c. (25+) Coltelloni/Alexandre, F, Citroën 1,001-1,300 c.c. (25+) Thomas/Dellièvre, F, Simca Up to 1,000 c.c. (25+) Eikermann/Wencher, D, DKW Cat. 2, Groups 3-5. G.T. and Modified Unlimited (16+) de Salis/Bridgeman, GB, Aston Martin 1,301-2,000 c.c. (25+) Bengtsson/Lohmander, S, Volvo 1,001-1,300 c.c. (13) Lucienbonnet/Cappa, F, Alfa Romeo Up to 1,000 c.c. (25+) Surles/Pinier, F, DB
2. 10 ^e Rallye del Sestriere 23rd-26th February ITALY	Groups 1-5	7	1,600	63 (71)	42 66% (77%)	1. Castellina/Frescobaldi, I, Fiat Abarth (2) 2. Ada Pace/Toselli, I, Alfa Romeo (2) 3. Abate/Stardero, I, Alfa Romeo TI (1) 4. Canaparo/Marsoglio, I, Fiat 8V (2) 5. Bauer/Ferrero, D/I, Alfa Romeo TI (1) Ladies' Prize (2 starters) Moss/Wisdom, GB, Riley 1-5 (1) (21st in General Classification; 5th in class) Best British Performance Sprinzel/Turner, GB, Austin A35 (18th in General Classification; 3rd in class) Team Prize. B.M.C.	Cat. 1, Groups 1 and 2. Touring Unlimited (7) 1,001-1,600 c.c. (19) Abate/Stardero, I, Alfa Romeo TI 751-1,000 c.c. (7) Levy/Wencher, D, DKW Up to 750 c.c. (13) Capra/Pilone, I, Fiat 600 Cat. 2, Groups 3-5. G.T. Unlimited 1,301-2,600 c.c. (4) Canaparo/Marsoglio, I, Fiat 8V 751-1,300 c.c. (7) Pace/Toselli, I, Alfa Romeo Up to 750 c.c. (7) Castellina/Frescobaldi, I, Fiat Abarth
3. 11 ^e Tulpen-Rallye 27th April-2nd May HOLLAND	Groups 1-5	9	2,200	169 (196)	99 58% (48%)	1. Morley/Morley, GB, Jaguar 3-4 (1) 2. Ballisat/Marvin, GB, Triumph TR3A (2) 3. Riley/Bensted-Smith, GB, Ford Zephyr (1) 4. Gorris/Wiedouw, NL, Porsche 1600S (2) 5. Carlsson/Svensson, S, SAAB 93B (2) Ladies' Prize (6 starters) Greta Molander/Helga Lundberg, N, SAAB (15th in General Classification; 1st in class) Best British Performance Morley/Morley, Jaguar 3-4 Team Prizes Inter-Nation, England Make, Ford Club, A.D.A.C., Germany	Cat. 1, Groups 1 and 2. Touring Unlimited (12) 1,600-2,600 c.c. (21) Riley/Bensted-Smith, GB, Ford Zephyr 1,300-1,600 c.c. (28) Andersson/Karlsson, S, Volvo 1,000-1,300 c.c. (19) Karrer/Foitek, CH, Alfa Romeo TI 750-1,000 c.c. (18) Eikermann/Kühne, D, AU 1000 Up to 750 c.c. (8) Molander/Lundberg, N, SAAB Cat. 2, Groups 3-5. G.T. Unlimited (9) Sears/Garnier, GB, Austin-Healey 1,600-2,000 c.c. (12) Ballisat/Marvin, GB, Triumph TR3A Up to 1,600 c.c. (28) Gorris/Wiedouw, NL, Porsche 1600S
4. VII ^e Rallye Acropolis 27th-31st May GREECE	Groups 1-6	9	2,100	73 (61)	34 46% (52%)	1. Levy/Wencher, D, AU 1000 (1) 2. Walter/Nathan, D, Porsche Carrera (2) 3. Fillinis/Mourtzopoulos, G, AU 1000 (1) 4. Michos/Theodoracopulo, G, Alfa Romeo (2) 5. Eikermann/Kühne, D, AU 1000 (1) Ladies' Prize (3 starters) Soisbault/Wagner, F, Triumph TR3A (9th in General Classification; 1st in class) No British finishers. 2 starters Team Prize. Auto Union	Cat. 1, Groups 1 and 2. Touring Unlimited (8) Pezmazoglou/Chronides, G, Chevrolet 1,601-2,000 c.c. (7) Coltelloni/Desrosiers, F, Citroën 1,301-1,600 c.c. (8) Andersson/Karlsson, S, Volvo 1,001-1,300 c.c. (9) Apostolides/Marathakis, G, Alfa Romeo 751-1,000 c.c. (17) Levy/Wencher, D, AU 1000 Up to 750 c.c. (7) Rebets/Rousselle, B, Lloyd 600 Cat. 2, Groups 3-6. G.T. Unlimited (4) Soisbault/Wagner, F, Triumph TR3A 1,301-1,600 c.c. (7) Walter/Nathan, D, Porsche Carrera Up to 1,300 c.c. (6) Michos/Theodoracopulo, G, Alfa Romeo
5. Xe Rallyt Till Midnattsolen 8th-13th June SWEDEN	Groups 1-5	7	1,500	134 (142)	108 80% (88%)	1. Carlsson/Pavoni, S, SAAB (2) 2. Skogh/Skogh, S, SAAB (1) 3. Kvarnström/Andersson, S, Ferrari 250 (2) 4. Larsson/Hultgren, S, VW (1) 5. Callbo/Lind, S, Volvo (1) Ladies' Prize (7 starters) Ewy Rosqvist/Anita Rosqvist-Borg, S, Volvo (60th in General Classification; 13th in class) No British starters Team Prize. SAAB	Cat. 1, Group 1 only. Touring Unlimited (15) Andersson/Simsson, S, Mercedes 220SE 1,301-1,600 c.c. (30) Callbo/Lind, S, Volvo 1,001-1,300 c.c. (31) Larsson/Hultgren, S, VW Up to 1,000 c.c. (37) Skogh/Skogh, S, SAAB Cat. 1A, Group 2 only. Touring Over 1,300 c.c. (7) Bäcklund/Broberg, S, Volvo Cat. 2, Groups 3-5. G.T. Unlimited (6) Kvarnström/Andersson, S, Ferrari Up to 1,300 c.c. (8) Carlsson/Pavoni, S, SAAB

6. XXe Coupe des Alpes 23rd-30th June FRANCE	Groups 1-6	10	2,400	59 (56)	27 45% (44%)	No General Classification Inter-Category Touring (23 starters, 7 finishers) *1. Condriellier/Robin, F, Renault Dauphine *2. Kühne/Wencher, D, DKW *3. Hopkirk/Scott, GB, Sunbeam Rapier *4. Riley/Pitts, GB, Ford Zephyr *5. Jopp/Leston, GB, Sunbeam Rapier Grand Touring (36 starters, 20 finishers) *1. Rey/Guilhaudin, F, DB 2. Wisdom/Hay, GB, Austin-Healey Sprite 3. Bennett/Galliford, GB, Triumph TR3A 4. de Lageneste/Greder, F, Triumph TR3A 5. Gott/Tooley, Austin-Healey 3000 The crews marked with a * won Coupes des Alpes for an unpenalized run, as did Harrison/Harrison, GB, Harrison/Fleetwood, GB, Ford Zephyrs, and Lewis/Nash, GB, Triumph Herald Ladies' Prize. No finishers, 3 starters Best British Performance Hopkirk/Scott, Sunbeam Rapier Team Prize. Ford Zephyr	Groups 1-3. Touring Unlimited (9) Riley/Pitts, GB, Ford Zephyr 1,601-2,000 c.c. (1) Coltelloni/Desrosiers, F, Citroën ID19 1,301-1,600 c.c. (9) Hopkirk/Scott, GB, Sunbeam Rapier 1,001-1,300 c.c. (2) No finishers Up to 1,000 c.c. (15) Kühne/Wencher, D, DKW Groups 4-6. Grand Touring Unlimited (8) Bennett/Galliford, GB, Triumph TR3A 1,601-2,000 c.c. (5) de Lageneste/Greder, F, Triumph TR3A 1,301-1,600 c.c. (3) No finishers 1,001-1,300 c.c. (2) No finishers Up to 1,000 c.c. (5) Rey/Guilhaudin, F, DB
7. VIIIe Rallye Adriatique 22nd-26th July YUGOSLAVIA	Groups 1-5	5	1,900	53 (20)	43 81% (85%)	1. Coltelloni/Desrosiers, F, Citroën (2) 2. Carlsson/Svensson, S, SAAB (1) 3. Wencher/Kühne, D, AU 1000 (1) 4. Gentilini/Gentilini, F, Alfa Romeo (1) 5. Vukovic/Picek, YU, DKW (1) Ladies' Prize (3 starters) Ewy Rosqvist/Anita Rosqvist-Borg, S, Volvo (19th in General Classification; 6th in class) Best British Performance Holmes/Worth, Triumph TR3 (43rd in General Classification; 4th in class) Team Prize. Auto Union	Groups 1 and 2. Touring 1,301-1,600 c.c. (12) Schramm/Maurer, D, Volvo 1,001-1,300 c.c. (10) Gentilini/Gentilini, F, Alfa Romeo 751-1,000 c.c. (15) Wencher/Kühne, D, AU 1000 Up to 750 c.c. (10) Carlsson/Svensson, S, SAAB Groups 3-5. Grand Touring Up to 2,000 c.c. (6) Coltelloni/Desrosiers, F, Citroën ID19
8. IXe Jyväskylä Suurajot (IXe Rally of the 1,000 Lakes) 14th-18th August FINLAND	Groups 1-5	7	1,800	69 (New scoring event)	60 86%	1. Callbo/Nurminaa, S, Volvo (1) 2. Ingier/Bernsten, N, Volvo (1) 3. Bengtsson/Righard, N, VW (1) 4. Carlsson/Pavoni, S, SAAB (2) 5. Keinanen/Nuertila, SF, Peugeot (1) No ladies' crews started No British crews started Team Prize. Volvo	Cat. 1, Groups 1 and 2. Touring Unlimited (6) Lampela/Suominen, SF, Ford 1,601-2,000 c.c. (6) Nysten/Nysten, SF, Citroën 1,301-1,600 c.c. (18) Callbo/Nurminaa, S, Volvo 1,001-1,300 c.c. (18) Bengtsson/Righard, N, VW 501-1,000 c.c. (16) Skogh/Kristianen, S, SAAB Up to 500 c.c. (1) Tuutti/Salmi, SF, Fiat Cat. 2, Groups 3-5. Grand Touring Carlsson/Pavoni, S, SAAB
9. XXIXe Marathon de la Route 2nd-6th September BELGIUM	Groups 1-6	8	3,200	97 (98)	14 13.8% (22%)	No General Classification Inter-Category Touring 1. Feret/Monraisse, F, Renault Dauphine 2. Mairesse/Desse, B/F, Renault Dauphine 3. Coltelloni/Marang, F, Citroën 4. Ray/Cotton, GB, Sunbeam Rapier 5. Jouanneaux/Coquillet, F, Citroën Grand Touring 1. Buchet/Strähle, F/D, Porsche Carrera 2. Estager/Dutoit, F, Porsche Carrera 3. Sander/Sander, B, Porsche 4. Soisbault/Wagner, F, Triumph TR3A 5. Schottler/Raker, D, Porsche Carrera Ladies' Prize (3 starters) Soisbault/Wagner, F, Triumph TR3A (4th in Classification; 1st in class) Inter-land Trophy. France Team Prize. No team finished intact	Groups 1-3. Touring Unlimited Coltelloni/Marang, F, Citroën 1,001-1,600 c.c. Ray/Cotton, GB, Sunbeam Rapier Up to 1,000 c.c. Feret/Monraisse, F, Renault Dauphine Groups 4-6. Grand Touring Unlimited Riley/Jones, GB, Austin-Healey 3000 1,601-2,000 c.c. Soisbault/Wagner, F, Triumph TR3A 1,301-1,600 c.c. Buchet/Strähle, F/D, Porsche 1,001-1,300 c.c. Hanrioud/Sans, F, Peugeot Up to 1,000 c.c. Sprinzel/Turner, GB, Austin-Healey S
10. IXe Rallye Viking 18th-21st September NORWAY	Groups 1 and 2	6	1,800	79 (78)	66 83% (92%)	1. Ingier/Bernsten, N, Volvo 2. Carlsson/Pavoni, S, SAAB 3. Grøndal/Solberg, N, Volvo 4. Wassman/Eklund, SF, Skoda 5. Bromark/Lycksäll, S, SAAB Ladies' Prize (5 starters) Ewy Rosqvist/Anita Rosqvist-Borg, S, Volvo (23rd in General Classification; 10th in class) Best British Performance Pat Moss/Ann Wisdom, Austin A40 (26th in General Classification; 4th in class) Team Prize. Volvo	Touring only eligible Unlimited (4) Granli/Inseth, N, Ford Zephyr 1,601-2,000 c.c. (7) Coltelloni/Kopperud, F/S, Citroën 1,301-1,600 c.c. (24) Ingier/Bernsten, N, Volvo 1,001-1,300 c.c. (16) Wassman/Eklund, SF, Skoda 751-1,000 c.c. (16) Samsing/Ekren, N, DKW Up to 750 c.c. (12) Carlsson/Pavoni, S, SAAB
11. Deutschland-Rallye 1st-3rd October GERMANY	Groups 1-5	6	2,200	64 (68)	36 56% (45%)	1. Carlsson/Svensson, S, SAAB (1) 2. Moss/Wisdom, GB, Austin-Healey 3000 (2) 3. Levy/Linzenburg, D, Auto Union (1) 4. Dodd/Delling, USA, Volvo (1) 5. Umbach/Foitek, D/CH, Alfa Romeo (1) Ladies' Prize (4 starters) Moss/Wisdom, GB, Austin-Healey 3000 (2nd in General Classification; 1st in class) Also Best British Performance Inter-land Trophy. Germany Team Prize. Auto Union	Cat. 1, Groups 1 and 2. Touring Unlimited (9) Coltelloni/Houel, F, Citroën 1,001-1,600 c.c. (9) Dodd/Delling, USA, Volvo 751-1,000 c.c. (16) Levy/Linzenburg, D, Auto Union Up to 750 c.c. (6) Carlsson/Svensson, S, SAAB Cat. 2, Groups 3-5. Grand Touring Unlimited (5) Moss/Wisdom, GB, Austin-Healey 3000 Up to 1,600 c.c. (8) Debra/Vernaev, B, Porsche 1600S Rallye Class (11) Kern/Keilbach, Mercedes

Rallies—continued

If it comes to this, Carlsson will have won two rallies (Midnight Sun and Deutschland), as will have Levy (Acropolis and R.A.C.), but Carlsson will also have scored two seconds (Adriatic and Viking), a fourth (1,000 Lakes) and a fifth (Tulip), to Levy's third place (Deutschland). Whatever may be the C.S.I.'s ruling, there can, on this showing, be little doubt who is the more consistently successful driver.

There are an equal number of "ifs and buts" attached to the Ladies' Championship. If the C.S.I. uphold Levy's protest and scrub the penalties on the Nairn-Blairstown section in the R.A.C., then Pat Moss/Ann Wisdom win the Ladies' Cup and the Ladies' Championship.

Although the B.M.C. girls were more affected than Levy by the section and were the reigning Champions, it is noteworthy that no protest was made on their behalf, Marcus Chambers saying that the difficulties were equal for all and he felt that those who had done best on the section which really mattered deserved their places at the top of the rally.

If the provisional R.A.C. results stand, then Annie Soisbault and Ewy Rosqvist tie and the C.S.I. must again invoke Article 7. On this there seems equally no doubt that the Swedish girl has been more consistently successful. Out of four starts she has won three Coupe des Dames (Midnight Sun, Viking and Adriatic), and finished third in the Deutschland. Against this, Annie Soisbault has started seven times, but only won twice (Acropolis and Liège-Rome-

Liège), finished second three times (Sestriere, Deutschland and R.A.C.), and twice failed to finish ("Monte" and "Alpine").

To overcome this difficulty about small ladies' fields, it would surely be better to base the Ladies' Championship upon the number of points the ladies win in the Men's Championship. Both the B.M.C. girls and Annie Soisbault scored points this year, Pat and Ann gaining 17 and the French girl three.

Rally Drivers of the Year

There can be no doubt that the driver of the year is Erik Carlsson, who has been consistently successful as long as his car held together or he was not involved in an accident. He is a man in the Nuvolari mould, who never lets up and who drives even when in pain. In the Portuguese Rally he had strapped ribs from his crash in the R.A.C. and also rolled his car, yet continued on in a car which looked scarcely drivable. The Auto Union team drivers, Wolfgang Levy and Herman Kühne, were also consistently placed under the watchful eye of "Papa" Wencher who was once again near the head of the Championship.

Paul Coltelloni was another driver who was usually "in the money", but Robert Buchet, rather shaken by the death of his great friend, Claude Storez, only drove in a few events, and won the toughest of them all, Liège-Rome-Liège, partnered once more by Paul Strähle. It was in this event that Willy Mairesse drove so well.

Amongst British drivers, probably the

most successful were the unassuming Morley brothers, who won the Tulip and finished fourth in the R.A.C., the only two events in which they competed, but Peter Riley had a very good year, finishing third in the Tulip, fourth in category in the "Alpine" and winning his class in the Liège-Rome-Liège, as well as notching up class victories at Le Mans and Nürburgring.

In addition to the British drivers mentioned, the following car captains finished in either the first five places of General Classification or Category Classification in "classic" rallies run on the Continent, Ronnie Adams, Keith Ballisat, Bill Bennett, John Gott, Paddy Hopkirk, Peter Jopp, Les Leston, Jimmy Ray and Tommy Wisdom.

However, it looks like being a long time before a British male driver will win the Championship, for our highest-placed driver was Peter Riley in approximately 11th place with 18 points, a long way behind the leader's probable 56.

As far as the ladies are concerned, the surprise of the year once again came from Sweden in the form of Ewy Rosqvist, and it is unfortunate that illness compelled her to retire from driving in the R.A.C. and the Portuguese. It is to be hoped that this is only temporary, for she obviously has great promise. Pat Moss/Ann Wisdom came very close to their great ambition of winning a rally outright, but they failed to finish too often, either from crashing or car failure (in one case), to win their second consecutive Championship. Annie Soisbault

(Continued on page 18)

Provisional Points Table for the European Rally Championship, 1959**System of Scoring**

	1st	2nd	3rd	4th	5th
Placing of crew in General Classification	8	6	4	3	2
Placing of Crew in Class, or Amalgamated class—					
Over 20 cars	8	6	4	3	2
16 to 20 cars	6	4	3	2	—
11 to 15 cars	4	3	2	—	—
5 to 10 cars	3	2	—	—	—
Under 5 cars	—	—	—	—	—
Ladies' Class—3 or more crews to start	8	6	No score	3	2

The total points are computed on the best performance in SEVEN events. Points scored, but not counted in totals, shown so (2). Both drivers in the crew score equal points. Events in which drivers started, but scored no points, shown so —

Estimated Placing	Names (Drivers who always crew together are bracketed together)	Country	No. of events run in	No. of events scored in	Monte	Sestriere	Tulip Rally	Acropolis	Midnight Sun	Coupe des Alpes	Adriatic	1000 Lakes	Liège-Rome- Liège	Viking	Deutschland	R.A.C. (Provisional)	Portuguese (Estimated)	Total Points scored	Car(s) used
THE MEN																			
1	Erik Carlsson . .	S	9	7			8		11		9	3	—	12	11	—	2?	56	SAAB
2	Hans Wencher . .	D	12	7	8	(3)	3	14	—	11	8		—	—	4	—	—	48	Auto Union and DKW
3	Wolfgang Levy . .	D	12	9	—	(3)	3	14	3		(2)			4	10	8	4	46	Auto Union and DKW
4	Paul Coltelloni . .	F	9	6	16			3	—	—	11		3	3	3		?	39	Citroën and Alfa Romeo
5	H. Kühne . .	D	10	4		—	6	5	—	11	8		—	—	—		—	30	Auto Union and DKW
6	H. Ingier/ B. Bernsten . . .	N	4	3	—							9		16				28	Volvo
7	G. Callbo . .	N	4	3					2			14	—	3				27	Volvo
10	D. Morley/ E. Morley . . .	GB	2	2			12									7		19	Jaguar and Healey
12	Pat Moss/Ann Wisdom	GB	10	3	6	—	—	—		—			—	2	9	—	—	17	A.40, Minor 1000 and Austin-Healey
THE LADIES																			
1	Ewy Rosqvist . .	S	4	4					8		8			8	4			28	Volvo
2	Annie Soisbault . .	F	7	4	—	(2nd)		8				8			6	6		28	Triumph TR3A
(Tie decided upon more consistent performance by Ewy Rosqvist—4 starts, 3 first places and 1 third place—as against 7 starts, 2 wins, 3 second places, one not enough ladies' crews to score, and 2 failures to finish, for Annie Soisbault)																			
3	Pat Moss/Ann Wisdom	GB	10	4	8	(1st)	—	—			8	—		6	8	4	(1st)	26	Austin, Healey, Morris
4	Anita Rosqvist Borg . .	S	4	3					8					8				24	Volvo
5	Renee Wagner . .	F	4	3				8				8			6			22	Triumph TR3A
6	Anne Hall . .	GB	4	3	6		6			—						8		20	Ford and Riley
7	Greta Molander/ Helga Lundberg . .	N	4	3	—		8		3					4				15	SAAB

Previous Champions:

1953	Helmut Polensky/Walter Schlüter, D.
1954	Walter Schlüter, D.
1955	Werner Engel, D.
1956	Walter Schock/Rolf Moll, D.
1957	Ruprecht Hopfen, D.
1958	Gunnar Andersson, S.

Ladies

Greta Molander, N.
Sheila Van Damm/Anne Hall, GB
Sheila Van Damm/Anne Hall, GB
Nancy Mitchell, GB
Nancy Mitchell, GB
Pat Moss/Ann Wisdom, GB

"I WAS AT ONCE impressed by its trim appearance", says Bolster of the Elva. The beautifully proportioned body is made of self-coloured fibreglass.

FORMULA Junior bids fair to become a very popular form of motor racing in 1960, both in England and on the Continent. This formula seeks to reduce the cost of the sport, and to this end the cars must be built round the engines of production saloons, although they are single-seaters. Among the British constructors of Juniors, Elva Cars, Ltd., were early in the field, and they now have a considerable weekly output of this type, of which a fair proportion is for export. I was therefore pleased to be invited by Frank Nichols to put one of these machines through its paces.

The Elva Junior has a space frame of gas-welded construction, the tubes being of 1 in. 18 g., 1 in. 20 g., and $\frac{3}{4}$ in. 20 g. sizes. Naturally, the suspension is inde-



JOHN BOLSTER
TRIES

THE FORMULA JUNIOR ELVA

pendent all round, by helical springs and Armstrong telescopic dampers. In front there are tubular wishbones incorporating an anti-roll bar, and the steering is by rack and pinion. Behind, there is a wishbone system reinforced by long box-section torque arms, the articulated half shafts forming the upper wishbones in effect. The 9 ins. Lockheed brakes are inboard at the rear, and the hypoid unit is chassis-mounted.

As the driver's seat is central, it is necessary to arrange a step-down box for the transmission line. This contains three straight-toothed spur gears, and allows a reasonably low seating position. The engine is a tuned B.M.C. "A" series unit, increased in size to 992 c.c. and developing 65 b.h.p. at 6,500 r.p.m. The standard cylinder head, block, and crankshaft are retained, as decreed by the regulations. The ports are gas-flowed, special valves are employed, and the carburettors are twin SUs.

A Borg and Beck competition clutch drives a B.M.C. gearbox with Elva close-ratio gears. An extremely ingenious remote control permits the gear gate to be mounted on the left of the chassis. The Serck radiator is well forward, and is fully ducted in the nose cowl, while the fuel tank and battery are in the tail. The body is constructed of self-coloured fibreglass, which may be ordered in red, green, blue or white.

When I took over the Elva at Brands Hatch I was at once impressed with its trim appearance. Here was a real single-seater racing car, in spite of the humble origin of its power unit. Anyway, the seating position fitted me like a glove, a touch of the starter set the engine to work, and I was out once again on that well-loved but tricky circuit.

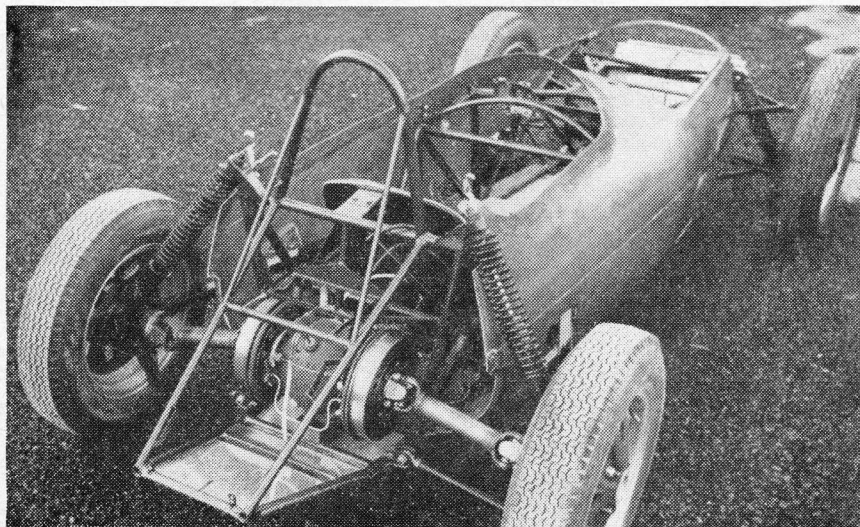
As the road was drying after a rainstorm, "the Hatch" was in its most dicey condition when I set forth. Fast lap times were therefore out of the question, but much useful information could be gleaned as I "played myself in" on the slippery corners. At once I was impressed by the astonishing smoothness of the power unit, and I was entranced by the easy gear change afforded by the novel remote control. The engine does not seem to have exceptional "punch", yet the speed that one achieves on quite a short straight is more than satisfactory.

Obviously, it would require far more than one short "flip" for a driver to become really expert with the car, and I did not attempt to run before I could walk. I did find, however, that if one were in danger of leaving the road, it was sufficient to reduce the throttle opening when full control was restored. The handling characteristic is generally an understeering one, though the tail may be slid deliberately at the driver's

wish. The Elva Junior may be described as a safe car for the beginner to handle which will yet respond well to the more advanced technique of the expert.

This is by no means a small car, with its 7 ft. 5 ins. wheelbase and 4 ft. track. It feels quite a substantial machine to handle, and the overall length is no less than 12 ft. 4 ins. However, when fitted with Elva 15 ins. magnesium wheels it only weighs some 800 lb. "wet", so it is not excessively substantial. If desired, the car may be ordered with a standard engine upon which the amateur tuner can then operate.

The Elva is a well-made, small racing car which is fast and handles well. For the man who wants to take up Junior racing, this must be regarded as a good buy, as the price, which varies according to specification, is not high. For further details contact Elva Cars, Ltd., at Sedlescombe Road, Hastings.



BARE BONES. The rear suspension is shown in detail in this photograph. The roll bar is standard, as required by F.J. regulations.

CHAMPION OF THE WORLD: Jack Brabham swings his works F1 Cooper-Climax through a fast left-hander at the Lisbon circuit during the Portuguese Grand Prix. He crashed—without serious injury—later in the event.

Moss to drive the British Racing Partnership's B.R.M. (lent by Alfred Owen), pending investigation of the gearbox troubles, which were later discovered to have been due to incorrect cutting of the gear train. This was not completely modified for Lisbon, but Moss, in an exhibition of virtuoso driving seldom witnessed in a Grand Prix, "doubled" the entire field to win at record speed. Victory was repeated at Monza, so it was not surprising that the Walker equipe went to Sebring full of confidence! Alas, breakage of the drop-gears occurred after six laps when Moss was about 10 secs. ahead of Brabham, and the old story was repeated.

Whilst the "works" cars also suffered from a certain amount of transmission trouble, this was nothing like so serious

Seasonal Survey—Part 2: Formula 1 Racing

Six out of Eight "Grandes Epreuves" Won by Four-cylinder Cars
Championships-winning Cooper-Climax Undoubtedly Car of the Year

MUCH has been written in the past concerning the capabilities of four-cylinder cars as compared to "multis", and British engineers have often been criticized for concentrating on the "four", rather than on "sixes", "eights" or even "twelves". One must admit that, on the very fast circuits, the "multis" appear to have a slight speed advantage over the four-cylinder machines. This was demonstrated at Rheims and at Avus, when Scuderia Ferrari scored its two victories in Grand Prix racing during 1959. On the remaining six circuits, B.R.M. won once and Cooper-Climax five times. Every race and circuit record was broken, an indication that development never ceases.

The withdrawal of Vanwall appeared, at first glance, to be a severe blow to British G.P. racing hopes, for Mr. Vandervell's cars had won the Formula 1 Constructors' Championship instituted for 1958. There were hopes that B.R.M. might take the place of the Acton cars in providing the main challenge to Italy's Ferraris, but few would have wagered that it would be the cars from Surbiton that would secure such sweeping victories. Although it was rumoured that Mr. Leonard Lee had agreed to construct a full-scale, 2.5-litre engine for Cooper, Rob Walker and Lotus, it was not until December, 1958, that the word was passed to go ahead. Prototypes were in action during the Easter Goodwood meeting, during which their potentiality was demonstrated in no uncertain manner by Moss and Brabham. Nevertheless, the brainchild of Wally

Hassan and Peter Windsor-Smith had still to receive its Grand Prix baptism.

Rob Walker had already decided to use an entirely new five-speed gearbox designed especially for Stirling Moss by the Italian technician Colotti, whilst the

BY GREGOR GRANT

works Cooper-Climaxes had a fairly normal four-speed unit of ZF origin to replace the former modified Citroën box, which was not designed to stand up to the increased torque and power-output of the new engine. As was to come to pass, the Colotti gearbox undoubtedly wrecked Stirling Moss's chances of becoming World Champion, as retirement due to breakages occurred at Monaco, Zandvoort, Avus and, most disappointing of all, at Sebring where the failure cost him his last hope of the coveted title.

After Zandvoort, Walker persuaded

as was experienced by Moss. During the early part of the season, Gregory was afflicted by gearbox failures and on one or two occasions Brabham found himself without one or more ratios. As for the G.P. Coventry Climax engine, the only recorded failures were those of Bruce McLaren at Monza and Masten Gregory at Avus, a remarkable achievement for an engine racing in its first season.

As Argentina's "Temporada" had been abandoned, Monaco was the first of the 1959 *grandes épreuves*, producing entries from Cooper, Walker, Lotus, B.R.M., Ferrari and Porsche. The 16 qualifiers included three F2 cars, Allison's Ferrari, Halford's Lotus and von Trips's Porsche, but all were eliminated during the second lap when von Trips spun at Ste Devote, and the British drivers could not avoid ramming the Porsche.

Jean Behra made the running in his Ferrari, chased by the Cooper-Climaxes

CHAMPION CONSTRUCTOR: John Cooper's rear-engined cars have convincingly won the Championships in both Formula 1 and Formula 2 categories. He is seen in the streamlined F1 car which Brabham drove in practice for the French and European G.P.



THE EVER-TERRIFYING, ALWAYS SPECTACULAR "traffic jam" at the Gasometer Hairpin after the start of the Monaco Grand Prix. Here the late Jean Behra (Ferrari) leads, with Jack Brabham (Cooper) on the extreme right of the picture.

of Moss and Brabham. After 22 laps the Frenchman was in trouble, and retired a lap later with a wrecked engine. Stirling Moss took command, dogged by a very determined Brabham, with Phil Hill (Ferrari) in third place. The American spun a couple of times, and was overtaken by Harry Schell (B.R.M.) and Tony Brooks (Ferrari), who began a strenuous battle for third place, and the right to challenge the leaders. However, Moss was getting farther and farther away, and when Schell abandoned, Brooks was the sole hope of Ferrari, with only the chance of second place unless anything should happen to Moss.

Then with 82 laps on the board, Stirling glided sadly into his pit to retire with gearbox failure. Scuderia Ferrari fully expected Brooks to catch Brabham, but the Australian suddenly began to pull out the stops on a circuit made slippery by rubber and dropped oil. Down went the lap record to 1 min. 40.4 secs., too much for Brooks who was suffering badly from exhaust fumes and was rapidly becoming violently sick. Gamely he struggled on, but Brabham had the bit between his teeth, and galloped on to a well-deserved victory, to score 9 points in the Championship, and put Cooper-Climax in the lead for the constructors' title. The 1955 and 1958 winner Maurice Trintignant (Cooper-Climax) was third, followed by Phil Hill, also feeling the effects of fumes, and then Bruce McLaren (Cooper-Climax) and Roy Salvadori (Cooper-Maserati).

A new marque was added to the G.P. list when the David Brown Aston Martins appeared at Zandvoort for the Dutch G.P., in the hands of Roy Salvadori and Carroll Shelby. The marque was none too optimistic, regarding the race as a pointer to future activities. Both were retired with engine failure, Salvadori after four laps and Shelby



during his 26th circuit when the motor seized and produced a series of spectacular slides, fortunately without serious result to the popular big Texan.

The race was a triumph for Joe Bonnier (B.R.M.), giving the Bourne car its first-ever victory in a *grande épreuve*. Masten Gregory (Cooper-Climax) shot into the lead, followed by Bonnier and Brabham (Cooper-Climax). Moss made a very slow start, and was definitely held back for several laps by Behra (Ferrari), as was Graham Hill (Lotus). On lap 12, Bonnier took Gregory, and when the American began to have gearbox difficulties, Brabham started to move closer, and then swept into second place. The Australian took the Swedish driver for the lead on the 29th lap, but five tours later the B.R.M. again was in front.

Moss had; at last, got past Behra and started to catch the leaders at a remarkable pace. By lap 48 he had caught and passed Brabham for second place, and hared round after Bonnier. The 59th lap, and Stirling was in the lead. This was when Bonnier showed sound generalship; instead of chasing the flying Cooper-Climax he was content to stay behind without dropping his lap speeds. A dozen laps from the end Moss was out, and Bonnier took the chequered flag to a wonderful reception, with Brabham second, followed by Gregory,

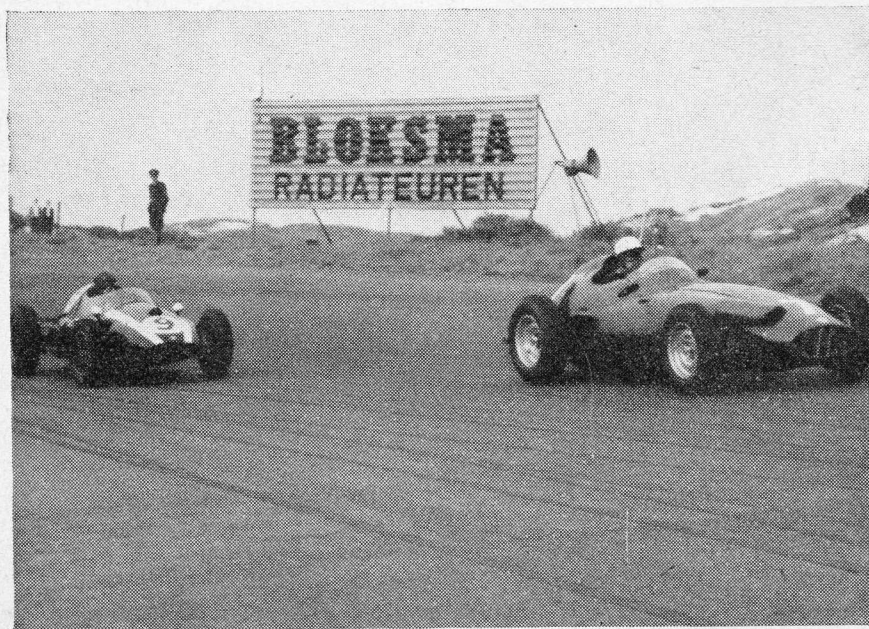
Innes Ireland (Lotus) and Behra. It certainly wasn't Ferrari's day; not only was Behra "doubled", but Brooks and Allison both had trouble.

Moss tried the re-vamped Vanwall, but was not satisfied that it was fast enough to keep its end up in the 1959 series. So for Rheims he placed his faith in the B.R.P. B.R.M. for the Grand Prix d'Europe. The Walker stable was represented by Maurice Trintignant. Ferrari nominated the American driver Dan Gurney to join Tony Brooks, Jean Behra, Phil Hill and Olivier Gendebien, Allison having been selected to drive in the F2 event. B.R.M., in addition to Moss, had Bonnier, Schell and Flockhart; Lotus had Graham Hill and Innes Ireland, whilst the works Cooper-Climaxes were in the hands of Brabham, Gregory and McLaren. No Aston Martins appeared, for the simple reason that none had been entered.

Coopers introduced a special aerodynamic car for the training, but although it was tremendously fast, it was inclined to lift at the front and Brabham was none too happy with it. Consequently all three "works" cars had the familiar shape.

The race was a Ferrari come-back with a vengeance, for Brooks led from start to finish to average 205.079 k.p.h., with Phil Hill in second spot, followed by Brabham, Gendebien and McLaren. Moss, almost certain to be placed, had clutch withdrawal troubles and charged the bank at Thillois near the end of the race. He had the satisfaction of putting up the fastest and record lap in 2 mins. 22.8 secs. (209.287 k.p.h.). Flockhart brought his B.R.M. into sixth place; Behra's engine blew up, and both Lotuses failed to last the pace.

Rob Walker was against Moss driving the Cooper-Climax in the British G.P. at Aintree until the trouble had been sorted out in the gearbox. Stirling wanted to drive the car, but agreed to fall in with the patron's wishes. Once again he appeared with the light green B.R.M., whilst Tony Brooks took over the Vanwall, as Scuderia Ferrari had withdrawn from the race. Reason given was a strike of sheet-metal workers in Italy. Both Aston Martins turned up, and caused quite a major shock in



FIRST-EVER victory in a Grande Epreuve came to B.R.M. at Zandvoort, where Joakim Bonnier won the Dutch G.P. from Jack Brabham. Here he passes Masten Gregory (Cooper), who led the race for the first 12 laps.

FEATURE of the Portuguese Grand Prix at Lisbon was the dice between Dan Gurney (Ferrari) and Maurice Trintignant (Cooper). Only the American saved face for Ferrari, finishing third after Phil Hill was eliminated by a crash, while Brooks never got going properly.

épreuve, consisting of a dash up and down the autobahn, with a hairpin at one end and the banked North Turn at the other.

Anyway, the race was a triumph for Ferrari, with Brooks, Gurney and Hill finishing 1-2-3 on aggregate after the two heats. Masten Gregory enlivened proceedings more than somewhat by engaging battle with the red cars during Heat 1, and actually taking the lead on several occasions. However, the effort was too much, and his engine gave up the struggle of lapping at close on 150 m.p.h. Moss disappeared after one lap with transmission failure, whilst Brabham's clutch packed up. McLaren also had transmission bothers; this was in Heat 2, but Trintignant finished fourth overall to add more points to the Cooper-Climax total in the constructors' championship. A broken brake hydraulic line caused Herrmann to have a highly spectacular crash in the B.R.M. near the hairpin, from which he was fortunate to escape with abrasions.

Brooks averaged 231.1 k.p.h. for the total distance — the fastest *grande épreuve* ever run — and set up a lap record of 2 mins. 4.5 secs. (240 k.p.h.).

The scene now shifted to the winding Lisbon circuit, for the Grand Prix of Portugal. As a temporary expedient, Alf Francis substituted roller bearings for the plain type on the offending gearbox output shaft on Moss's car. As it so happened, Stirling completely dominated the race, and after completing the 62 laps distance at 95.32 m.p.h., with a record lap at 97.30 m.p.h., he had "doubled" everyone else, including second man Masten Gregory, who drove one of the best races of his career, but could do

training when Salvadori shared fastest lap with Brabham (1 min. 58 secs.). Moss could not better 1 min. 59.6 secs., and was relegated to the third row of the grid—an unusual place for this very great driver.

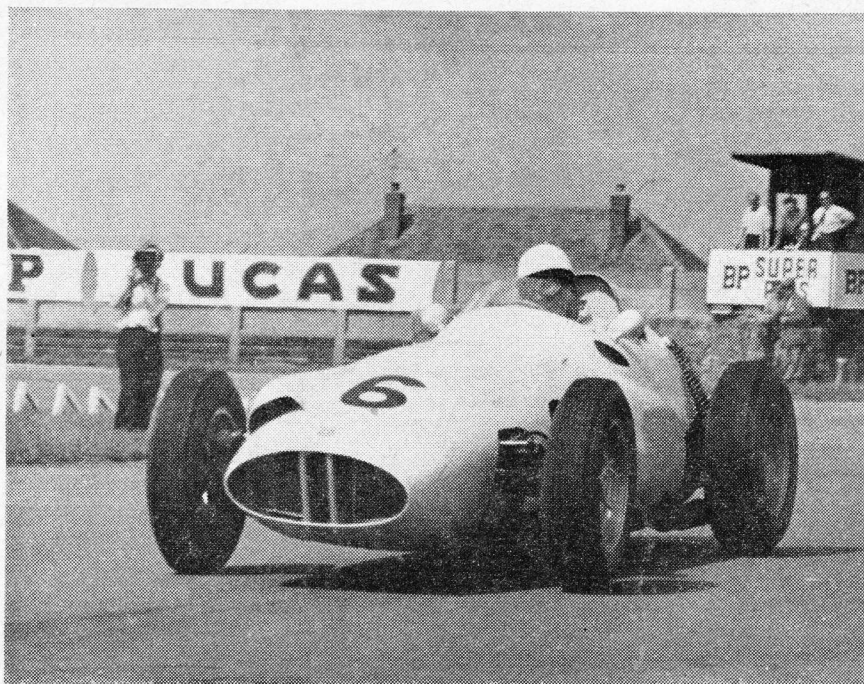
This was Jack Brabham's race, for the Australian led from flag-fall to finish, and never looked like being headed; he averaged a record 89.88 m.p.h. At one time there was a chance that Moss could get to grips with the flying Cooper-Climax, but a 50th-lap stop to change a tyre virtually put him out of the running, and a 66th-lap halt to top up with fuel nearly cost him a hard-won second place, for which he had to fight all the way with Brabham's team-mate, Bruce McLaren. During their duel both set up a new Aintree lap record in 1 min. 57 secs. (92.31 m.p.h.), but Moss just had the edge on the young New Zealander on the last lap. Harry Schell (B.R.M.) took fourth place, followed by Trintignant (Cooper-Climax) and then Salvadori, whose Aston Martin had stopped at the pits early in the race. It was hinted to Lotus that, unless one of their cars finished in the first dozen, they might say goodbye to acceptance at Avus. Graham Hill struggled on with a mechanically ailing machine, to finish 11th. Brooks's Vanwall never went properly, misfiring intermittently and then finally being retired with clutch troubles.

Jack Brabham's victory gave him a total of 27 points in the World Championship, and Cooper-Climax also led in the constructors' championship. Surbiton was none too confident of success at Avus, where the immensely

powerful Ferraris might prove too rapid on the long autobahn sections. The Aston Martins were not entered; B.R.P. rather surprisingly nominated Hans Herrmann to drive the B.R.M., Bonnier and Schell having the factory cars. Ferrari were represented by Brooks, Dan Gurney and Phil Hill, with Allison as reserve. Von Trips was in the F2 Porsche which had been crashed at Monaco.

Poor Behra lost his life when his Porsche skidded on the wet concrete on the steep North Turn. His loss cast a gloom over the entire race, and at one time there were stories that the event would be abandoned if wet weather intervened. None of the drivers cared for the Avus course, which was rather pointless as the scene of a *grande*

NEW RECORD at Aintree in the British Grand Prix was set up by Stirling Moss, but the honour was shared by the brilliant young New Zealander, Bruce McLaren. Stirling eventually finished second in the British Racing Partnership's B.R.M., just ahead of McLaren's Cooper.



LINE ASTERN: The Ferraris of Tony Brooks, Dan Gurney and Phil Hill thunder off the banking on to the autobahn at Avus, scene of this year's German G.P. The three cars took the first three places on aggregate. The late Jean Behra lost his life in an earlier sports car race.

absolutely nothing about the brilliant Moss.

Brabham crashed after becoming involved with the comparatively inexperienced driver Cabral (Cooper-Maserati), whom he was about to overtake. The two Hills, Graham and Phil, collided early on, the Lotus supposedly spurting out oil from a split tank, and spinning in front of the Ferrari. Brooks seldom got going properly at all, and was never in the hunt. Bruce McLaren had final drive trouble on his 38th lap when in third place. The Aston Martins were reliable, but noticeably slow. Ron Flockhart (B.R.M.) would have finished much higher than seventh place had he not experienced gear selector troubles, and required to stop for fuel. Bonnier went out early on with fuel-pump trouble, but Schell finished fifth. Scuderia Ferrari's reputation was saved by Dan Gurney, who brought his car into third place, with a badly bent nose after running into the back of another car.

The result rather changed the aspect of the World Championship; Brabham had 27 points, Brooks 23, and Moss 17.5. This meant that Monza might decide the destination of the title, but if it still remained open, then Sebring would undoubtedly be held. The organizers of the first G.P. of the United States had no illusions; if the World Championship were not to be at stake, it was extremely doubtful whether Cooper-Climax or Ferrari would make the long trip to Florida.

Scuderia Ferrari were quite confident that they would manage to turn the tables on the Cooper-Climaxes at Monza for the Italian Grand Prix. It was on their home ground, and they knew full well that they had far more engine power than had the British cars.

However, there was a major problem—tyres. If the red cars were driven flat out from the start, their weight would lead to much heavier tyre wear than would be experienced by the much lighter and all-independently sprung Coopers. Chief danger would come from Moss and Brabham, provided they could conserve their rubber and still keep ahead.

It is a matter of history that both Moss and Brabham completely foxed the Italians, who made the almost inexcusable mistake of bringing in their four cars, practically one after the other, and losing so much ground that Moss was able not only to drive his own race but to conserve tyres. Brabham, troubled by gear-changing difficulties on a box specially modified to have five speeds, was perfectly content with his third place.

Brooks burnt out his clutch on the starting line, which weakened the five-car Ferrari challenge almost immediately. Phil Hill took the lead from

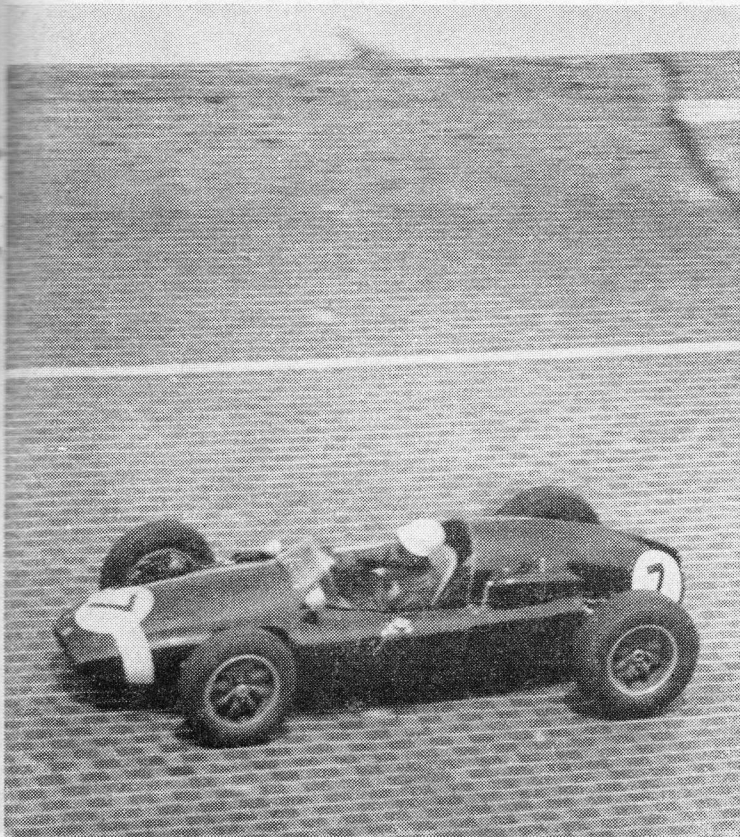
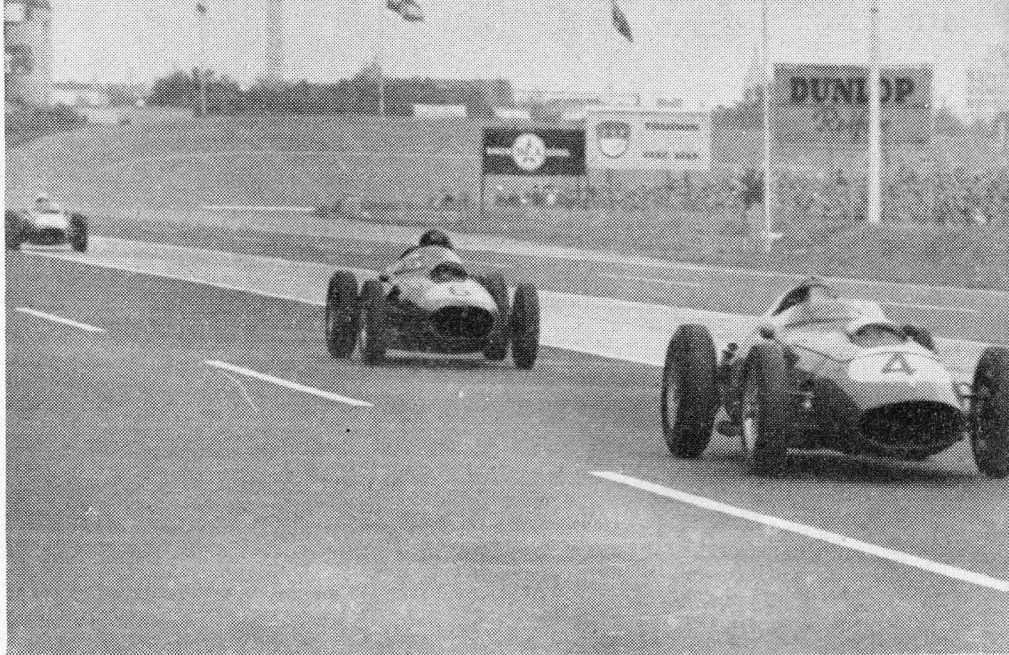
Moss, Gurney, Brabham, Gendebien and Schell. Soon Stirling's strategy began to become evident; by slipstreaming Hill, and passing him on occasion, he was tempting the American to go faster than had been anticipated. This also meant that Dan Gurney would have to keep up, in order to back up Hill. Allison also came into the picture, after taking Brabham, whilst Gendebien kept close to McLaren.

On lap 32 Hill stopped to change a wheel, and was off again in the excellent time of 29 secs.—far quicker than Brabham's pit had anticipated. This left Moss with a 40 secs. lead, and Hill with the considerable task not only of overtaking the Walker car, but maintaining the lead. Allison, Gurney and Gendebien stopped in quick succession for tyres, taking far longer to do so than had Hill. This meant that the backing was not so formidable as it previously had been.

It now became a gamble for Ferrari, who fully believed that both Moss and Brabham would have to stop for tyres. Then came another strategic error: Moss "doubled" Allison, and then let the Ferrari driver in front. For several laps he used Allison's slipstream, conserving both rubber and fuel. Suddenly Tavoni in the Ferrari pit woke up, and Cliff was signalled to slow down and let Moss through. However, this unexpected gift helped Moss to go through non-stop; although Hill managed to make fastest lap, he could not catch the dark blue Cooper-Climax. Brabham, caught unawares by the speed of Hill's pit-stop, decided wisely that third place was a far better bet than a possible delay for a wheel-change which, with bolt-on hubs, would let Gurney in front of him.

Moss's feat opened up the Championship, and made Sebring definitely a certainty. Nevertheless the question of finance almost caused Ulmann and his associates to abandon the race, but fortunately backing was forthcoming, and Cooper-Climax, Rob Walker and Ferrari agreed to terms. B.R.M. declined, being neither concerned in the World Championship nor the constructors' title, but Lotus sent two cars for Innes Ireland and Alan Stacey, who was a last-minute substitute for Graham

(Continued on page 18)



★
FLY ON THE WALL: High on the Avus banking is Stirling Moss (Cooper). He was again out of luck in this rather pointless race, however, and retired after one lap with transmission failure.
★

← PROFILE **CLIFF ALLISON**

BY CHRISTOPHER NIXON



SHORTLY after the tragic death of Peter Collins at the Nürburgring, in 1958, the *Sunday Times* published a most interesting article in which Peter Garnier, Sports Editor of the *Autocar*, interviewed Stirling Moss and Mike Hawthorn on the future of Grand Prix racing. During the interview Mike named two men he thought were most likely to become really great drivers. One was Phil Hill and the other was Cliff Allison.

Phil was already a member of the Ferrari team and Cliff was a works Lotus driver. Having stated his opinion of Cliff publicly, Mike, quite unbeknown to his "protégé", set about the task of furthering his career. In fact, he told Enzo Ferrari that Allison was definitely a "coming man" and wasn't it about time he was signed up with the Maranello firm?

Cliff knew nothing whatsoever about these goings on, and so it came as a very pleasant surprise to him when he was asked to drive for Ferrari for the 1959 season.

Now the signing on of drivers has become very much a cloak and dagger exercise these days, and one does not just walk into another manufacturer's camp and ask one of his drivers to sign up with a different firm next season. Many and varied are the ways of enticing a driver into a team and the Ferrari method might well (but for the fact that this took place before the film was released) have been copied from the scene in Alfred Hitchcock's latest thriller, "North by Northwest", in which Cary Grant is abducted by two charming gentlemen clutching guns in their fists.

Allison's "abduction" took place at the Motor Show in 1958. He was sitting

on the Lotus stand, quietly minding his own business, when he was approached by two Italian-looking gentlemen.

"Are you Cliff Allison?" they enquired.

"Yes, I am," said Cliff.

"Splendid. Would you care to come and have a drink with us?"

Cliff was rather taken by surprise at this, for he didn't know the two men from Adam (and they seemed reluctant to introduce themselves), and wondered whether or not he should shout "Help!" or something.

Anyway, they looked harmless enough and they were prepared to buy him a drink, so he agreed to go with them.

It was only when they were finally ensconced in the bar, drinks in hand, that his two hosts introduced themselves. Their names meant nothing to Cliff, and seeing this, one of them lifted his lapel to reveal a small Ferrari badge. Cliff relaxed—and downed his gin and tonic.

Next he learned the purpose of their visit. Enzo Ferrari wanted to see him and would he please fly to Italy immediately?

All this took place on a Friday and on the Sunday Cliff flew to Milan. The next day he was driving Ferraris round Modena. After his "trial", Ferrari said that he was very keen to have him in the team and asked him to sign a contract. Cliff declined to do this as he wanted to see Mike Hawthorn and Brian Tule about it first. So he flew back home with the contract in his pocket.

In England once more he discussed the project with Tule and Hawthorn, and for the first time learned that Mike was the instigator of the whole thing. Later he signed the contract and sent it to Italy. He was now a member of the Ferrari team.

Cliff Allison was born on 8th February, 1932, at Brough, Westmorland, where he still lives. He went to Appelby Grammar School where he achieved nothing startling in the academic field but managed to win the Victor Ludorum for athletics. Whilst still at school he developed a great interest in horses, and came the day when he was given a pony of his own. He named her Black Beauty and immediately began to race her in Pony Riders' Association events in the Eden Valley.

It is at this point that Cliff's career runs along similar lines to that of Stirling Moss, for as a boy Stirling was an excellent horseman and it was with the money earned in show-jumping that he bought his first car. The same goes for Cliff, the only difference being that whereas Stirling did show-jumping, Cliff concentrated on racing.

He proved to be a good horseman and achieved considerable financial success in his racing career.

Upon leaving school Cliff went to work in his father's garage—and I mean work. It was not a case of "Here's a directorship and £1,000 a year, son". Cliff found himself a pair of overalls and started work in the repair department, where he first learnt to sweep a floor and make tea. Then he became a mechanic and it was in this capacity that he gained his mechanical knowledge, which he reckons is a considerable asset for a racing driver.

His work amongst cars brought forth an interest in motor racing, and after thinking the matter over for a while, Cliff decided that he would like to have a go.

He talked this over with his father, and although Cliff was the only boy in the family and thus would inherit the family business in time, Frank Allison raised no objections to his plans. But he made one point very clear: it was no use Cliff looking to him when it came to buying a car. "If you want to go racing then go ahead—I shan't stop you. But you must do it with your own money."

So Cliff totted up his savings and decided that, thanks mainly to his success at horse racing, he could afford a Mk. 4 Cooper, and in about the middle of 1952 a car was purchased.

He only raced a couple of times that year but that was enough to convince him that motor racing was something that could give him a great deal of fun.

He kept the Mk. 4 for 1953 and raced it quite frequently, "but I never got anywhere with it. By that time most people had Mk. 7s, so I didn't get a look in."

At the end of the season he decided that something a little more potent was needed, so he bought a Mk. 6, but it didn't do him much good. His summing up of the 1954 season is short, sharp and to the point. "No successes."

The Mk. 6 was sold at the end of that year and—going up the Cooper ladder two Marks at a time—he bought a Mk. 8; and with it came his first win—at Brough—his home ground. This was followed by wins at Scarborough, Cadwell Park, Brands Hatch and elsewhere.

This success brought him to the notice of Colin Chapman, who subsequently asked him to drive for him. Cliff readily agreed and duly appeared at Oulton Park for his first works drive. It was very nearly his last, too, for he turned the car over, luckily without injury to himself. In spite of this inauspicious debut, Chapman kept him on the staff.

Once he had got into the swing of things with Lotus, Cliff progressed rapidly, and with Graham Hill, Keith Hall and others, knocked up a truly impressive list of wins in the Hornsey cars. His greatest win with this team was undoubtedly his victory at Le Mans

CHARTERHALL, 1955. Cliff harries Bob Gerard through a corner during a 500 c.c. race.



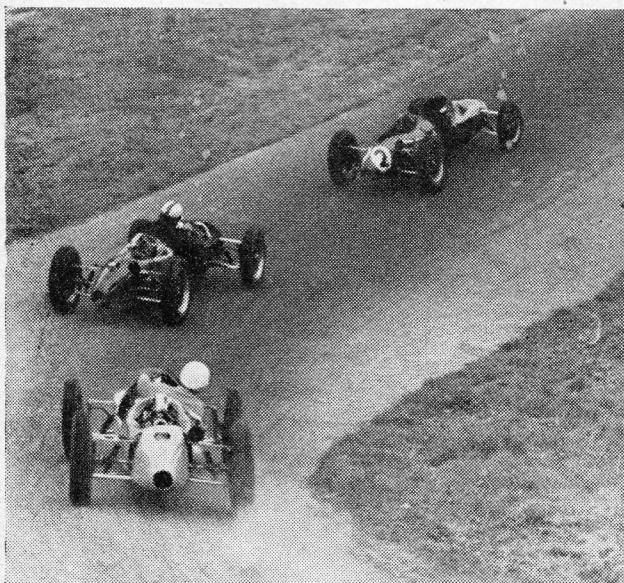
SILVERSTONE, 1957. *Cliff's impressive performances in the single-seater Lotus were watched with interest by Ferrari team manager Tavoni.*

in 1957 when, driving with Keith Hall, he brought the little 750 c.c. Lotus home to win the Index of Performance.

Also, of course, he had some fine drives in the single-seaters, notably at Spa in 1958 where he came in fourth in the Belgian G.P. Had the race been one lap longer he would surely have won, for Brooks's winning Vanwall had severe gearbox maladies, Hawthorn's engine blew up in a cloud of smoke as he crossed the line and Lewis-Evans's Vanwall finished with a collapsed front suspension.

At the Nürburgring a few weeks later he drove what he considers to be his finest race, but here he met with misfortune. He was lying second in the G.P., driving the 2-litre Lotus, when a stone holed the radiator and let all the water out. This was a bitter blow, but his splendid drive had not gone unnoticed, for Ferrari team manager Tavoni told him later that he had been most impressed by his efforts.

In 1952 Cliff married Mabel Dowson, a local girl whom he had known for some years, and they now have four children, Christine (six and a half), Frank (five), Gillie (three) and John Michael (10 months). The youngest, as you may have guessed, was named after Mike Hawthorn, for whom Cliff had great respect and admiration.

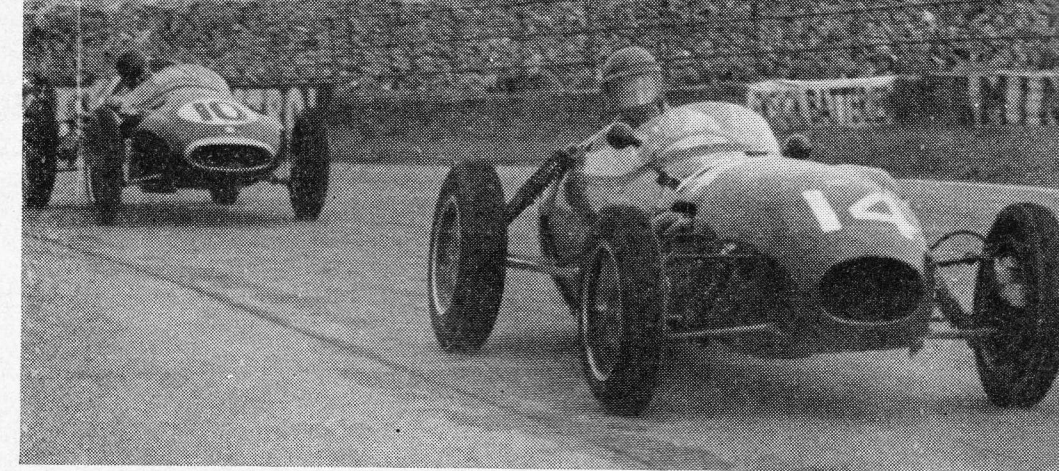


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CADWELL PARK 1955 (left). *Cliff leads Ivor Bueb and David Boshier-Jones up a gradient.* (Below) **AT LE MANS, in 1957,** he and Keith Hall brought the little Lotus home first in the Index of Performance.

He is a tall, good-looking man, dark haired but with a patch of silver on each temple, which seem somehow to lend him an air of distinction.

Coming, as he does, from Westmorland, his speech has a distinct north country flavour, but he will tell you that at home he is regarded almost as a Southerner, for his accent is so slight. And if you don't believe this he will let fly with a sentence or two in real northern dialect which I defy any "foreigner" to understand!

He doesn't smoke and drinks only occasionally. In his spare time he loves to fish or go shooting in the rugged countryside around his home. What



does he like to eat? "There's only one dish. That's ham and eggs!"

For personal transport he runs a Speedwell modified A35 which he has had for some time and which he finds entirely adequate for his requirements.

Cliff's aforementioned mechanical know-how came in useful at Monaco in 1958, when he found himself called upon to repair Graham Hill's Lotus. Graham had shunted the straw bales at the station hairpin ("at approximately five m.p.h." said Graham). Colin and Cliff straightened it out and then they found that there was a rather tricky welding job to be done. None of the mechanics were around at the time and so Cliff, armed with a welding torch, set about mending the thing. He made a good job of it, too!

The World Championship, says Cliff, should be enlarged to take in *all* the *Grandes Epreuves*, not just, say, six out of nine, as is common practice. In this way, he thinks, the Championship would be much fairer.

He does not agree with the majority of people who strongly object to the 1961 Formula. "When Formula 1 was reduced from 4½ to 2½ litres everyone said that it would be 'kid's stuff'. Was it? No. I go along with the new formula. It's up to the drivers to drive Go-Karts if that's the formula decided upon. I honestly think that on some circuits the smaller cars will prove to be faster than the ones we drive today."

Cliff has some useful things to say about that most controversial of cars, the B.R.M. "I tried one at Monza in September. It handled very well and I got down to 1 min. 45 secs. in only five laps. I reckon that with more power at the top end it would really go places. The torque is very good but there is nothing there after 7,000 revs. If they could improve it from seven to nine the car would be terrific. The suspension was very, very good. It will be interesting to see how the rear-engined car works out next year."

This year Cliff will again be driving for Ferrari. He thinks he will continue racing for another two or three seasons and then give it up and take over his father's business, of which he is now a director.

Up till now, he says, he has been "playing at motor racing". Next year he intends to buckle down and take it seriously. He has already proved his ability as a G.P. driver. Given the right cars he should prove to be a formidable contender for the World Championship.

No. 11 in a series. © AUTOSPORT 1959.



THE 1959 GRANDES EPREUVES

Monaco G.P. 10.5.59	1. Jack Brabham (Cooper) 66.71 m.p.h.	2. Tony Brooks (Ferrari)	3. M. Trintignant (Cooper)	4. Phil Hill (Ferrari)	5. Bruce McLaren (Cooper)	Fastest lap: J. Brabham 70.075 m.p.h.
Dutch G.P. 31.5.59	1. Joakim Bonnier (BRM) 93.46 m.p.h.	2. Jack Brabham (Cooper)	3. Masten Gregory (Cooper)	4. Innes Ireland (Lotus)	5. Jean Behra (Ferrari)	Fastest lap: Stirling Moss (Cooper) 96.99 m.p.h.
G.P. d'Europe (Rheims) 5.7.59	1. Tony Brooks (Ferrari) 127.44 m.p.h.	2. Phil Hill (Ferrari)	3. Jack Brabham (Cooper)	4. O. Gendebien (Ferrari)	5. Bruce McLaren (Cooper)	Fastest lap: Stirling Moss (BRM) 130.21 m.p.h.
British G.P. 18.7.59	1. Jack Brabham (Cooper) 89.88 m.p.h.	2. Stirling Moss (BRM)	3. Bruce McLaren (Cooper)	4. Harry Schell (BRM)	5. M. Trintignant (Cooper)	Fastest lap: Moss and McLaren 92.31 m.p.h.
German G.P. 2.8.59	1. Tony Brooks (Ferrari) 147.6 m.p.h.	2. Dan Gurney (Ferrari)	3. Phil Hill (Ferrari)	4. Bruce McLaren (Cooper)	5. Harry Schell (BRM)	Fastest lap: Tony Brooks 149.14 m.p.h.
Portuguese G.P. 23.8.59	1. Stirling Moss (Cooper) 95.32 m.p.h.	2. Masten Gregory (Cooper)	3. Dan Gurney (Ferrari)	4. M. Trintignant (Cooper)	5. Harry Schell (BRM)	Fastest lap: Stirling Moss 97.30 m.p.h.
Italian G.P. 13.9.59	1. Stirling Moss (Cooper) 125.073 m.p.h.	2. Phil Hill (Ferrari)	3. Jack Brabham (Cooper)	4. Dan Gurney (Ferrari)	5. Cliff Allison (Ferrari)	Fastest lap: Phil Hill 128.984 m.p.h.
American G.P. 12.12.59	1. Bruce McLaren (Cooper)	2. M. Trintignant (Cooper)	3. Tony Brooks (Ferrari)	4. Jack Brabham (Cooper)	5. W. von Trips (Ferrari)	Fastest lap: M. Trintignant 101.13 m.p.h.

OTHER FORMULA 1 RACES

Goodwood International '100' 28.3.59	1. Stirling Moss (Cooper) 90.31 m.p.h.	2. Jack Brabham (Cooper)	3. Harry Schell (BRM)	4. Joe Bonnier (BRM)	5. Masten Gregory (Cooper)	Fastest lap: Stirling Moss 94.12 m.p.h.
Aintree International '200' 18.4.59	1. Jean Behra (Ferrari) 88.76 m.p.h.	2. Tony Brooks (Ferrari)	3. Bruce McLaren (Cooper)	4. Da Silva Ramos (Maserati)	5. Graham Hill (Lotus)	Fastest lap: Stirling Moss (Cooper-BRM) 90.91 m.p.h.
Silverstone International Trophy Race 2.5.59	1. Jack Brabham (Cooper) 102.73 m.p.h.	2. Roy Salvadori (Aston Martin)	3. Ron Flockhart (BRM)	4. Phil Hill (Ferrari)	5. Jack Fairman (Cooper-Maserati)	Fastest lap: Roy Salvadori 105.37 m.p.h.
Oulton Park Gold Cup 26.9.59	1. Stirling Moss (Cooper) 96.29 m.p.h.	2. Jack Brabham (Cooper)	3. Chris Bristow (Cooper)	4. Roy Salvadori (Cooper-Maserati)	5. Graham Hill (Lotus)	Fastest lap: Stirling Moss 97.64 m.p.h.
Snetterton, Silver City Trophy Race 10.10.59	1. Ron Flockhart (BRM) 101.71 m.p.h.	2. Jack Brabham (Cooper)	3. Bruce Halford (BRM)	4. David Piper (Lotus)	5. Chris Bristow (Cooper-Borgward)	Fastest lap: Ron Flockhart 103.85 m.p.h.

Formula 1 Survey—continued

Hill, who had signed for B.R.M. for 1960.

Masten Gregory, injured in a T.T. crash, was not fit to drive the second Cooper-Climax works car, so Bruce McLaren was chosen to back up Brabham. The Reventlow Scarabs were not ready, but in any case they would not have appeared owing to being expected to race without starting money. Indianapolis winner Rodger Ward sportingly entered an Offy-engined Speedway Midget, with 1.7-litre, 2-o.h.c. engine modified to run on Avgas. Harry Schell had a 2.2-litre Cooper-Climax, whilst Mike Taylor, down with jaundice in Nassau, had his car taken over by George Constantine. The front-engined Tec-Mec was taken over by Fritz d'Orey as Jim Rathmann was reluctant to drive it; Alessandro de Tomaso appeared with the new, Cooper-based, F2 Osca with desmodromic, 2-o.h.c. engine; Bob Said had the unraced, "space-frame" C-type Connaught, which was very unreliable and extremely slow.

The permutations possible in the result gave Brabham, Brooks and Moss all a chance of winning the title, but, as everyone knows, Moss's failure on the sixth lap and Brooks's first-lap incident which cost him almost a whole lap, gave the Australian driver the title, despite the fact that his car ran out of fuel on the last tour, and he pushed it over the line to take fourth place. Bruce McLaren scored an unexpected, but nevertheless magnificent, victory, and the closing scenes were enlivened by the

remarkable driving of Maurice Trintignant, who just failed to catch McLaren by 0.9 sec. after an epic chase, during which he set up a new Sebring lap record. Brooks could do no better than third place, after experiencing clutch troubles. His was the only Ferrari to finish, Allison going out with clutch failure after a gallant attempt to over-haul the leaders, and von Trips having his engine blow up near the end. Dan Gurney, disagreeing with Ferrari, having signed for B.R.M. for 1960, was a notable absentee, as was Carroll Shelby, with Aston Martin deciding not to go. Roy Salvadori went well with Tommy Atkins's Cooper-Maserati till transmission trouble intervened. Ward gallantly circulated with the Midget till clutch failure put him out.

As Cooper-Climax had already clinched the constructors' title at Monza, the winning of the drivers' championship by Jack Brabham gave all Formula 1 honours to Surbiton and Coventry-Climax. The rear-engined, four-cylinder car had thoroughly vindicated its sponsors—so much so that B.R.M. appeared at Monza during the training with a similar layout, said to be the basis for their 1960 Grand Prix machines.

As for Stirling Moss, the world recognizes that he is far and away the best racing driver of today, but that elusive title still eludes him. The 1959 contest did not even produce his usual runner-up position, for Brooks's third place at Sebring moved him up to second, ahead of Stirling.

Rally Survey—continued

has acquired more polish and less temperament in the past year and her driving is greatly improved in consequence; her fourth place in category and class win in the Liège-Rome-Liège was probably her best drive to date. Anne Hall and Nancy Mitchell continued to prove that the Champions of yesteryear are still a force to be reckoned with. It was sad that Mary Handley-Page has taken so long to recover from her accident and it is to be hoped that 1960 will see the popular Sunbeam driver back once more on the rally circuit.

In the Ladies' Championship at least the British drivers will be the ones which have to be beaten.

The Cars

Once more it was a saloon car year, for touring cars won 10 of the 13 rallies run, four of these going to cars under 1,000 c.c., two to SAAB, one to Renault Dauphine and one to Auto Union, all, be it noted, cars considered unconventional in England. Volvos once more dominated the Scandinavian rallies, winning both the Viking and the 1,000 Lakes. A Citroën ID19 won both the Adriatic and the "Monte", whilst a Jaguar 3.4 won the Tulip and a Ford Zephyr (probably) the R.A.C. Of the Grand Touring victories, a Fiat Abarth Zagato once more won the Sestriere, a Porsche won the "Marathon" and a Mercedes 300SL the Portuguese.

1959

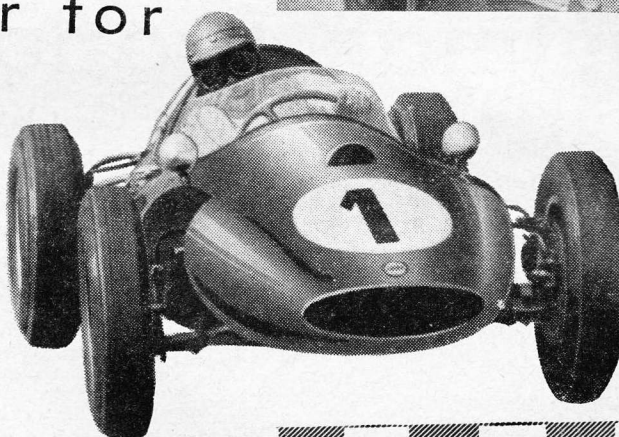
A great year for
WORLD CHAMPION
JACK BRABHAM



A great year for

**COOPER
CARS**

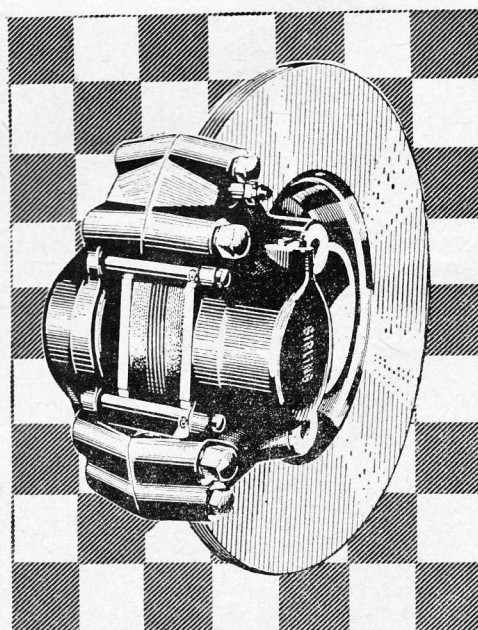
(World Constructors Championship)
Formula 1 and 2



and

A great year for

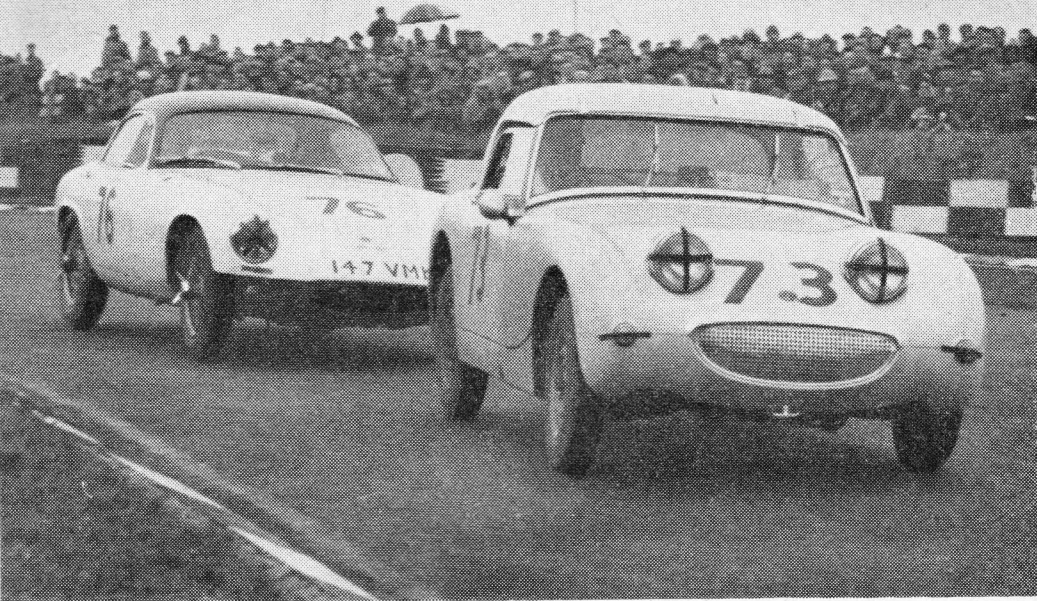
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SERIES-PRODUCTION SPORTS CARS
race was won by Graham Warner (Elite) after a long chase of J. G. Tallis (Frazer-Nash). Here Warner laps the Sprite of K. A. Price at Paddock Bend.



Christmas Brands

Yule-tide Racing of Great Interest

FOR those of us who can't face the prospect of a whole winter without motor-racing, the B.R.S.C.C.'s annual Boxing Day meeting at Brands Hatch is now an established "date". It is always enjoyable, it is obviously desirable—not least because it restores a rather jaded appetite in nice time for dinner—and often it is exciting. However, it has seldom been as exciting as this year.

First race on the programme was a 10-lap production sports car race in which J. G. Tallis took his Le Mans Frazer-Nash into an immediate lead, with the Lotus Elite of Graham Warner and Richard Shepherd-Barron's Alfa Romeo in hot pursuit. Tallis increased his lead steadily until after four laps it became equal to the length of the top straight. Jim Clark (Elite), who had started on the back row, brought his car up to challenge and pass Shepherd-Barron, but in the course of opening battle with Warner he lost it in a big way on the exit of Paddock Bend and finally ended up embedded in the bank on Pilgrim's Rise: this did not improve the rear end of the Elite. Warner, meanwhile, was closing the gap between himself and Tallis and finally passed the gallant old Nash with two laps to go, winning by a couple of seconds from the latter and Shepherd-Barron.

The Christmas Trophy race, for unlimited capacity sports cars, included an award for the first 1,100 c.c. car to finish, and this was won by A. B. Rees's Lola. As a matter of fact, Rees's Lola won the whole race outright by something over 10 seconds from Tom Threlfall's Lotus Eleven and M. Graham's two-litre Lotus Fifteen. Leader for the first three laps was, in fact, Graham, hotly pursued by R. N. Prior's Lotus Seventeen. Rees, starting from the back

row of the grid, took third place on lap three from J. Woolfe's "C"-type Jaguar, then, on the next lap, he took second place from Prior by passing him on the outside at Druids and calmly proceeded to snatch the lead from Graham by passing him on the inside at Kidney! After that he was, of course, uncatchable. After all, what's a few extra litres or so when the other chap's got a Lola?

The Francis Beart Trophy race for 500 c.c. cars, lost much of its interest when Parker blew up his engine at about half-distance, and resulted in a win, by some four seconds, for J. Pitcher from Gordon Jones and P. R. Ellis.

Fourth event was the day's main race, the John Davy Trophy race for Formula Junior cars. An entry of nearly 20 cars included the first outings of Cooper, Lola and Lotus Juniors, while those we have seen before included Elvas and Geminis. The new Lola, very smart in yellow, proved, apart from anything else, that the boys will have to watch out or the marque will be cleaning up in this category before long: its very first race was an interesting demonstration of superiority over everything except one more powerful Elva—a car which has been tried several times in the past six

months. The Coopers were impressively turned out and, except for one retirement, were reliable, yet seemed to be deficient in top speed. No doubt this will be remedied shortly! The rear-engined Lotus, apart from having had its engine spread all over the paddock that same morning, went well before a spin but wore an extremely ugly—and we hope temporary—tank-like body.

The lead from the "off" was taken by Peter Arundell in an Elva powered by the three-cylinder two-stroke Auto Union engine, and he did in fact maintain his lead throughout an extremely exciting race. The circuit was decidedly slippery after several days' rain and some fairly hair-raising driving and not a few spins were often to be seen. First of these came at Bottom Bend on lap one, when Bill de Selincourt turned his Elva round. Behind Arundell, Chris Threlfall (Elva) and Mike McKee (Cooper) sat steadily in second and third places: on the fourth lap Ashdown, in the Lola, dislodged the Cooper and began to close up on Threlfall. By lap six the Lola and the Elva were neck and neck, Ashdown seeming to lack that little bit of extra power but making up for it in vastly superior road-holding. The Lotus, driven by Alan Stacey, spun off at Bottom Bend after having worked its way up to seventh place. Lap after lap the fight between Ashdown and Threlfall continued until the last lap: this was one of the most exciting finishes to a race we have seen for many a long day. As the leaders swept into Bottom Bend for the last time Ashdown was right up with the two Elvas. He passed Threlfall on the bottom straight and followed Arundell into Kidney with no space at all worth mentioning between the two cars. On clearways the yellow Lola drew alongside and as they came into the top straight they were level. But the Lola had to give best to the larger engine, and was beaten into second place by only one length. Threlfall finished third with Mike McKee, in the first of the Coopers, fourth.

After this was a short pause while Graham Hill did a couple of laps in the "fastest bath in the world"—the subject of last week's Christmas road test. His quickest tour, in fact, was timed at 2

(Continued on page 25)



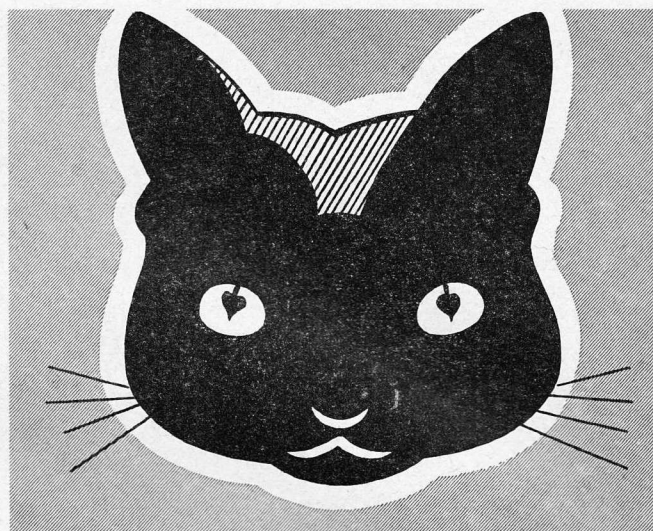
DÉBUT of the Formula Junior Cooper was made on Boxing Day. Ian Burgess sits in his car while tyre pressures are adjusted. He was unfortunately a non-finisher, but another Cooper took fourth place.

AEROSTART

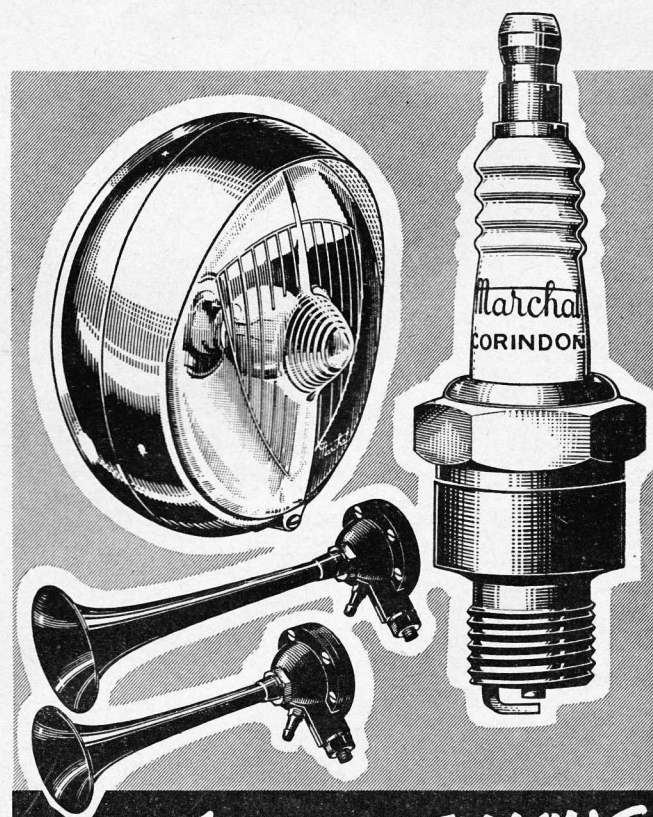
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Among the unusual exhibits are the remarkable "Turbocraft", a jet-propelled boat employing a new principle, another power craft that can take off and fly at 500 ft. with a helicopter rotor, and the Saunders-Roe Hovercraft "flying saucer". Vessels to be seen afloat include a 36 ft. cruising catamaran, a 42 ft. motor yacht which has a speed of 20 knots, a 33 ft. motor yacht and a Dragon class yacht. Not afloat, but present nevertheless, is the International 12 square metre sailing canoe Folly, which in 1959 brought home the New York Canoe Club International trophy after an absence of 26 years.

New techniques in building aluminium alloy boats are demonstrated, and many vessels in "build it yourself" form are on show, the largest being an 18 ft. 6 ins. vessel which, professionally built, would cost £500, but which can be built from a kit at just over £300.

Among some of the most interesting exhibits, which cover a range to suit all tastes and all pockets, is the Bell Woodworking Co.'s Yachting World G.P.14 dinghy, designed by the famous Jack Holt. Among the successful and popular racing craft is the fine National Merlin/Rocket class dinghy exhibited by Chippendale Boats. The well-known yard Camper and Nicholson's show a 25 ft. L.W.L. auxiliary sloop, while a two-berth 18 ft. motor boat, powered by an 8 h.p. Stuart Turner petrol engine, comes from Burnham (Somerset) Motor Boats. For those who like performance (in which case we must remind you of speed limits which are imposed in many places) there is the Fairey Marine Huntress, a 23 ft. fast motor boat with a 215 b.h.p. Dearborn petrol engine. Appleyards of Lincoln have a 25 ft. three-berth river cruiser, Lapwing, which is one of a hire fleet. A 28 ft. four-berth outboard motor cruiser is shown by Morris and Lorrimer.

With over 300 exhibitors it is, of course, impossible to mention more than a handful. But the Show, which is open daily from 10 a.m. until 9 p.m., is well worth a visit. John Bolster will write a short report for next week's issue.

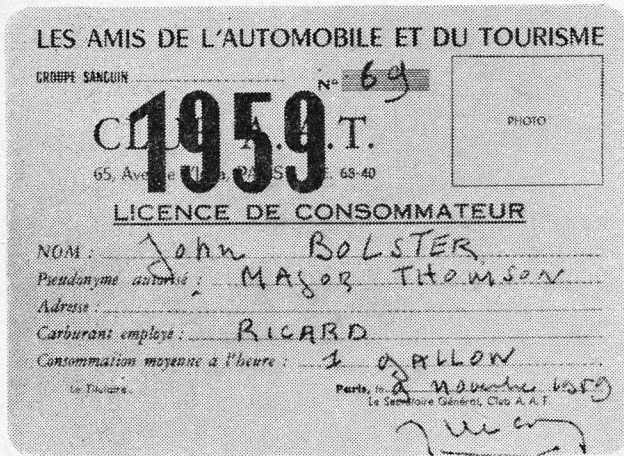
The National Boat Show

A Harbour at Earls Court!

IN the past five years the National Boat Show, sponsored by the *Daily Express* and organized by the Ship and Boat Builders' National Federation, has more than doubled its size. This year's show, which opened on 30th December and closes on 9th January, has been moved to Earls Court—and still many would-be exhibitors have had to be turned away. This year, as usual, there is much to interest our many readers who have adopted boating as a "supplement" to motoring. Main display feature, of course, is the great pool, 95 feet by 65 feet, which has been transformed into a typical West Country harbour and village, with craft actually afloat in the harbour.

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JOHN BOLSTER TRIES

A Tuned Austin Seven

PALACE GATE GARAGE, LTD., of Queens Gate Mews, S.W.7, are well known for their tuning work on "A" Series B.M.C. engines. More recently they have begun operations on the Mini-Minor and the Austin Seven, and I was recently able to borrow one of the latter cars for a few days.

"My" Austin had been the recipient of what Kenneth Jack calls his "Third Degree Tune". This includes a re-worked cylinder head with special valves and twin SU carburettors, while the compression ratio is slightly raised. The complete outfit costs £62 fitted or £58 10s. on an exchange basis. In addition,

the test car had double valve springs.

The increase in performance afforded by this work is very great. Unfortunately the weather conditions made it impossible to take accurate figures during my trials, but the way in which the little car rocketed up into the "eighties" was exciting indeed. Time alone will tell how the transmission parts react to this extra "urge", but it would appear that these components have not been over-stressed.

For overtaking slower cars, the extra power is invaluable, and I found that throughout my "ownership" all the

other cars I encountered were slower than mine! Indeed, on winding roads this little "bomb" would take some beating. The penalty for all this was a fairly considerable increase in noise, since the test car had no form of silencing on its twin carburettor air intakes. Many keen drivers will be indifferent to this higher sound level, and no doubt some form of silencing could be contrived.

The B.M.C. baby is a very cheap family car, designed for the man who must consider economy at all times. After a "Third Degree Tune", however, it becomes virtually a sports car, and a very spirited one at that.

THE 1960 British Mobil Economy Run will be held from Saturday, 9th April, to Wednesday, 13th April. The start and finish will be at Worthing, in Sussex, and the route will take competitors to the North of England and the West Country. Entry forms are now being prepared and will be available to everyone in January from Holland Birkett, 228 Fleet Road, Fleet, Hants. Once again the event will be organized by the Hants and Berks Motor Club.

The Mobil Economy Run has been confirmed by the F.I.A. for inclusion in the 1960 International Calendar.

ALEXANDER ENGINEERING CO., LTD., have been appointed sole concessionaires for the French-made de Carbon hydraulic dampers.

As hinted in AUTOSPORT several weeks ago, Stirling Moss will drive a Porsche in certain events. An F2 model will be entered by Rob Walker.

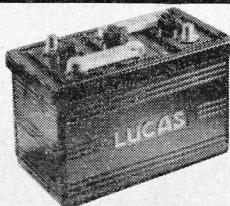
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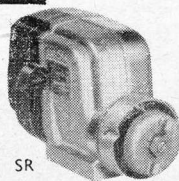
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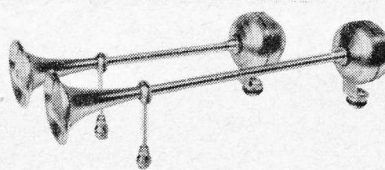
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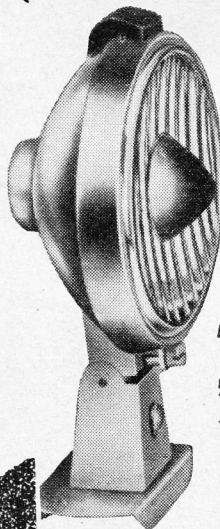
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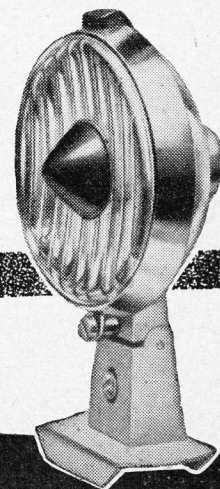
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These superior fog and driving lamps are obtainable from garages, motor agents, motor cycle and accessory dealers including all Halford's branches.



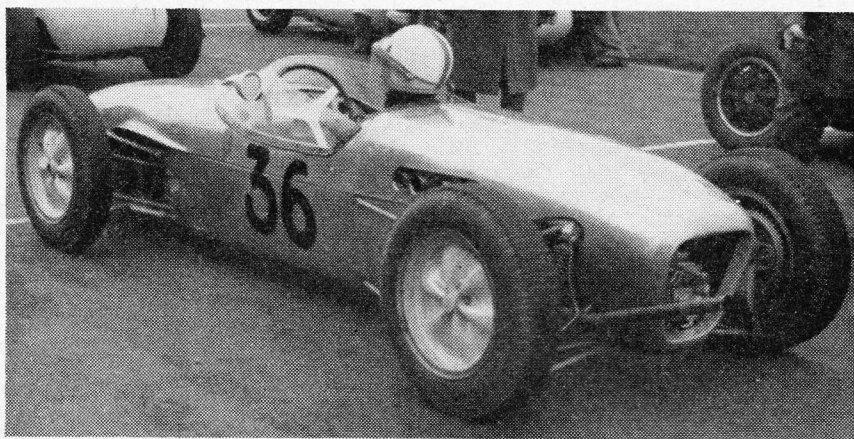
REAR-ENGINED Formula Junior Lotus had its first outing in the hands of Alan Stacey, but would not have qualified as it has, as yet, no anti-roll bar.

Brands Hatch—continued

mins. 59.7 secs.—and you try that in your bath!

The Yuletide Trophy race, for saloon cars of all shapes and sizes, started in pouring rain. Simon Hill's Peerless took an immediate lead from Haynes's Zephyr and Peter Pilsworth's Riley. In sixth place, behind Whitaker's A35 and John Young's Ford Anglia 105E, came John Whitmore in a strikingly coloured Mini-Minor, which went very fast indeed until a puncture put him out. Other Mini-Minors and an Austin Seven were less impressive and in fact only one of the "babies" finished. Hill won the race very comfortably with Haynes second, while John Young took third place with his Ford: the only difference between this car's exhaust note and that of the V16 B.R.M. is that the Ford is rather noisier!

Last race, again in a downpour, was for the Silver City Trophy and catered for racing and sports cars over 1,200 c.c. In the racing class, Ian Raby's Hume-Climax, Mike Parkes's Fry and Tom Threlfall's Cooper were current F2 cars, Albert Gay and Gordon Jones being present in old-type F2 Lotuses. Raby led from start to finish, driving magnificently in the pouring rain. Mike Parkes, driving no less ably and with the Fry seeming to go better than it ever has



before, was never dislodged from second place, while a consistent and magnificent third place was occupied throughout the race by Gordon Lee in a Lister-Jaguar—the ex-Border Reivers car, I think. The race itself was a procession, as indeed was only to be expected in that sort of weather, but Raby, Parkes and Lee between them gave such a first-class demonstration of wet-weather driving that it was far from boring.

MARTYN WATKINS.

Results

Production Sports Cars: 1, G. Warner (Elite), 61.85 m.p.h.; 2, J. G. Tallis (Frazer-Nash); 3, R. M. Shepherd-Barron (Alfa Romeo). **Fastest lap:** Warner, 64.88 m.p.h.
Unlimited Sports Cars: 1, A. B. Rees (Lola),

67.19 m.p.h.; 2, T. J. Threlfall (Lotus); 3, M. D. G. Graham (Lotus). **Fastest lap:** Rees, 69.75 m.p.h.
First 1,100 c.c. Car: Rees.

500 c.c.: 1, J. Pitcher (Cooper), 61.98 m.p.h.; 2, G. M. Jones (Cooper); 3, P. R. Ellis (Cooper). **Fastest lap:** Pitcher, 66.23 m.p.h.

Formula Junior: 1, P. J. Arundell (Elva), 63.88 m.p.h.; 2, P. H. Ashdown (Lola); 3, C. H. Threlfall (Elva). **Fastest lap:** Threlfall, 65.45 m.p.h.

Saloon Cars: 1, S. Hill (Peerless), 58.92 m.p.h.
Up to 1,600 c.c.: 1, J. M. Young (Ford Anglia), 56.87 m.p.h.; 2, B. D. Whitaker (A35); 3, P. Caldwell (Fiat 1100). **Over 1,600 c.c.:** 1, Hill; 2, D. B. Haynes (Zephyr); 3, R. H. Ham (Peerless). **Fastest lap:** Hill, 59.84 m.p.h.

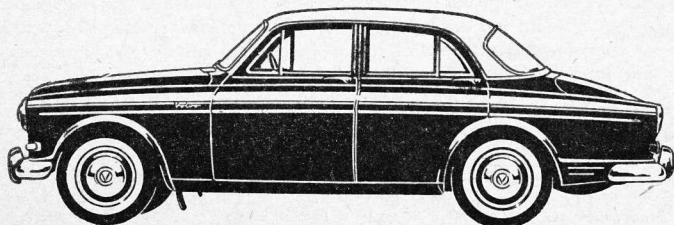
Formule Libre: 1, I. E. Raby (Hume-Climax), 62.48 m.p.h. **Racing Cars:** 1, Raby; 2, M. Parkes (Fry-Climax); 3, T. J. Threlfall (Cooper-Climax). **Sports Cars:** 1, G. Lee (Lister-Jaguar), 62.22 m.p.h.; 2, M. G. D. Graham (Lotus); 3, D. W. A. Chamberlain (Cooper-Jaguar). **Fastest lap:** Raby, 64.70 m.p.h.

Rally Tables—continued

Event	Cars Eligible	No. of Classes	Length in Miles	Starters	Finishers	General Classification (Figures in brackets indicate Category)	Class Results (Figures in brackets—no. of starters)
				1958 com	parison)		
12. 8th R.A.C. RALLY 16th-21st November GREAT BRITAIN	Groups 1-5	6	2,100	131 (196)	53 40% (66%)	PROVISIONAL RESULTS, subject to protest 1. Burgess/Croft-Pearson, GB, Ford (2) 2. Gold/Hughes, GB, Austin-Healey Sprite 3. Sutcliffe/Astle, GB, Riley 1-5 (2) 4. Morley/Morley, GB, Austin-Healey 3000 5. Malkin/Robson, GB, Sunbeam Rapier (2) Ladies' Prize (8 starters) Anne Hall/Patsy Burt, GB, Ford Anglia (20th in General Classification; 4th in class) Team Prize. Triumph TR3	Groups 1 and 2. Touring Unlimited Burgess/Croft-Pearson, GB, Ford Zephyr 1,001-1,600 c.c. Sutcliffe/Astle, GB, Riley 1-5 Up to 1,000 c.c. Levy/Turner, D/GB, Auto Union 1000 Groups 3-5. Grand Touring Unlimited Morley/Morley, GB, Austin-Healey 3000 1,301-2,000 c.c. Morgan/Thompson, GB, Morgan Up to 1,300 c.c. Gold/Hughes, GB, Austin-Healey Sprite
13. Rallye do Automovel Club de Portugal 3rd-6th December PORTUGAL	Groups 1-5	7	1,050	89 not run	70 in 1958	Results still subject to protest, except as shown, which cannot be affected 1. Valente—, P, Mercedes 300SL Ladies' Prize Pat Moss/Ann Wisdom, GB, Austin-Healey	

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Club News

By MICHAEL DURNIN

REGS. will very shortly be available for the Rallye Militaire, due to be held on 20th-21st February. As last year, the Rallye Militaire is being organized by the **Royal Military College of Science M.C.** for expert rally competitors and is open only to those who have won a major award during the past year. Regs. for the event, which starts and finishes at Shrivenham, can be had from Brian Falvey, 2 Common Close, Shrivenham, Swindon, Wilts, who will send them on to enquirers in the next week or so. . . . A closed sporting trial for production cars will be held by the **Shenstone and D.C.C.** and the **Leicestershire C.C.** on 17th January. Start will be from Barker's Café and Filling Station, Streethay, near Lichfield, and the course will be some 20 miles in length. Regs. are available from J. W. Rowley, Emery Brothers, Ltd., Victoria Rolling Mills, Lichfield Road, Birmingham, 6, who must have all entries before 11th January. . . . The office of the **Nottingham S.C.C.** is now at Clumber Chambers, Thurland Street, Nottingham, Telephone: 48103. Miss M. Murphy, the assistant secretary, will be there and hon. secretary of the club is A. K. Cragg, Altair Optical Co., Ltd., 1 St. Mary's Gate, Nottingham. . . . **Sevenoaks and D.M.C.** are organizing a closed event, the Fleabite Rally, on 16th January. Regs. for the event, which starts from the Grasshopper Inn, Moorehouse, near Westerham, at 7.15 p.m., are available from H. Bacon, 24 Broomfield Road, Sevenoaks, who must have all entries by 11th January. . . . The **Wirral Hundred M.C.** feel that they have an ideal track for karts at Rhydymyn, which includes a variety of bends. They would like to put on a meeting in the spring and would like interested parties to write to K. Allbright, 51 Upton Park Drive, Upton, Birkenhead.

REPORT FROM EIRE

By Brian Foley

SEXTON Trophy results published in a recent issue of AUTOSPORT did not include marks gained in the final event of the season, the Altidore Hill-Climb. Official final placings issued by the R.I.A.C. are as follows: 1, W. E. T. Bradshaw, 152½; 2, J. J. Flynn, 142½; 3,



RECORD LAP for unmodified baths at Brands Hatch was set up by Graham Hill on Boxing Day. Despite a time of 2 mins. 59 secs. there is no truth in the rumours that the vehicle is going into series production.

K. Monks, 113; 4, D. McAllister, 103½; 5, R. Rennicks, 90; 6, R. Barrett, 86; 7, J. S. Moore, 83½; 8, P. S. Carter, 80½; 9, W. D. Lacy, 71½; 10, D. R. Hunter, 64. Reggie Redmond, who was previously listed as fourth, now drops out altogether, and Don Hunter moves into tenth. Redmond and his DKW saloon

Coming Attractions

8th-9th January. South Wales A.C. Welsh Rally.

17th January. Shenstone D.C.C. and Leicestershire C.C. Production Car Trial. Starts from Barker's Filling Station, Streethay, near Lichfield.

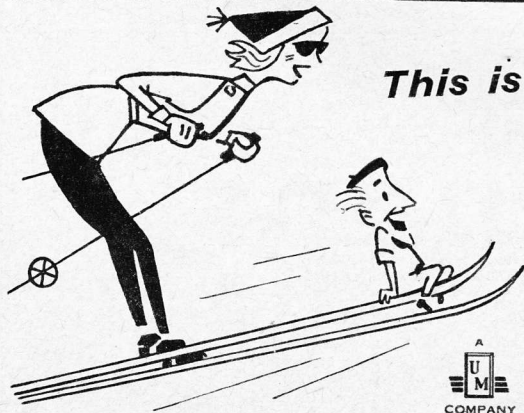
20th February. Royal Military College of Science M.C. Rallye Militaire. Starts at Shrivenham.

were credited with 87½ marks, and in the final R.I.A.C. placings he is dropped completely. Des Cullen won the open handicap at Corkscrew Hill-Climb, and also he brought his NSU Prinz into second in the saloon car race in the Phoenix Park. He is not listed in the first 10, which does appear rather strange!

A NOTICEABLE thing about the recent Cork "20" Rally was the amount of interest that it created amongst the general public, especially in towns through which the rally passed. I was asked by quite a few people where the rally was going and where they could see any of the driving tests. Others expressed surprise when they saw cars bearing numbers passing through towns. This was not altogether surprising as Irish clubs always keep the route secret until starting time, and consequently the press are not in a position to print any information. If the route could be published beforehand, giving an idea of the approximate times the rally would be passing through the main towns, public interest would be very high. Perhaps the Ulster Automobile Club could do this for their annual Circuit of Ireland Rally?

BIGGEST bombshell in the racing world is the news that Robin Rennicks has disposed of the "big" Leprechaun. The new owner is Stan Ryan, and he tells me that he may run it without the blower until he gets used to it.

He also intends turning it out in showroom condition, with chrome pipes, etc., and a new coat of red paint instead of its previous green.



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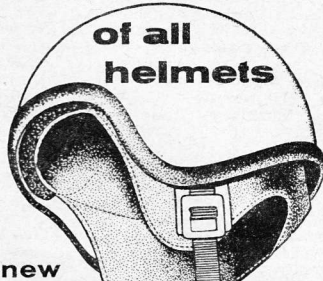
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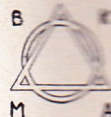
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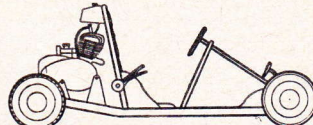


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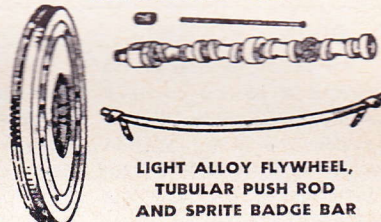
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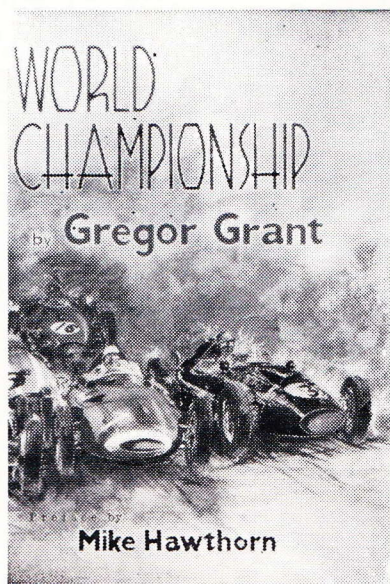
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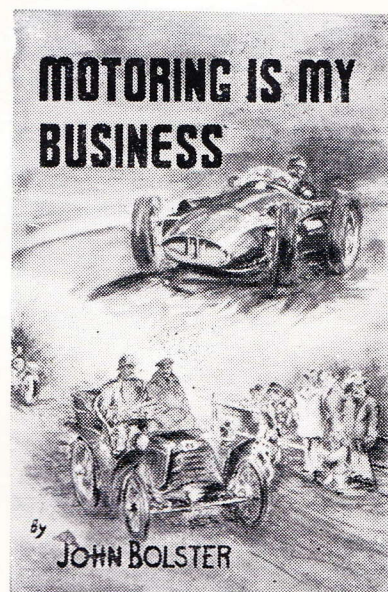
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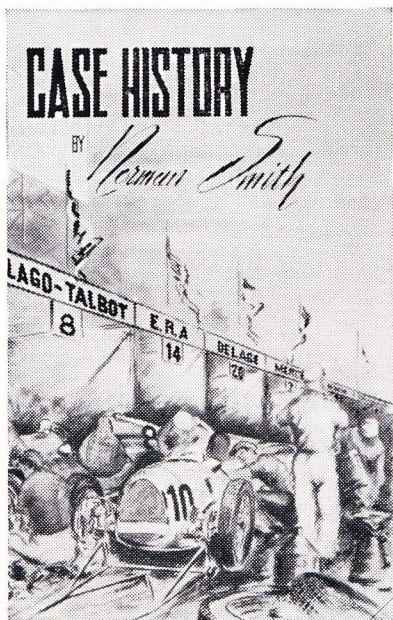
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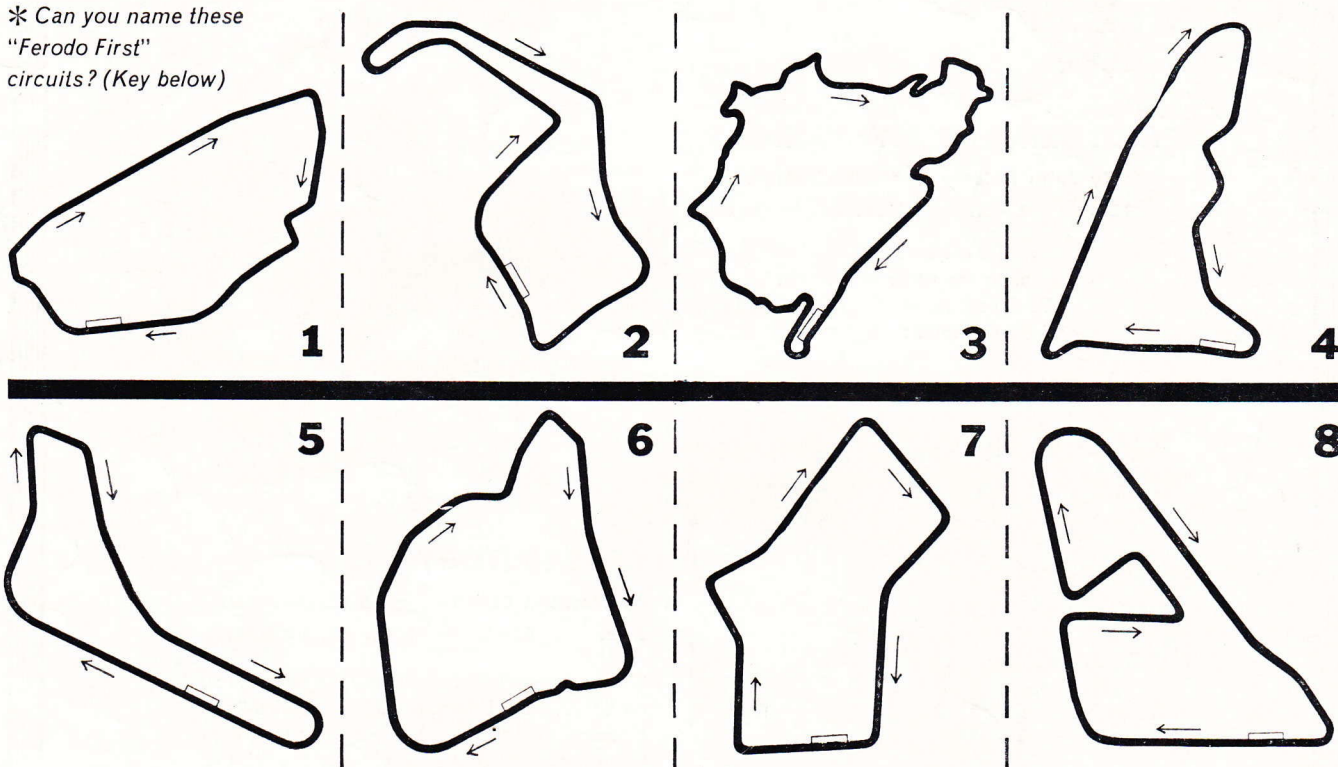
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