

# AUTOSPORT

JANUARY 8, 1960

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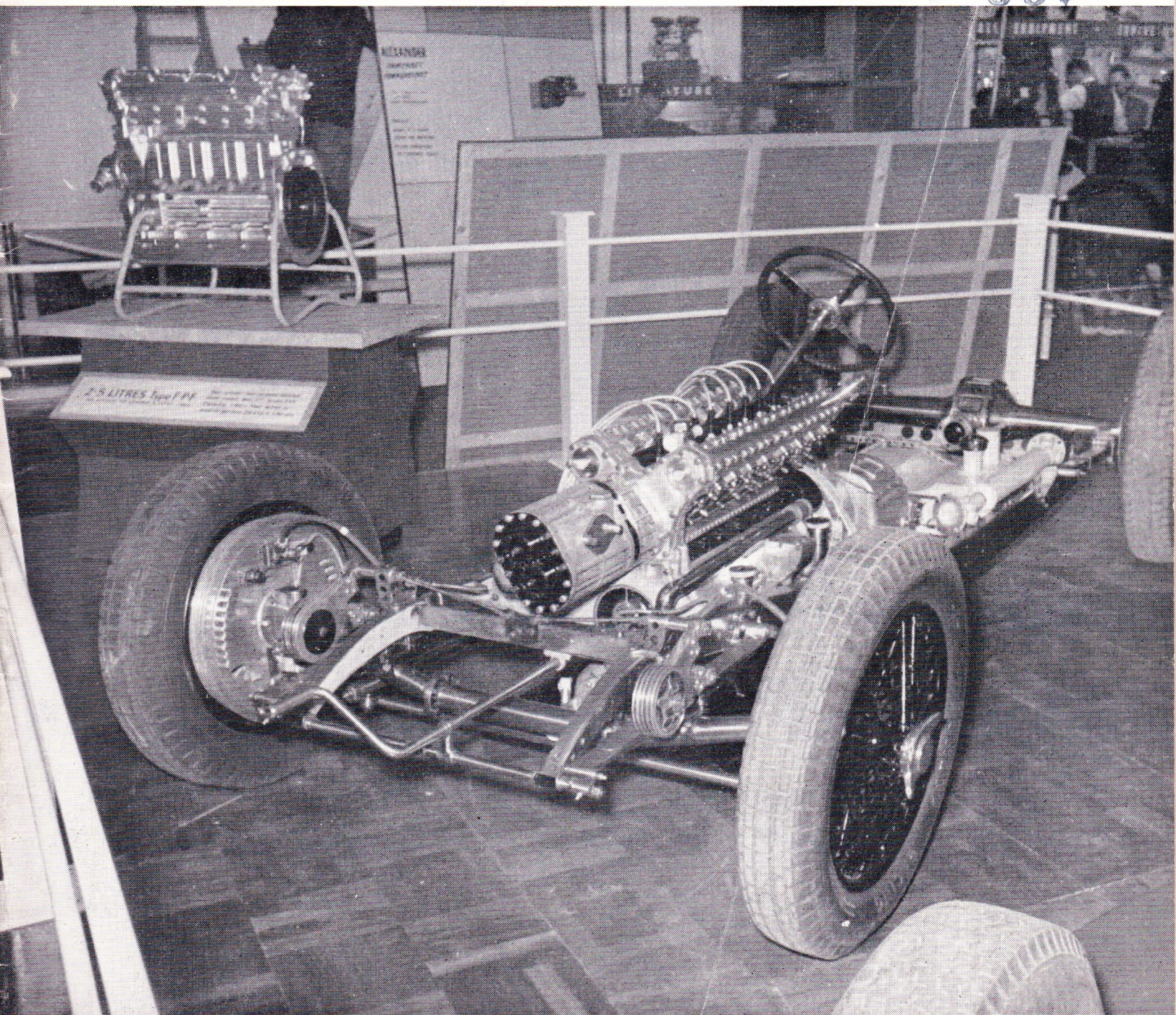
EVERY FRIDAY

Vol. 20 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY

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

35¢



## IN THIS ISSUE

JOHN BOLSTER REVIEWS THE RACING CAR SHOW : ANTI-SKID SCHOOLS  
PROFILE - JACK FAIRMAN : CUTAWAY DRAWING OF THE GEMINI F.J. CAR



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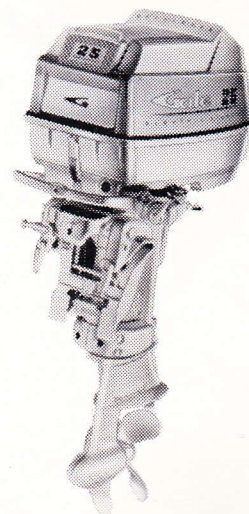
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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 20 No. 2

January 8, 1960

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## EDITORIAL

### TRIBUTES

COVENTRY-CLIMAX, LTD., have been awarded what many people regard as the premier motor-sporting trophy, namely the Ferodo Gold Cup, for their outstanding achievements during 1959. Managing director Leonard Lee has thoroughly earned the distinction, for without the technical and practical support of his concern, the Cooper Car Co., Ltd. and Jack Brabham might not have been so successful in bringing to this country the two main Formula 1 Championships—a fact which has been publicly acknowledged on several occasions. That such an old-established firm of proprietary engine manufacturers has received so high an acclaim is a sure indication of the progressive methods now adopted by British automobile and components manufacturers. From Enzo Ferrari comes additional proof of the efficiency and enterprise of this country's motor industry. The Commendatore has publicly thanked British technical sources for contributing to Ferrari successes both in motor racing and in the commercial field. He states that components makers in this country have shown far greater interest in developing high-grade products than is the case in Italy, and that for this reason, his own concern has had to go to Great Britain for oil and fuel, disc brakes and pads, tyres, engine bearings and to other sources for special types of metal, in order to continue racing with any degree of success. In a personal tribute to Tony Vandervell, whose cars won the Ferodo Trophy three times, Signor Ferrari maintains that it was solely due to the release of Vandervell bearings to Ferrari, that his sports and racing car engines were able to achieve so much, and that it would have been impossible to design and build units capable of 8,000-10,000 r.p.m. Coming as all this does from one of the most experienced and successful builders of high-performance cars in the world, the tributes to our own industry are added evidence of the remarkably high prestige attained by British manufacturers during the past few years. It is also a complete vindication of the policy, often criticized by certain "tycoons", in which development has stemmed from active participation in organized competitive sport. One should take a look at the exhibits in the Old Horticultural Hall, at the Racing Car Exhibition organized by the B.R.S.C.C., to study the immense progress made in the production of high-performance components by small concerns, directly due to participation in both International rallies and races.

It is possible that even those who decry the value of competition as a proving and development ground may reconsider their views after tributes such as British engineering has received.

### OUR COVER PICTURE

FOCAL POINT of the first Racing Car Show to many visitors is the Dick Seaman 1½-litre supercharged straight-eight Delage racing car. The power unit of this car, which is in flawless condition, has been described as "poetry in metal", and certainly represents a bygone age in motor racing with its eight cylinders and Roots supercharger.

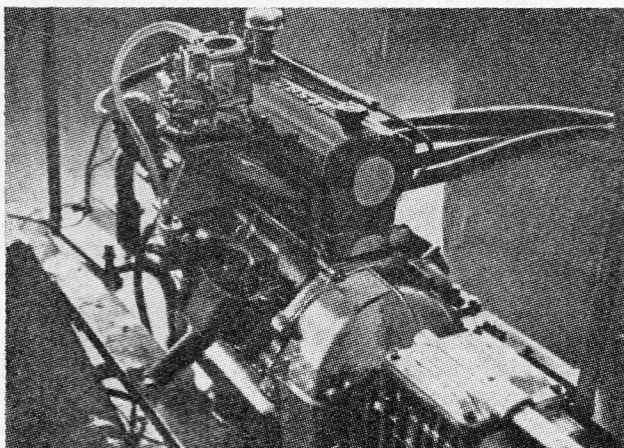




ENZO FERRARI'S latest creation, the 4-litre "Super America" G.T. car, will be announced shortly.

STEVE OUVAROFF has bought the Rob Walker Stable's Cooper-B.R.M.

## PIT and PADDOCK



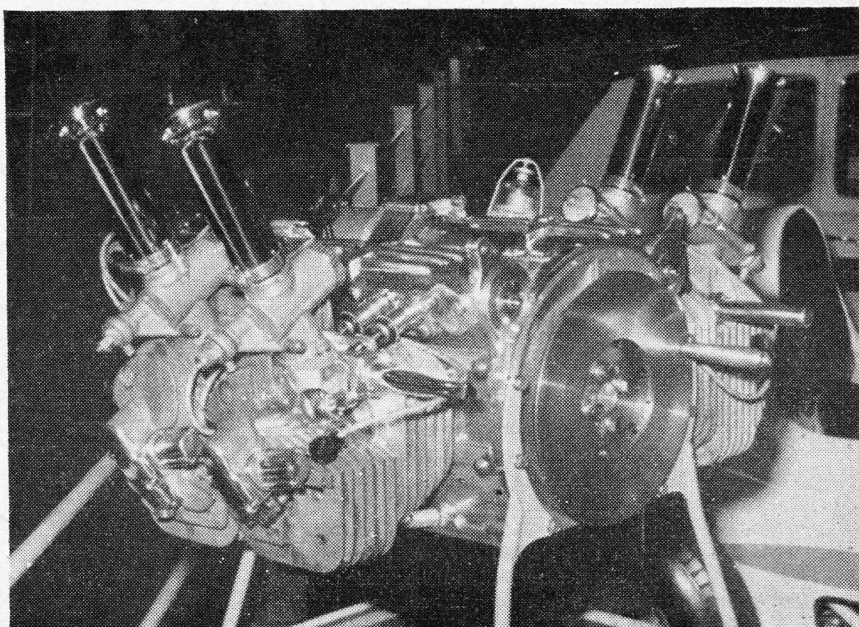
★  
EXCITING new 850 c.c. engine by Ferrari — a four-cylinder design said to develop 72 b.h.p. at 7,000 r.p.m.  
★

### VICTOR'S COMPANION

A NEW model of the Vauxhall four-cylinder car, intended for export only, is now in production at Luton. The car is being made as a saloon, known as the Envoy, and as an estate car, called the Sherwood. In external appearance and interior trim both models are distinct from the Victor, though clearly originating from the same "stable". The new models are being produced at the request of certain of Vauxhall's overseas plants and distributors in North America. In those territories the Envoy and the Sherwood will be sold through dealers not already handling Vauxhalls, which will continue to be sold in competition with the new models.

The new cars will be introduced first in Canada, where they are due to be announced later this month.

FLAT FOUR air-cooled A.J.B. racing engine, on show at the Racing Car Show in 1,500 c.c. form—an intriguing design which has shown great promise. Remember the Elva-A.J.B.?



**GEMINI GIRL:** Perched on the Formula Junior Gemini is Windmill girl Terry Keighley. Believe it or not she is a member of the Institute of Advanced Motorists—and we don't have her telephone number!

PHIL WALTON'S 3.4 Jaguar will have Tyne Tees TV outside broadcasts chief Raymond Joss in the crew, along with Michael Martin, for the "Monte".

RECENT publicity dealing with the Alexander-Turner sports car has given rise to certain misunderstandings regarding the manufacture and distribution of the Turner sports car. To clarify the position, we are asked to publish this statement:—

"We, Turner Sports Cars (Wolverhampton), Ltd., are the sole manufacturers of the Turner sports cars and the sales of these cars are handled by various agents in this country and overseas acting on our behalf. The sales of the Turner range of cars is handled in certain Southern Counties and the London area by Messrs. Alexander Autos and Marine Co., Ltd., Haddenham, Bucks. The Alexander-Turner sports car is purely a standard 950 c.c. car with engine modifications by Messrs. Alexander Engineering Co., Ltd., and the sales of this last-named car are handled solely by Messrs. Alexander Autos and Marine Co., Ltd., this company having no business connections with Turner Sports Cars (Wolverhampton), Ltd., other than carrying the Turner agency."

### GRAND PRIX CIRCUIT FOR BRANDS HATCH

#### To Be Ready By June

BRANDS HATCH CIRCUIT, LTD., has received permission from the Kent County Council to extend the length of its present race track near Farningham, Kent, from 1.24 to 2.6 miles.

Announcing this, Mr. John Hall, the company's managing director, said, "This means, that for the first time ever, Britain will have a major car and motor cycle Grand Prix track within 20 miles of London."

Work on the extensions and new Grand Prix pits will start at once. The first race on the new circuit is expected to take place in late June, 1960. Average speeds of up to 90 m.p.h. are expected, with a maximum of 140 m.p.h. on the straight.



**ENGINE-ROOM!** This is the power-unit compartment of Mickey Thompson's "Challenge 1" record car, with which he hopes to take the Land Speed Record. Four Chevrolet engines—one to each wheel—power the car, and the driver's instruments are labelled "R.R.", "R.F.", etc., so that he knows which engine they refer to!

### THE MONTE CARLO RALLY

THE B.B.C. Light Programme is to give daily coverage of the Monte Carlo Rally between Monday, 18th January, and Saturday, 23rd January.

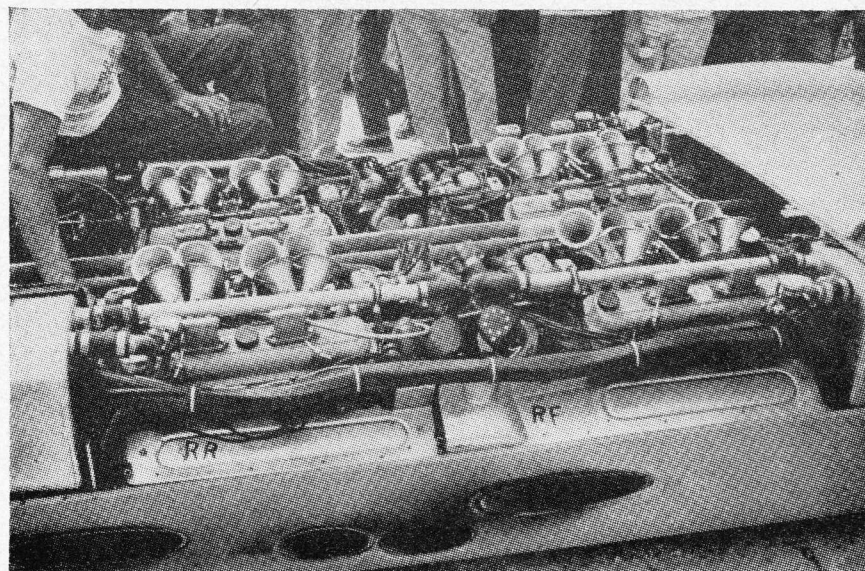
The preview and start will be heard between 10.40-11 p.m. on 18th January, when Robin Richards, speaking from London, will introduce the programme and call up Raymond Baxter from Frankfurt, Peter Dimmock in Glasgow, Tommy Wisdom in Paris, and also give the latest news received from starting points in Oslo and Lisbon. A commentary on the start from Glasgow will be given by Eric Tobitt.

On the following days the broadcasts will start at 10.40 p.m. and will vary between five and 15 minutes. Robin Richards will again give the latest news on the Rally and introduce progress reports from various points in Europe. On Thursday, 21st January, he will be in Monte Carlo to introduce recorded interviews with some of the first arrivals.

The last two days will be devoted to the classification test and the mountain test.

WE understand that Team Lotus will be going to South America for the Argentine G.P. Drivers will be Alan Stacey and Innes Ireland.

HARRY SCHELL has joined the Yeoman Credit Racing Team for 1959.



## SPORTS NEWS

RUMOUR has it that Olivier Gendebien may try a British F1 car in the next few weeks.

PAUL FRÈRE won the first post-war South African G.P., run on the new East London circuit recently. He drove a Cooper-Climax. Stirling Moss (Cooper-Borgward) led for most of the way until engine trouble forced him to slow down in the closing stages, thus letting Frère through into the lead.

Both Chris Bristow (Cooper-Borgward) and Bruce Halford (Cooper-Climax) failed to finish.

CESARE PERDISA, who retired from racing at the beginning of 1957, has stated that he intends to return to the sport. He hopes to appear at the wheel of a new 2-litre Maserati at Imola early in the season.

Should his come-back prove successful, Italy, starved of top-line racing drivers, might well find herself with a fine G.P. pilot again.

### FRENCH GOVERNMENT BANS HIGH-SPEED RALLYING ON PUBLIC ROADS

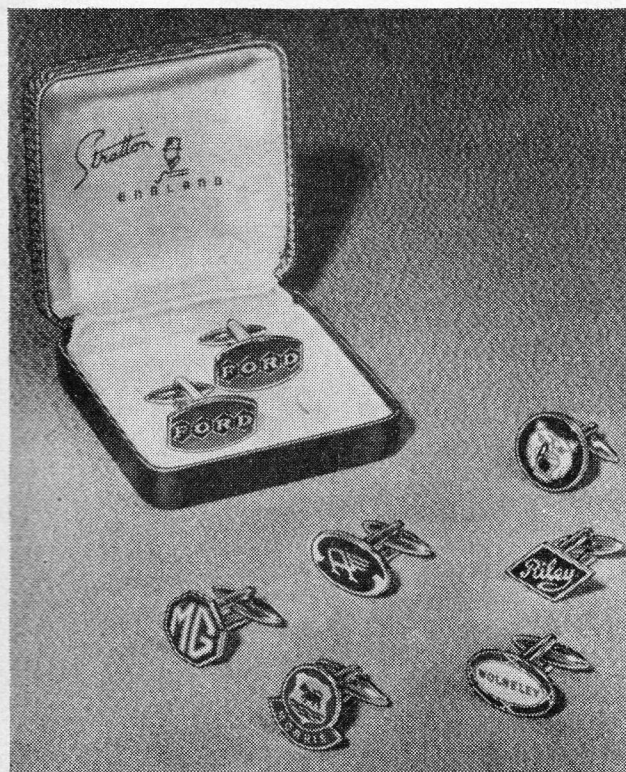
THE French Government has recently made an amendment to the existing traffic laws whereby from 1st March, 1960, rally organizers whose routes use French roads will not be permitted to impose an average speed higher than 31 m.p.h. (50 k.p.h.) unless the road is closed to normal traffic and fully guarded where the public may be endangered.

The result of this measure will be that most French rallies will become something like the "Tour de France", namely, a medium speed tour between speed tests on established racing circuits or hill-climb venues.

Another decision is that an additional sheet will be included in each crew's road book, and whenever a competitor is stopped by the police for some offence an endorsement will be entered on his sheet. On the second endorsement during a rally the competitor will be disqualified.

The measures will not affect the Monte Carlo Rally this year, but already the "Rallye des Routes du Nord", one of the best French rallies, has been cancelled. It will probably not affect the Lyon-Charbonniere Rally, for much of the organization of this event is in such influential hands that the organizers can easily arrange to have their worst road sections guarded and closed to traffic. In actual fact it is the small week-end type of rally which will suffer, especially in densely populated areas far away from mountains or established racing circuits.

GÉRARD CROMBAC.



★

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★





AUTOSPORT, JANUARY 8, 1960

**BRANDS HATCH:** Chris Bristow, in the B.R.P. Cooper-Borgward, leads Graham Hill (Lotus) and Stirling Moss (Walker Cooper-Borgward). Joakim Bonnier's Porsche can be seen in sixth place, on the inside.

Russell had taken second place and Roy Salvadori (Cooper) took third place on lap three. By the fifth lap he was in second place, ahead of Russell, and this was the order at the end. Graham Hill took fourth place in a Lotus, one of three of the marque in this race.

The British Empire Trophy race, held on this occasion for Formula 2 cars, took place at Oulton Park a couple of weeks later. The race was run under the worst weather conditions imaginable and was won convincingly by Jim Russell in his privately entered Cooper-Climax. He took the lead on the fourteenth lap and was unshaken to the end, finishing ahead of Tony Marsh in his drum-braked Cooper-Climax. Third was Ivor Bueb in one of the new Cooper-Borgwards.

Practice had taken place in the dry, and the fastest 18 cars all recorded laps

# Seasonal Survey—Part Three

## Formula 2 Racing

HONOUR again goes to Coopers after the past season's racing in the Formula 2 category, for the Surbiton marque once again achieved a sweeping lead in the Constructors' Championship, while the cars were almost completely unassailable both at home and abroad, in events which did count for the championship and in those which did not.

The season saw the advent of the Borgward-engined cars, of which three were raced regularly and with considerable success by Rob Walker and the British Racing Partnership (now the Yeoman Credit Racing Team). Although presenting several problems at first, these cars subsequently overcame snags in road-holding and power output and notched up an impressive list of successes in the hands of Stirling Moss, Maurice Trintignant, the late Ivor Bueb, George Wicken and Chris Bristow.

Also raced for the first time during the year was the new Formula 2 Porsche, which achieved a considerable reputation as a result of fine performances by Hans Herrmann and Joakim Bonnier. For Ferrari it was not a good year, their only real achievement being the late Jean Behra's second place at Syracuse. Lotus, too, met with little success, most of their problems being concerned with gear selector mechanism, although by the end of the season Graham Hill's car had been sorted out sufficiently to take second place against strong opposition in the Kentish "Hundred" at Brands Hatch.

Most noticeable personality to emerge from the season was Chris Bristow, who

drove well and successfully with the B.R.P. cars.

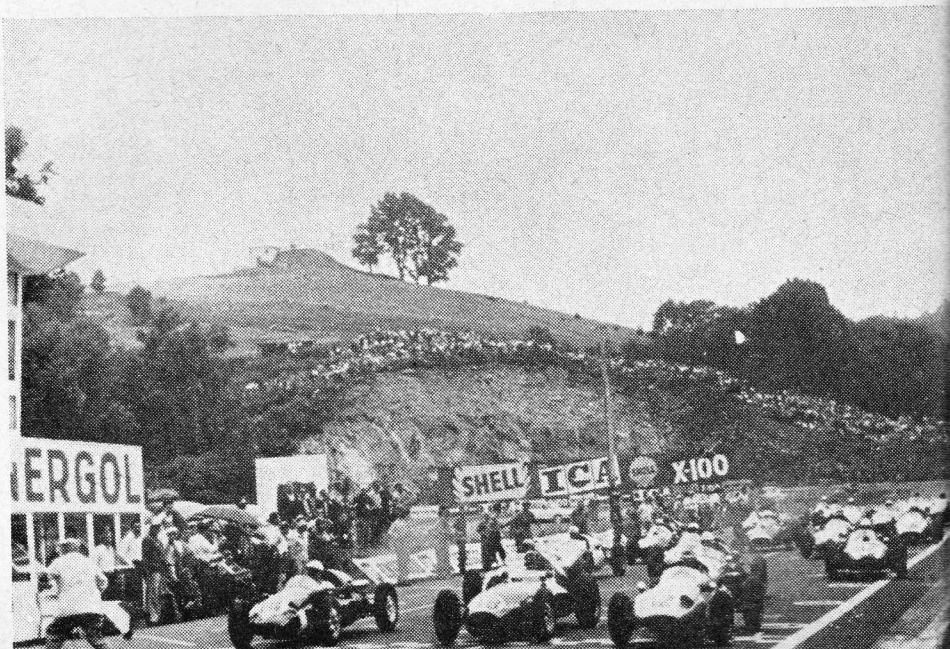
First race of the season for Formula 2 machines was at Goodwood on Easter Monday, when the Lavant Cup race was held over 15 laps. This event brought

BY MARTYN WATKINS

to the line the interesting Borgward-powered Cooper. Stirling Moss, in Rob Walker's Cooper-Borgward, was a non-starter after an accident in practice—without personal injury—caused by a steering failure. The race was, in fact, a Coventry-Climax benefit, and the Borgward-powered cars disappointed. Jack Brabham, in a works Cooper, took the lead from the start, followed by Bruce McLaren and Jim Russell. By lap two

well within two minutes. During the race, however, Jim Russell's best lap was 2 mins. 6.2 secs.—an indication of the appalling conditions prevailing. An early lead was taken by Bruce Halford in a privately entered Lotus, but Jack Brabham edged past him on the second lap and continued in the lead until he was forced to stop at Cascades with a fuel blockage. This and a subsequent pit-stop to clear the trouble cost him more than a minute, and Halford took over in the lead once more. Jim Russell was moving steadily through the field, however, his driving style beginning to acquire that "intent" look that has always meant that Russell is after first place! Russell eventually led Tony Marsh by some 29 seconds, Halford having retired with a gearbox malady. The late Ivor Bueb, in third place with the Borgward-engined car, was nearly a minute behind

AS THE STARTER moves aside, the field leaps forward for the Grand Prix des Auvergnés. On the front row, from left to right, are Stirling Moss (Cooper-Borgward), Graham Hill (Lotus) and Chris Bristow (Cooper-Borgward).





**SWINGING** Rob Walker's Cooper-Borgward through the hairpin, Stirling Moss goes on his way to victory in the Syracuse Grand Prix. For much of the race he was challenged by the late Jean Behra's Ferrari, but the latter spun.

Marsh, and all the rest of the field was a lap or more in arrears.

Next came Aintree and the Formula 2 category of the "International 200". This race, run concurrently with the Formula 1 event, was fought out between Jim Russell, Henry Taylor, Michael Taylor, Keith Greene, Tony Marsh, Jack Fairman, Peter Ashdown, Lewis, Campbell-Jones and Naylor in Cooper-Climaxes, Trevor Taylor in the Beart-Climax, Maurice Trintignant, Ivor Bueb and George Wicken in Cooper-Borgwards, and Bruce Halford, Dennis Taylor and David Piper in Lotus-Climaxes. Ivor Bueb and Jim Russell opened a fight for the lead early on, but Tony Marsh's car developed a first-lap fault in an oil-line and he stopped to investigate. Russell snatched the lead from Bueb after a couple of laps, but retired after 11 laps with clutch failure; this left Bueb securely in front. Trintignant, in the Cooper-Borgward, was suffering plug trouble, and George Wicken, in the other Borgward-engined B.R.P. car, was unhappy with its handling characteristics. Retirements among the 1½-litre machines were numerous, and finally Bueb himself went out to leave Mike Taylor and Brian Naylor to sort out the lead. Then it was exit Naylor, and Mike Taylor finished a clear lap ahead of Keith Greene, followed by Jack Lewis and George Wicken. Fastest lap also went to Mike Taylor.

At the end of April the Formula 2 brigade went to Sicily for the Syracuse Grand Prix, for which there were nine British drivers (including Australian Jack Brabham) and no fewer than 12 British cars on a grid numbering 15. After two days' practice, the front row consisted of Stirling Moss (Cooper-Borgward), the late Jean Behra (Ferrari) and Masten Gregory (Cooper-Climax). Behind them were Jack Brabham (Cooper-Climax) and, a fine effort in spite of recurrent transmission difficulties, Bruce Halford (Lotus). The race developed into a tremendous battle between Jean



Behra and Stirling Moss, and the cars led alternately on almost every lap, with never more than a few yards between them. After 33 laps of the 55-lap race, however, Stirling came through all on his own, Behra following disconsolately with a dent in the nose of the Ferrari after a spin. Moss thereafter won almost in his own time, but Behra, trying to catch the leader, lapped at amazing speed and turned in the fastest lap at 103.42 m.p.h.—very near Stirling's Formula 1 record. Of the Lotuses, which had almost as dismal a year in F2 racing as in Formula 1, only David Piper's car finished, limping across the line with a broken chassis.

From the palm trees and dust of Syracuse, the scene now changes to the Northamptonshire plain and the Silverstone circuit—this time for the International Trophy meeting. Here again the Formula 2 cars raced with the Grand Prix machinery, and the day went once again to Jim Russell's privately entered Cooper, half-a-minute ahead of Ivor Bueb in the B.R.P. Cooper-Borgward. Third was Tony Marsh (Cooper-Climax), while Russell's fastest lap at 101.91 m.p.h. equalled the class record. Bueb had a tremendous battle with Innes Ireland's Lotus until the latter slowed with brake and fuel tank maladies.

A number of Formula 2 machines appeared at Monaco for the Grand Prix in May, and these included a new Porsche single-seater which, driven by Von Trips, shared with Cliff Allison (Ferrari) and Bruce Halford (Lotus) the honour of being the only 1,500 c.c. machines to qualify. However, none of them lasted two laps, for Von Trips, leading the trio, lost control and all three went out of the race in a spectacular close-quarters crash. The car was of great interest, notable features being a power output of 165 b.h.p. from the basically RSK engine, and a six-speed gearbox. Rear suspension was a complete breakaway from Porsche practice, helical springs enclosing telescopic dampers controlling dual wishbones. Drum brakes were employed.

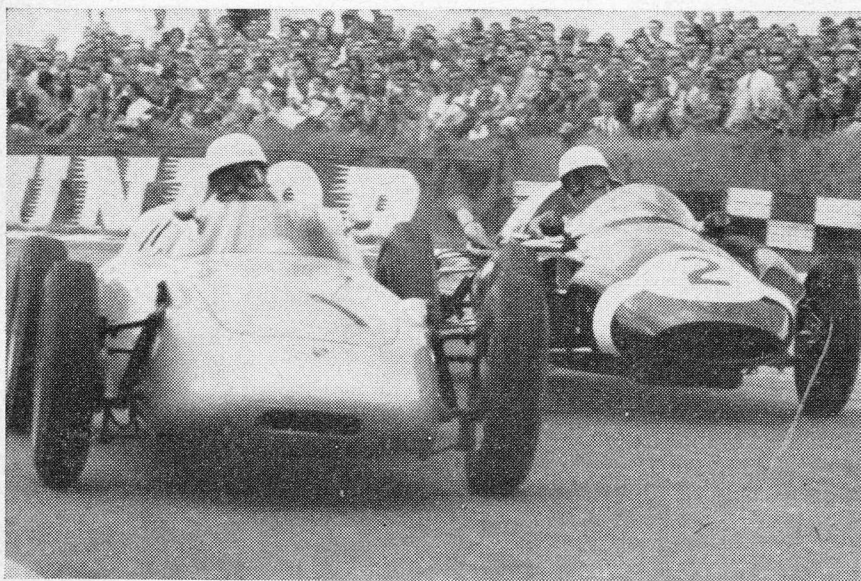
Then came a series of club meetings at home, in which Coopers, in the hands of Salvadori, and Tim Parnell, among others, were successful at Crystal Palace and Mallory Park.

Next big race was the event at Rouen-Essarts in July, where Stirling Moss led from start to finish in the Walker Cooper-Borgward, also making fastest lap. Brabham, second until half-distance, went out with oil-pipe trouble, and Harry Schell and Masten Gregory (Cooper-Climaxes) filled second and third places.

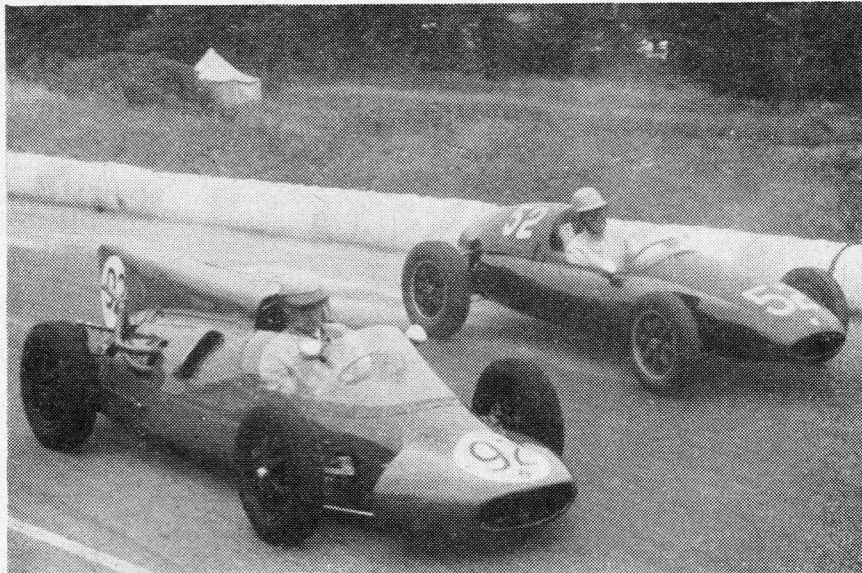
At Rheims, in the F2 race run at the French and European G.P. meeting, Stirling was again victorious in the Borgward-powered Cooper. Jean Behra's Porsche tried hard to get in front but Moss out-drove Hans Herrmann, who piloted the car. Moss and Herrmann together set a new F2 record for the circuit. Third place was taken by Joakim Bonnier (Porsche).

Formula 2 cars also appeared at Aintree for the British Grand Prix later in July, and this time a new name came to the fore—that of Chris Bristow, who came home first in the category in the B.R.P. Cooper-Borgward, also making fastest lap in the class. He took the lead early after a brisk battle with Henry Taylor, driving Tim Parnell's Cooper-Climax, and retained his lead despite a

**DUEL** between Joakim Bonnier (Porsche F2) and Moss (Cooper-Borgward) took place at Brands Hatch, where the Swedish driver gave a most impressive display despite being a complete stranger to the circuit.







pit-stop to cure a persistent misfire. Ivor Bueb, in the other B.R.P. Cooper-Borgward, finished third.

Then came another spell of club-racing, including a try-out for F2 cars on a new Bristol circuit.

After this came the last of the French series of F2 races, this time at Auvergnès. Here poor Ivor Bueb, driving the B.R.P. Cooper-Borgward, overshot a fast bend and crashed, receiving injuries which subsequently proved fatal. The entire race at Clermont-Ferrand, the difficult French mountain circuit, was dominated by Stirling Moss. Stirling's superiority in Rob Walker's Cooper-Borgward was so great that the race became processional, Henry Taylor taking second place from Bruce McLaren and Masten Gregory, the two latter drivers in works cars.

At Brands Hatch on August Bank Holiday Chris Bristow drove what had so far been the race of his life to win the John Davy Trophy F2 race, soundly defeating men of such calibre as Jack Brabham, Roy Salvadori, Bruce McLaren, Graham Hill and Innes Ireland. The race was run in two parts, the winner being the man with the best aggregate time. The first part was a Bristow benefit, the Cooper-Borgward going straight into the lead and staying there for the full 25 laps. Salvadori, Brabham and McLaren were all unable to do anything about the situation, Bristow never making a single mistake. Part two went to Brabham, slightly in front of Salvadori and Bristow only a couple of seconds behind in third place. This gave him the aggregate result.

A race at Snetterton was won by Keith Greene (Cooper-Climax) and then the scene returned to Brands Hatch at the end of August for the Kentish "Hundred". Again run in two parts of 42 laps each, the final aggregate result went to Jack Brabham (Cooper-Climax) with Graham Hill (Lotus) taking second place from Stirling Moss (Cooper-Borgward). An outstanding performance was

given by Joakim Bonnier, driving his first race on the circuit with the Porsche F2 machine, with which he took fourth place overall.

The end of the season came at Snetterton in October, with a Formula 2 section run with the Formula 1 race at the AUTOSPORT Three Hours meeting. Here Bristow won again, driving the Cooper-Borgward now entered by Yeoman Credit, which took over the British Racing Partnership during the 1959 season. In second place was Mike McKee, driving Jim Russell's Cooper-Climax, and fastest lap went to Bristow.

Thus ended a busy season, and one full of interest and promise.

**T**HE upgrading of the "Goathland Rally"—an annual event of the North Eastern Centre of the M.G. Car Club—to B.T.R.D.A. "Silver Star" qualification status resulted in a record entry of 73 for the event.

From the start at Pickering a 20-mile morning section to Egton Bridge included six driving tests. After lunch there was a road section which consisted of a list of 11 passage controls,

*UNSUCCESSFUL SEASON* was had by Mike Parkes and the Fry-Climax, and it is rumoured that the car may be seen no more. If this is so its disappearance will be deeply regretted by many enthusiasts. Here Parkes dices with Tony Maggs (Cooper) at Mallory Park.

as many as possible of which had to be visited in two hours with heavy penalties for lateness at the end of that time. The results were decided on the performance both on the tests—on a class bonus basis—and on bonus marks gained for visiting the controls in the road sections.

Only six drivers managed to visit all the passage controls, and only four did so without lateness penalty. They were G. H. Gardner (Ford Anglia), M. H. Pickersgill (M.G.A 1600 coupé), M. W. Sledge (TR2) and A. H. Cartwright (Hillman Minx). Best performance was made by Pickersgill and his navigator, Mike Kempley. The pair did the whole lot, never putting a wheel wrong, and had 10 minutes to spare at the end, putting just over 70 miles of motoring over the North Yorkshire moors into 110 minutes!

Only five cars retired, the rest returning to the finish, once more at Pickering, to hear the results announced.

#### Provisional Results

**Paragon Trophy** (best performance): G. H. Gardner (Ford Anglia), 341 marks gained. **Navigator's Award:** G. Wilson.

**Nuffield Trophy** (best performance by M.G.C.C. member driving an M.G. car): M. H. Pickersgill (M.G.A 1600 coupé), 282.

**Novice Award:** R. Sanderson (Triumph TR3), 179.

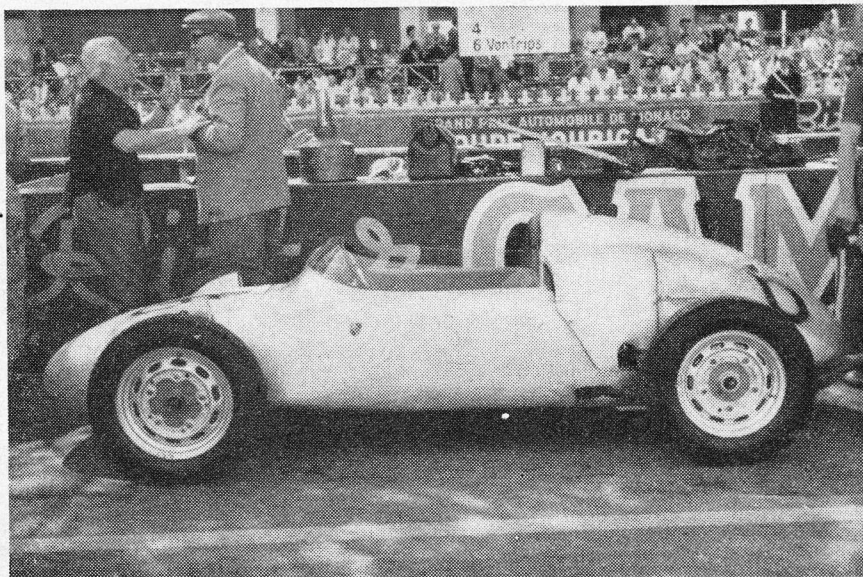
**Class Awards. Sports Cars, First Class Awards:** P. Cooper (Austin-Healey Sprite), 315; M. W. Sledge (Triumph TR2), 298. **Second Class Awards:** L. S. Stross (Porsche 1600), 290; P. G. Paulson (M.G.A), 287; L. J. Mills (M.G.A), 268.

**Saloons, up to 1,300 c.c. First Class Awards:** G. S. Claybourn (Ford Anglia), 304; J. M. Wheatley (Ford Prefect), 249. **Second Class Awards:** N. H. Baguley (Austin A35), 242; J. K. Marriott (Volkswagen), 241; L. Banks (Ford Thames), 134.

**Saloons, over 1,300 c.c. First Class Awards:** D. Gray (Riley 1.5), 316; A. H. Cartwright (Hillman), 276. **Second Class Awards:** K. W. Deacon (Riley 1.5), 268; D. G. Pearson (M.G. Magnette), 267.

**Team Award:** De Lacy M.C. of Pontefract No. 2 team—P. Cooper, K. W. Deacon and N. Donovan (Ford Consul).

**B.T.R.D.A. Award:** L. S. Stross (Porsche 1600), 290.



*PORSCHE'S F2 car made its début at Monaco, but a crash on the second lap put it out of the race, in common with Allison's Ferrari and Halford's Lotus F2 car. On the left in this picture is Piero Taruffi.*



BOATING has become big business. Now that motorists are fleeing in their thousands from the overcrowded roads, the demand for fast boats for "trailing" and "car-topping" has triggered off a vast industry. Pleasure driving has ceased to exist on most of our roads at weekends, and that is why we, as a nation, are spending millions of pounds to get on to the water.

The huge and opulent exhibition at Earls Court is an accurate reflection of this trend. More and more, the boat is becoming a series production job like the car, and it is being tailored for the man who expects to press a button and drive off whenever he has leisure hours. There are still craft for those who like messing about in boats, and, of course, the do-it-yourself type can acquire a suitable kit. The money in boating, however—and by this I mean the BIG money—is in small, fast, luxurious and beautiful boats for the *jeunesse dorée*.

## WATERSPORT

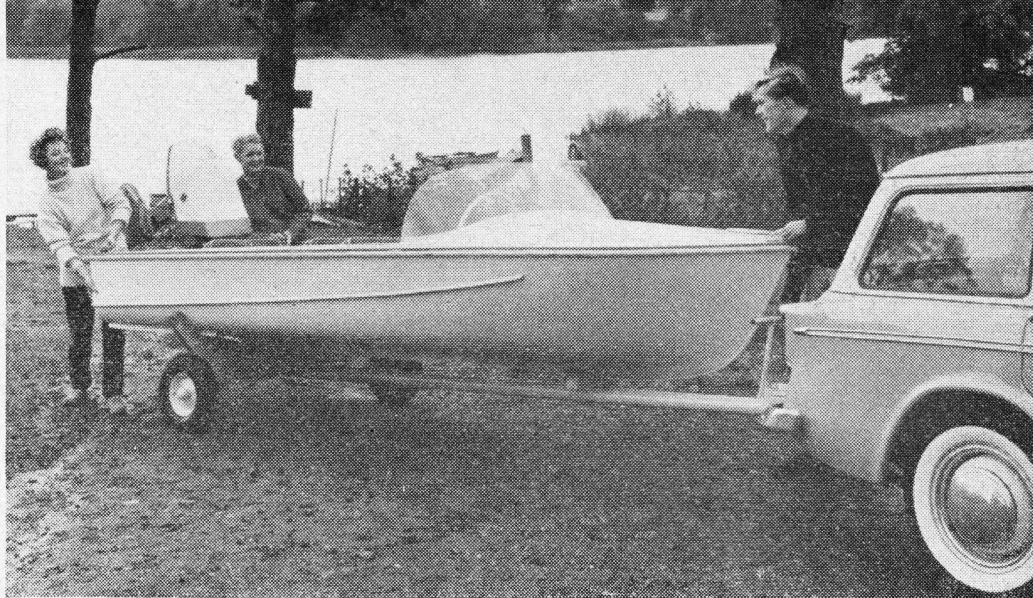
# The National Boat Show

## A Better-Than-Ever Exhibition

It is obvious that experience has been gained, and many of the faster boats are more solidly constructed than of yore. Better finish is found everywhere, and built-in buoyancy is generally featured. In the runabout class, the British hulls are, in general, not quite so fast as the Continental types, but they are far better sea boats.

Outboard motors are becoming even more powerful and refined, and the larger ones have remote controls and electric starting. The V4 Johnson and Evinrude motors now have a capacity of 1½ litres and develop 75 b.h.p. Perhaps the greatest advantage of the outboard is that it does not take up valuable passenger space, but at all events these powerful units are making headway against inboard installations.

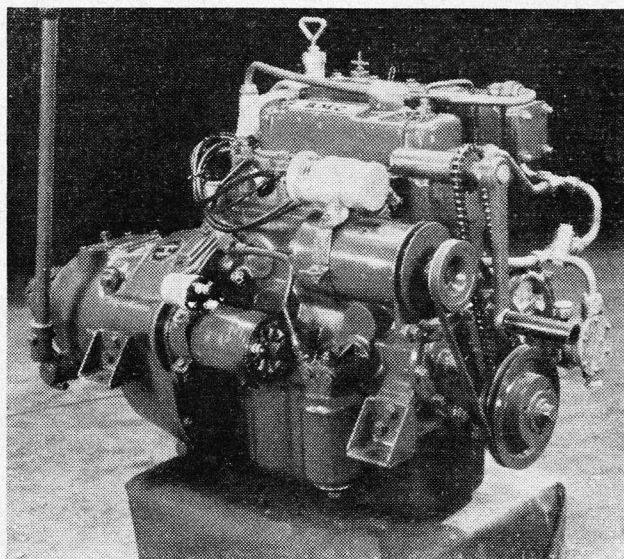
Another development is the inboard-outboard. This consists of a typical underwater unit of outboard type but coupled to an ordinary car engine just inside the boat. This again saves a lot of space, and the Volvo-Penta example



employs an engine which we all know very well. It is found in the new Port Hamble Pacemaker boats, which have become larger and more massive but may still be towed behind a powerful car.

Most interesting is the Dowty Turbocraft, a compact boat with a Ford Zephyr engine. Instead of a propeller, a rotary pump is installed inside the boat, which draws in water and expels

★  
ABOVE: The Fol-land 13-ft. runabout, constructed of stretch-formed heavy gauge aluminium alloy. CENTRE: The B.M.C. Vedette marine engine—an adaptation of the 950 c.c. "A" series unit. BELOW: The Dowty Turbocraft, powered ingeniously by a Ford Zephyr engine.  
★



it in any desired direction. As there is no underwater gear or rudder, the boat may be planed in four inches of water, and there is no danger of getting a rope wound round the screw. The Avon India Rubber Co. show blow-up boats that will fold into the boot of a car and may be outboard-powered.

Exciting engines abound, from enormous Rolls-Royce turbo-charged diesels to the tiny 50 h.p. Perkins gas turbine that only weighs 98 lbs., complete with accessories and reduction gear. It runs equally well on petrol, diesel oil, or paraffin, but is at present somewhat costly.

The boat show is better than ever this year, and no brief review can do justice to it. Only a personal visit can give a full idea of the magnitude of this superbly staged exhibition.

JOHN V. BOLSTER.





**CHAMPIONS ALL:** Nearest the camera can be seen the all-conquering 1,100 c.c. Lola sports car. Behind it is David Boshier-Jones's unblown 1,100 c.c. Cooper-J.A.P., while in the background is the Le Mans-winning DBR1 Aston Martin.

machines, instead of bread-and-butter saloons.

Every enthusiast must be grateful to the British Racing and Sports Car Club for putting on this splendid display of "our" kind of car. In particular, one must pay tribute to Ian Smith, the exhibition manager, who originally conceived the idea and who has taken a lion's share of the work on his own broad shoulders. Of course, the whole B.R.S.C.C. "team" have been involved, and the result is that the show has started off splendidly with that true Brands Hatch atmosphere.

In discussing the exhibits let us start with Formula 1. Naturally, the Cooper forms the centrepiece of the show. How

JOHN BOLSTER VISITS

# The First Annual Racing Car Show

**An Interest-Packed Exhibition of Great Value**

THE Racing Car Show is something entirely new. In the past there have been exhibitions of racing cars, but these have generally laid emphasis on machines of a past era. The current show, though paying its tribute to history, is essentially geared to the present and the future. Not only can you come and look at racing cars, but you can actually buy them. In particular, the new British Formula Junior machines may be examined and discussed with their designers.

Furthermore, every sort of "speed equipment" may be bought off the peg. The various tuning kits can be compared, and decisions may be made on

PHOTOGRAPHY BY GEORGE PHILLIPS

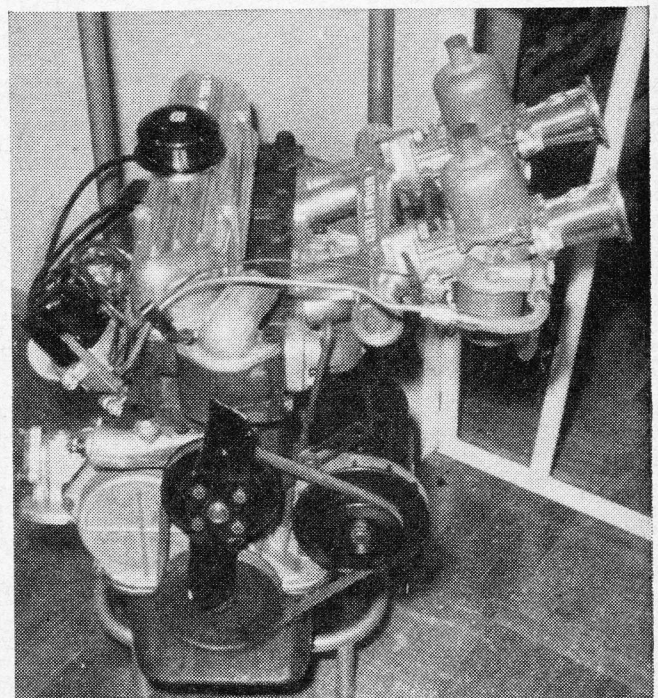
the spot, with plenty of expert advice available. This is, in fact, just as real a motor show as the ones at Earls Court and the Grand Palais, except that here one admires or buys competition

small and innocent it looks compared with the earlier Grand Prix machines—one might almost mistake it for a Formula Junior contender! In comparison the Vanwall seems enormous, but what a superb piece of engineering it is. That fuel-injection engine looks a real box of tricks, but the heavenly finish is a joy to behold.

The 2½-litre B.R.M. is another beautifully finished Grand Prix car. The machine is shown in its Dutch Grand Prix-winning form, and in its rather



**ALLSORTS:** Les Leston's exhibit features almost everything of interest to the enthusiast—from transfers to Go-Karts, overalls, crash helmets, shoes and gloves.



**RALLY EQUIPMENT** conversion for the Ford New Anglia 105E includes inlet manifold, two 1½ ins. SU carburettors, ram-pipes, exchange cylinder head and other parts.

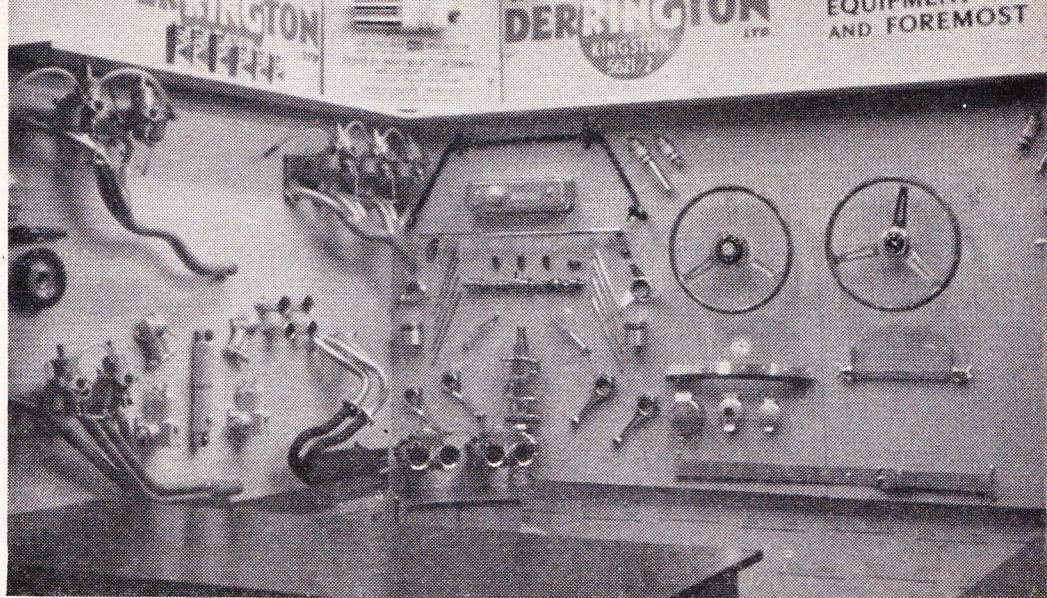


sombre shade of green looks a really fierce and potent piece of racing machinery. The Lotus looks low and slim and every inch a racer, so one deplores its comparative failure. The Maserati 250F is a larger and heavier car, but many people regret that these more substantial racing cars of classic type are now obsolescent.

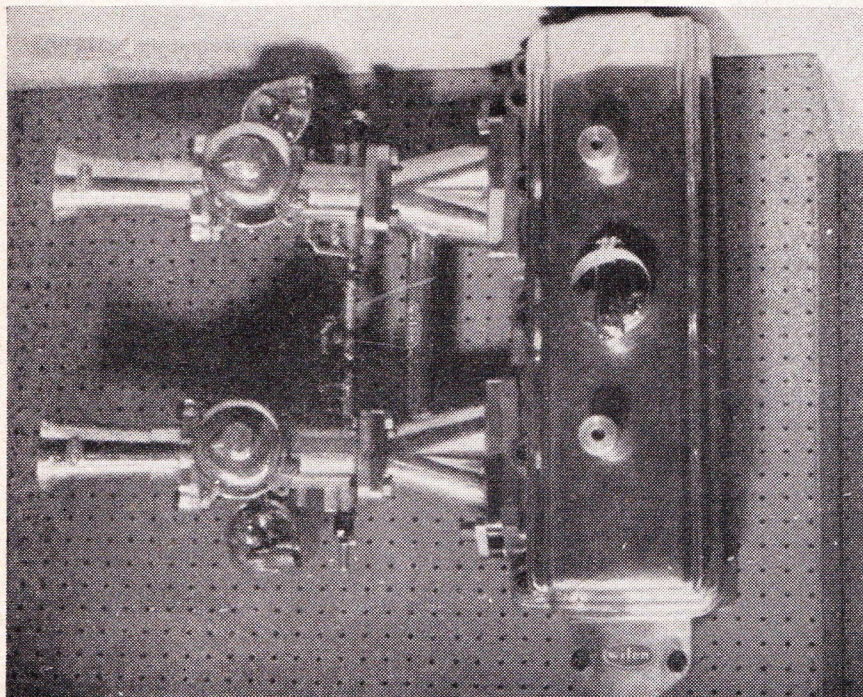
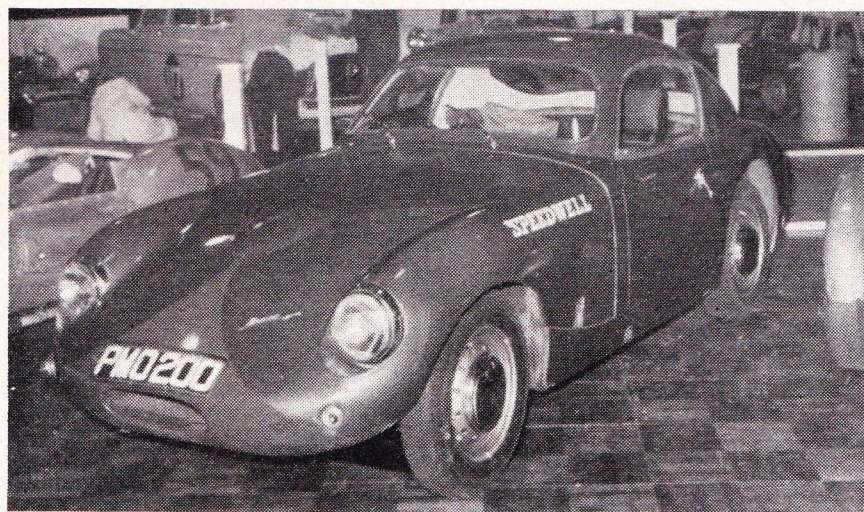
To many, the stripped chassis of the "Seaman" Delage is the focal point of the show. It looks a very big car for a 1½-litre, but the straight-eight engine with its Roots supercharger is sheer poetry in metal. At present, the five-speed gearbox and multiplate clutch are absent, having been replaced by the pre-selective box that was used by subsequent owners. The detail work is a sheer joy, and one only wishes that an E.R.A. could have been added to the collection.

A very good idea is a section devoted to the 1959 champions, and very rightly the champions of amateur club sport are shown alongside the true "greats". No car is more worthy of its place than the DBR1-300 Aston Martin. This winner of the Sports Car World Championship has the 3-litre 260 b.h.p. engine, but what one cannot see is the superb road-holding that made the Championship secure. Fully worthy to accompany the Aston Martin is Peter Ashdown's Lola-Climax. The success of Eric Broadley's Lola Equipe is something that is unparalleled in our sport.

Not everybody loves the 500s, but your present contributor remembers with gratitude many stirring battles among these fierce little bolides. Don Parker's red Cooper is there, and so is the 1,100 c.c. J.A.P.-engined car of Hill-Climb Champion David Boshier-Jones. In club racing the Terrier has had a walk-over in 1,172 Formula events, winning 15 firsts in one season. An extremely rigid tubular frame weighing only 55 lb. is the reason for this success story. The Speedex, which is the 750 Formula champion, is a two-seater Austin-based car weighing only 6½ cwt.



ABOVE: The Derrington stand shows every possible sort of speed equipment. The twin-choke Webers in the centre are for the TR3 Triumph.  
BELOW: The Speedwell Sprite hard-top is sleek and purposeful.



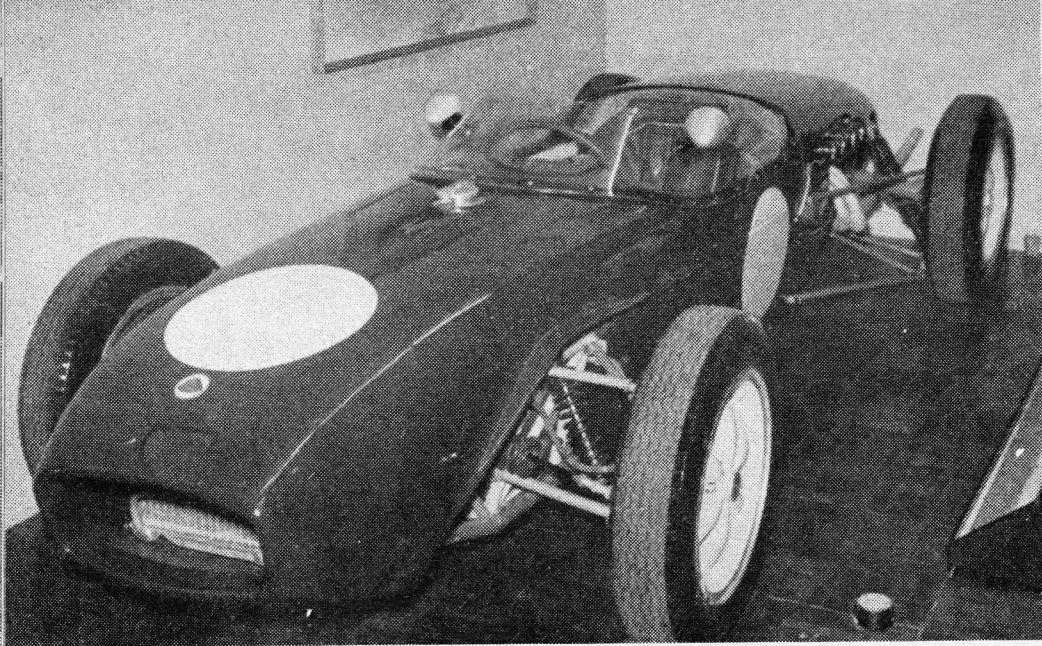
The 250 c.c. champion is the Emeryson, a neat little front-drive single-seater. Uren's Ford Zephyr is the saloon car champion, and the R.A.C. Rally Champion, John Sprinzel's Sprite hard-top, is an extremely effective and well-streamlined machine. Finally, AUTOSPORT Champion Bob Gerard shows his B.M.C.-engined Turner fibreglass two-seater.

Other interesting cars are that white elephant the V16 B.R.M.—but what a splendid noise it made! The H.W.M. recalls the late John Heath's patriotic exploits, though this one is powered with a Jaguar engine. The Lotus Elite is a high-performance coupé of modern design that is worth the closest scrutiny. One can also see the ridiculously fast Austin-Alexander A40.

Without doubt, the main interest of the show is in the rival Formula Junior contenders. Of these, the Elva has been the most successful, and is in quite large production; Frank Nichols took four more orders on the first day of the show. The Elva is a good-looking single-seater with independent suspension of all four wheels—a feature which it

*THE WILEN performance conversion for the Triumph TR3 range of sports cars shows a high-quality finish.*



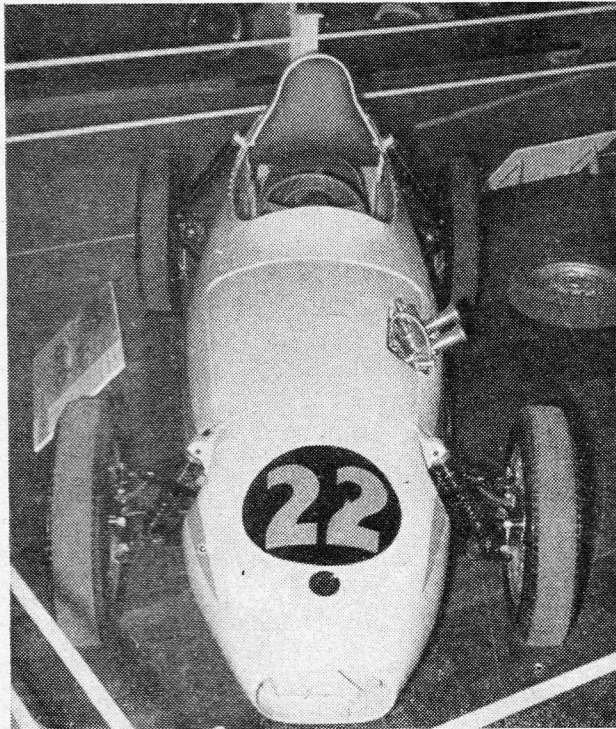


shares with all the other British F.J. cars. Its price is most competitive, and the B.M.C. engine is now developing 72 b.h.p. Engines of other makes may be fitted to choice.

The Gemini is another single-seater of

spring at the rear, but the all-indirect gearbox, with Cooper pinions in a Citroën casing, looks unnecessarily large for the small B.M.C. unit.

The rear-engined Lotus breaks new ground for this concern. The strut-type



★  
**FORMULA JUNIOR CON-TENDERS:** (Above) The rear-engined Lotus. LEFT: Most successful design so far is the front-engined Elva Junior. BELOW: The new Cooper Junior is—naturally!—another rear-engined example.  
★

front-engined design, and like the Elva it has a transfer box ahead of the hypoid unit which contains three straight-toothed pinions. This gives a lower shaft line at the expense of a small power loss. The rear suspension appears to afford less positive wheel location than some rival systems.

The Lola has the Ford engine offset to the right, and the driver's seat is a little to the left. This allows the transmission line to run directly from gearbox to final drive without any transfer box, and the seat can also be carried lower in consequence. The ingenious hollow right rear hub contains the universal joint, thus allowing the use of a half-shaft of reasonable length.

The Formula Junior Cooper is of traditional Cooper design, with its B.M.C. engine centrally located behind the driver's seat. The front suspension is by helical springs, with a transverse

rear suspension has been abandoned in favour of a Lola-like wishbone system. In front, the anti-roll torsion bar no longer forms a part of the upper links. One will probably get used to the appearance of this Ford-powered car, but perhaps a more pleasing body shell will eventually be evolved. A low transmission line, to keep the engine close to the ground, is achieved by turning the Renault gearbox upside down.

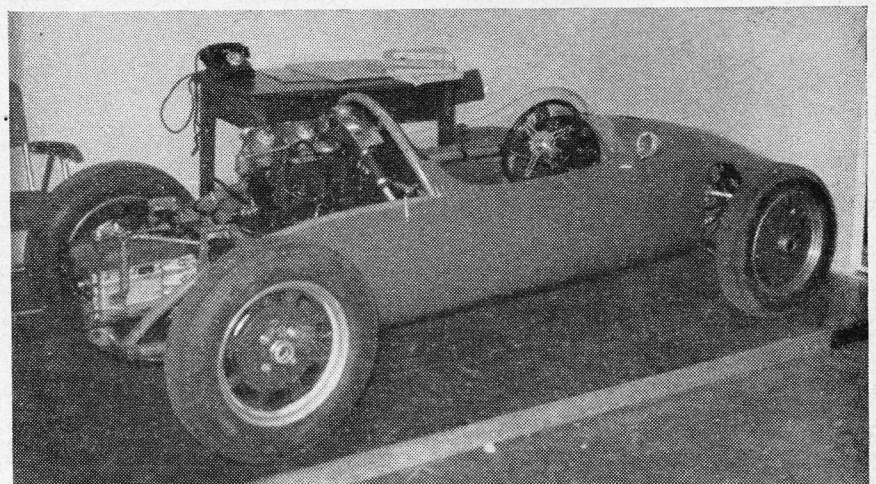
In a report of this length one must leave out many worthy exhibits. Of great interest is the new L.M.B. chassis, with a built-in hydraulic steering damper. All the "tuners" are there, and some most mouth-watering "goodies" are available. The camshafts of Alexander Engineering are shown separately and in action. Ashley Laminates exhibit fibreglass bodies, and Caterham Car Services entice us with polished aluminium rocker covers. Continental Tyres show their lightweight high-speed types, and V. W. Derrington shows every possible sort of special equipment—one could spend hours on this stand.

Downton Engineering Works show all the tuning conversions that have made this such a famous name in the competition world. Falcon Shells are the people for glass fibre bodies and tubular chassis for small Fords. Les Leston shows a splendid range of special motor-ing clothes, rally equipment and his so-attractive wood-rimmed steering wheels. Motor Books sell what their name implies, and go-karts too. Palace Gate Garage show their tuning kits, and demonstrate Bardahl oil additive. Rally Equipment, Ltd., sell the things you would expect, too, but they also supply bits for Ford engines.

Most attractive is the Speedwell Performance Conversions stand, with all manner of "hotting up" components and experts to tell you all about them. Wilen Engineering have all sorts of tuning equipment, especially for the Renault Dauphine. Yimkin Engineering show their special tubular chassis for Formula Junior or sports two-seater construction.

Truly, this show is a "must". See you at the Royal Horticultural Old Hall, S.W.1, just behind the Army and Navy Stores. Let us hope that the S.M.M. & T. will send their committee members along to learn a thing or two about running a Motor Show.

• The Show closes at 9 p.m. tomorrow (Saturday) evening for the last time





**THE CHASE:** Bill Mason is an expert in the chase sequence on the skid pan—a regular part of police driving students' training.

MUCH has been said, and written, on the subject of skidding, but until recently nothing has been done in a practical endeavour to afford the motoring public an opportunity of learning how not to skid and what should be done in the event of a skid occurring.

However, such an opportunity is now available at the Anti-Skid School at Wolvey, Leicestershire. An admirable effort indeed, but not at the moment sufficiently adequate to cover all aspects. This, however, is appreciated and plans are already in hand for improvement and expansion.

I recently visited this school, and was privileged to witness and also act as passenger at a demonstration of induced skidding by that very likeable and capable Dutchman, Rob Slotemaker. The skid patch is of oblong design, about 180 ft. x 50 ft. and perfectly flat. There were no obstacles or turns and the sur-



## ANTI-SKID SCHOOLS

BY BILL MASON (Metropolitan Police Driving School, Hendon)

face was pure bitumen which, when wet, is almost akin to ice. The approach to the patch is straight, with a dry surface, and the actual skidding is virtually induced by means of coarse steering on the patch itself.

A theory employed at Wolvey is that of declutching in a skid. This is not new, nor unknown. It is effective to a degree, the effectiveness being more noticeable at slower speeds or when the skid is expected or induced. This method, in effect, obviates the possibility of engine or compression braking, which may even further increase the skid. Braking of any description in a skid is, of course, quite wrong. The actual demonstration by Mr. Slotemaker was very impressive, but I should point out that the whole manoeuvre was the result of long prac-

tice of induced skidding by acceleration and rear-wheel braking under one particular set of circumstances and road surface conditions. It would also be interesting to know how the declutching method could possibly be applied to the ever-increasing number of cars fitted with various types of automatic transmission. This could, I suppose, be accomplished by a rapid flick of the selector lever to the neutral position!

However, let us deal with involuntary skidding, *i.e.*, skids we are not expecting, due either to excessive speed or oversteering in a bend. A serious emergency has arisen; we feel ourselves becoming insecure in our seats; we get that tingly movement at the base of the spine; the skid or breakaway has actually started.

Now, to declutch at this stage would

surely invite application of the brake—a natural reaction, with positively serious results. In point of fact I tried this system some years ago on the skid pan at the Metropolitan Police Driving School at Hendon; I instructed a number of students to declutch when a skid occurred. I was present on the car to observe the results. In practically every case without exception the student also applied the foot brake with dire results. I believe this to be a natural reaction and it could be a serious danger if declutching was introduced into our school curriculum.

I was in a position recently to observe the reactions of Rob Slotemaker in strange circumstances, under not too bad road conditions. His reactions are, to say the least, electric, but not once during a series of skids and manoeuvres did he declutch.

The first essential is to recognize the initial breakaway. When this is felt it is then up to the driver to remove the cause, which is generally speed; so, foot off the accelerator pedal and at the same time steer into the skid to stabilize the car. In other words, stop the slide, steer back on to the intended course and then accelerate gently, preventing wheelspin, which is the first condition before the car actually slides. Speed undoubtedly is the basic cause of involuntary skidding.

That knowledgeable motoring gentleman, Mr. Justice Blair, once said: "The basic cause of road accidents is widespread ignorance of ground speed." This is most significant. A speedometer gives us speed in m.p.h. Assume our speed is 60 m.p.h., which is approximately 88 ft. per second—a considerable distance. As a simple formula, all we have to do is to add one-half to the figure of our speed in m.p.h. and we get our speed in feet per second. So at 100 m.p.h. our ground speed is 150 ft. per second (correct to 2 per cent.). Frightening, isn't it?—especially when we want to stop.

Which brings us to the system of braking under bad road conditions. Much has been written on this subject so I will



**ROUND SHE GOES:** The author induces a rear-wheel slide, the car always being perfectly under control.



**BREAKAWAY:** *Deliberately inducing the tricky front wheel skid, the author demonstrates how it can be speedily neutralized.*

not go into details, but the principle is this. We are approaching a bend and suddenly realize we are travelling too fast. To slam on the brakes and maintain the pressure would lock all four wheels. The car, in this condition, is virtually out of control and we cannot negotiate the bend in this state. Apply the brake firmly, throwing the weight of the car on to the front wheels; release quickly, bringing the car back into a balanced state and repeat the operation. This reduces speed quickly and prevents locking of the wheels. We are then at a speed in which we can negotiate the bend safely. This has been described as "cadence or rhythm braking", but do not confuse it with braking in an emergency. In the first instance we want to *reduce* speed, in the other we wish to stop, so have to maintain firm braking.

Here are some brief notes on front-wheel skids. These generally occur when steering coarsely and late into a sharp bend. The front wheels slide but traction remains on the rear wheels. I disagree completely with accelerating at this stage. Acceleration would increase the skid further. There are two means of overcoming this. Providing we have sufficient road width, straighten the front wheels; they will then roll again and we can now steer in the required direction. The other and more effective way is to apply the handbrake sharply so momentarily locking the rear wheels, causing the rear end to slide and so follow the arc described by the front wheels.



Lastly, on the subject of "drifting", *NOT* to be confused with front-wheel skidding. Drifting (or controlled power-sliding) is an art in itself, where all four wheels are sliding and the car is at a desired angle. To keep the car in this position, acceleration is necessary. In fact the car is completely controlled by the throttle.

In general, on the question of whether to declutch or not may I make clear the policy we adhere to at Hendon. We instruct a variety of drivers, for a variety of vehicles, and a variety of jobs.

Firstly, how to drive so as not to allow a skid to occur and, as a safety measure, what to do if an involuntary skid does occur. To meet these requirements it is obvious we must lay down a clear-cut general principle, backed by practice, which does not take into account the action or reactions of a skilled driver in a predetermined set of circumstances on a known surface.

The advice we give to our students is this. Let your last skid be on the skid-pan at Hendon.

## HOW TO AVOID THE PINK ZONE!

### Unorthodox Hints from the Technical Editor

**I**F ever there were a fish out of water, it is a motorist without his car. I have never learnt to use public transport, and I simply can't get around without my own wheels. Consequently, London under the pink tyranny is intolerable to me.

I was thus faced with something of a dilemma when my son and daughter returned from school and demanded to be taken to the big city for Christmas shopping. Suddenly, I was struck with a brilliant idea, which met with the approval of the younger Bolsters. "Jump into the Mini-Minor," I said, "and we'll do our shopping in Paris." A quick drive to Ferryfield was followed by the usual Silver City magic, for they found room for the little car in a 'plane that was just about to leave, and 20 minutes later our wheels were turning on French soil.

Although I go to France so frequently, I am always entranced anew by the completely foreign look of the towns, and by the straight and comparatively deserted roads. Sixty miles can go into an hour without strain, and one may be entering the outskirts of Paris some three hours after landing at Le Touquet. Then begins that entrancing flat-out dicing among the Renaults, Citroëns and Simcas, and though Grand Prix experience is not essential, it helps!

Everybody knows about Paris in the spring, but Paris at Christmas was pretty

good, too. The Parisians seemed on top of their form and madly gay, and so did the Parisiennes. However, this is a motoring article. Let me simply say that I took the car everywhere with me, parked it without much difficulty, and never got a dirty look from a policeman. The police, in fact, were so busy blowing their whistles and exhorting everybody to drive faster that they had little time to look for parking offences.

Paris has her Zone Bleue, and this is controlled by parking discs. One sets one's *disque* at the time of arrival, and in another window a red figure indicates the time at which the car must be moved. These parking times vary very sensibly. For instance, one may park all night, but during the morning and afternoon rush periods the parking is only for one hour. No Frenchman would attempt to lunch in an hour, though, so if he arrives at any time between 11.30 a.m. and 2.30 p.m. he may park till 3.30 p.m. Absolutely no calculation is necessary, for the driver simply sets his disc, props it inside his screen, and walks off. It is possible to buy simple little clockwork parking meters which one sets to the same figure as the *disque*. Then, a warning buzzing in the pocket tells you when to move the car.

I am sure that the parking disc system is the answer, and as *disques* are actually given away free by some advertisers, the absurd expense of parking meters is

avoided. A short car is a great advantage for parking in the French capital, and I might not be so enthusiastic if I had used a longer machine. There are traffic blocks in Paris, but in general the system works. Most important of all, the French do not try to divorce the motorist from his car. They realize that a private car, provided that it is driven as fast as possible, is a mobile traffic unit that causes none of the congestion that public service vehicles create.

The Mini-Minor visited all the best shops, and at night it scaled the heights of Montmartre. It waited patiently for me outside that bar in the Rue Pigalle, and while I ate frogs' legs with Roger la Grenouille it stood in the rain in the Rue des Grands Augustins. All over Paris I parked wherever I wished, and nobody ever threatened to tow my car away.

Alas! The time to return arrived too soon and a very quick journey was made to Le Touquet. Once again I was offered an immediate flight, and 20 minutes later we were back in Ferryfield again. The customs men were charming and very lenient, so our little shopping spree was not too expensive.

You can't teach an old dog new tricks, and I have absolutely no intention of learning how to travel by public inconvenience. Ever since I was 17 I have been inseparable from my car, and I shall continue to take it wherever I go. To those who feel the same as I do in this matter, I willingly give my secret remedy for the Pink Zone. Paris and London are very close together nowadays, and Paris is above all a city for motorists.

JOHN V. BOLSTER.



*PREMIER AWARD in the Le Fanu Cup trial went to Michael Archer (G.T.S.), here seen manoeuvring in a narrow lane in one of the tests.*

FIFTY-ONE drivers did battle for the Le Fanu Cup on the Feast of Stephen, 26th December, 1959. This annual event held by the Leinster Motor Club started from the Embankment Inn, near Tallagh, Co. Dublin, at 2 p.m. Twelve tests were packed into two laps of a dyed course. A large number of spectators witnessed some first class driving which made up for the bitterly cold wind that blew throughout the day.

Making a welcome return to the sport after his recent illness was a heavily moustached Des. Bradley, who was at the wheel of his Dellow. One competitor was so convinced it was a false

## Report From Eire

BY BRIAN FOLEY

moustache, that he pulled it vigorously and in the process he nearly removed "Brad's" upper lip!

For the first time this season, Michael Archer regained all his Hewison brilliance, and he took the Premier Award with 239.5 marks in his G.T.S. Second overall was Dave Griffen in his blown Dellow, and in third place overall was Jimmy Millard's Austin Seven.

### Results

**Premier Award—Le Fanu Cup:** M. D. T. Archer (G.T.S.). **Saloons under 1,000 c.c.** (four awards due to large entry): 1, J. Millard (Austin Seven); 2, D. Cullen (NSU Prinz); 3, C. Vard (Austin Seven); 4, M. Ivis (Austin Seven). **Saloons over 1,000 c.c.** (only two awards due to small entry): 1, K. Sherry (VW); 2, M. G. O'Brien (VW). **Specials** (four awards due to large entry): 1, D. Griffen (Dellow s/c); 2, R. Stafford (N.K.V.); 3, A. Malcolm (Buckler); 4, R. Humphries (Ford Spl.). **Sports Cars:** 1, R. Smith (M.G. TD); 2, G. Nolan (M.G. TD). **Novices:** 1, G. Duff (VW); 2, A. Gibson (Fiat 600); 3, Mrs. S. Redmond (MM3).

### CARRICK-ON-SUIR TRIAL Sunday, 27th December, 1959

THE Carrick-On-Suir Motor Club were really taken by surprise when 34 drivers turned out for their tests trial on Sunday, 27th December. They expected around 15 or 20 at the very most! It was planned to have eight tests but only seven could be run off due to failing light, in spite of the fact that the trial got under way at approximately 1.30

p.m. Seamus Griffen who has not figured prominently for some weeks, was in top form and he won the Premier by 20 marks from his brother Dave. The small saloons class was very closely fought and Peter Kramm emerged as the winner in an NSU Prinz, with Paul O'Flynn second in his "Deek", and Hewison leader Des. Cullen had to be content with third. Kramm's victory

was highly praiseworthy as he was up against such tough opposition as the similar NSUs of Cullen, Armstrong and Archer, O'Flynn in the DKW, and Mick Sargent's Mini-Minor. Now that Kramm has obviously "taken" to the little Prinz we may well have a new power in the land. Volkswagens dominated the large saloons class, but the days when VWs could win Premier Awards in tests trials are seemingly gone for ever.

### Results

**Premier Award:** S. Griffen (Griffen-Ford). **Saloons up to 1,000 c.c.:** 1, P. Kramm (NSU Prinz); 2, P. O'Flynn (DKW); 3, D. Cullen (NSU

★  
*WATCHED by the premier award winner Seamus Griffen (left) Reg Armstrong swings his NSU in a Carrick-on-Suir trial test.*  
★

★  
*SNATCHING REVERSE in a Le Fanu Cup trial test is Cecil Vard (Austin Seven) who took third place (below).*



Prinz). **Saloons over 1,000 c.c.:** 1, T. Burke (VW); 2, M. G. O'Brien (VW); 3, T. V. Connolly (VW). **Specials/Sports:** 1, D. Griffen (Dellow s/c); 2, W. Percy (Ford Spl.); 3, A. Hearn (Ford Spl.). **Ladies' Award:** Mrs. R. Armstrong (NSU Prinz).

AFTER the Carrick-On-Suir Trial, the enthusiastic members of that Club waxed strongly about holding a road race in that part of the country. I am told that a suitable circuit has been found of approximately 3½ miles in length.

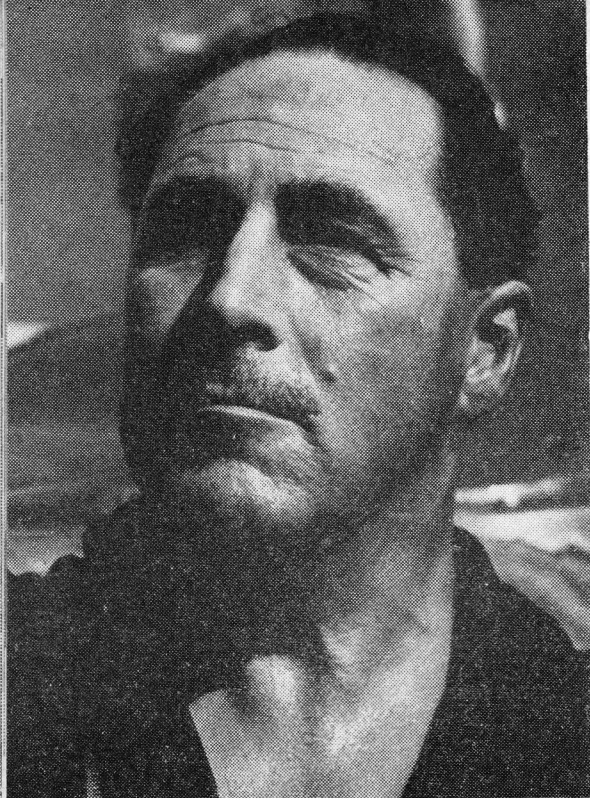
The Carrick boys are well aware of the difficulties and hazards entailed in organizing such an ambitious event. They are very keen on holding a road race and if their enthusiasm and willingness to work is anything to judge by, then I cannot see why such an event could not be held. The average width of their proposed road circuit is circa 25 feet, there is ample safe accommodation for spectators, plenty of approach roads and several proper alternative roads to divert traffic.





# ←PROFILE JACK FAIRMAN

BY CHRISTOPHER NIXON



"It's a funny thing, you know, but no matter where I go or who I drive for, I just don't seem able to shake off that fellow Moss."

It was Jack Fairman talking—and there are few drivers more worth listening to. Undoubtedly one of the most experienced racing drivers around today, Jack is better qualified than most to talk about the sport he has served so well since the war.

Apart from his immense and almost unrivalled knowledge of the technical side of motor racing, he has, at one time or another, driven almost every British car that has set wheel to track since 1946. Name any European circuit and it is ten to one he has raced upon it, and any beginner seeking advice could hardly do better than to go to Jack Fairman.

His first real encounter with "that fellow Moss" was at Le Mans in 1951, when, in the C-type Jaguar, they broke up all the opposition early in the race, thus paving the way for a Jaguar victory. Unfortunately, the Moss/Fairman run came to an end after 92 laps when a rod went through the side, but their efforts had not been in vain.

Last year's Le Mans proved to be almost a facsimile of the 1951 event, for Jack found himself once again paired with Stirling, this time in an Aston Martin—and once again they made the running, leading the Ferraris on to destruction and paving the way for a long overdue Feltham win. And once again, their car, its job done, packed up. So although Jack has played a leading role in two Le Mans victories, he has yet to win it himself!

The Jack Fairman story starts "a long time ago" at Smallfield, Surrey. He was actually born in the kennels of the Old Surrey and Burstow Hunt. His father had purchased this building some time before and turned it into a laundry, and it was in the Fairman house there that Jack first saw the light of day. It is thus perhaps a little surprising that, in later life, Jack took to cars rather than horses!

After attending Reigate Grammar School for some time Jack went to the Automobile Engineering Training College

in Chelsea, where he stayed for two years. Then he got a job with the Daimler Car Co., at Coventry, as an improver fitter.

It was about this time that Sammy Davis, hospitalized after a shunt at Brooklands, wrote his now famous book, *Motor Racing*. Young Fairman read this avidly and Davis became his idol, and it was with enormous pleasure that Jack realized that Sammy had worked at Daimler's too, and he regarded it as an omen. "Sammy, like myself, was a fitter at Daimlers and apparently whenever he made a mess of a job he would just go and drop it in the canal that ran at the back of the factory. I used to stand by that canal for hours, thinking that beneath its murky waters lay the work of my idol."

Next Jack managed to wangle his way into becoming the assistant to the Chief Tester, the late Charlie Lloyd, and it was with Charlie that he learnt how to handle a motor car properly.

After two and a half years with the Daimler concern he left to join Armstrong-Siddeley, where he worked on aero engine tests, for another two and a half years. Then his father decided it was about time that Jack came into the family business, so he moved down to Surrey and started work. After some nine months the war came.

"I had already joined the Territorials so I was immediately called up, and joined the local T.A. Ack-Ack unit. This was a dead loss, waving searchlights about the sky, so I joined the Tank Corps. I finally finished up at the end of hostilities as Town Major of Kiel. We lived in the Kaiser Wilhelm Yacht Club, where I had the best bedroom. I also had three cars at my disposal: a jeep, a Humber "four by four" staff car and a lovely 2-litre Mercedes-Benz drop-head coupé, which at one time belonged to the Gauleiter of Schleswig-Holstein. I've never lived so well before or since!"

Jack ran Kiel for six months before demob in January 1946. He had managed to save a fair amount of his Army pay and this, coupled with his Army gratuity, enabled him to buy a 35C Bugatti. There was, of course, no racing at this time, but there were a few sprints and hill-climbs. So the "Bug" was put in an old Bedford van and carted around the country. "We used to arrive at the venue, take the Bugatti out of the van, cover it up with a tarpaulin, and then sleep in the van." This was motoring at its most impecunious. Also, of course, it was the period of red petrol and if one was caught using it for illegal purposes, even going to church, one could quite easily find oneself in jail. Jack still shudders when he recalls the risks he, and many others, ran in order to attend meetings.

The first post-war race meeting was held at Gransden Lodge in 1947 and Jack happily entered the Bugatti. To his huge delight he finished second. More sprints and hill-climbs followed and then in 1948 he went to the Isle of Man for the Castletown Trophy race, where he finished third.

Then Dick Stallebrasse asked Jack to drive with him in his 2-litre Aston in

the Spa 24 hour race. Jack drove for the first two hours and then Dick took over. On his very first lap he crashed at Malmédy and died of his injuries. This was a terrible shock for Jack. It was at Spa too that he first met Tony Rolt, who was to give such great help and encouragement later on.

For 1949 he bought a six-cylinder Riley sports car. Tony Rolt got to hear of this and introduced Jack to Freddie Dixon who "breathed" on the car to great effect.

It was in this year that Jack had his first drive at Le Mans. The H.R.G. team suddenly found itself in need of a driver and so Jack was asked to co-drive with Eric Thompson. He accepted with alacrity and the final outcome of the whole thing was that he and Eric finished first in the 1½-litre class and eighth overall—a very satisfactory achievement. A fortnight later came the Spa 24 hours race and once again the Fairman/Thompson team won the class, and H.R.G.s won the team prize.

In 1950 Jack found himself with practically no money at all with which to go racing, and it was at this point that Tony Rolt stepped into the breach. At that time he was driving Rob Walker's ex-Seaman Delage. So he lent Jack his Bimotore Alfa Romeo and told him to go racing with it. The Alfa had by now had one of its motors removed and so the single supercharged 3.4-litre engine was only giving out a little less than 300 b.h.p.! This car provided valuable experience for Jack and he is eternally grateful to Tony Rolt, for whom he has a very high regard as a person and a driver. ("I honestly think that Tony could have become World Champion had he not retired when he did.")

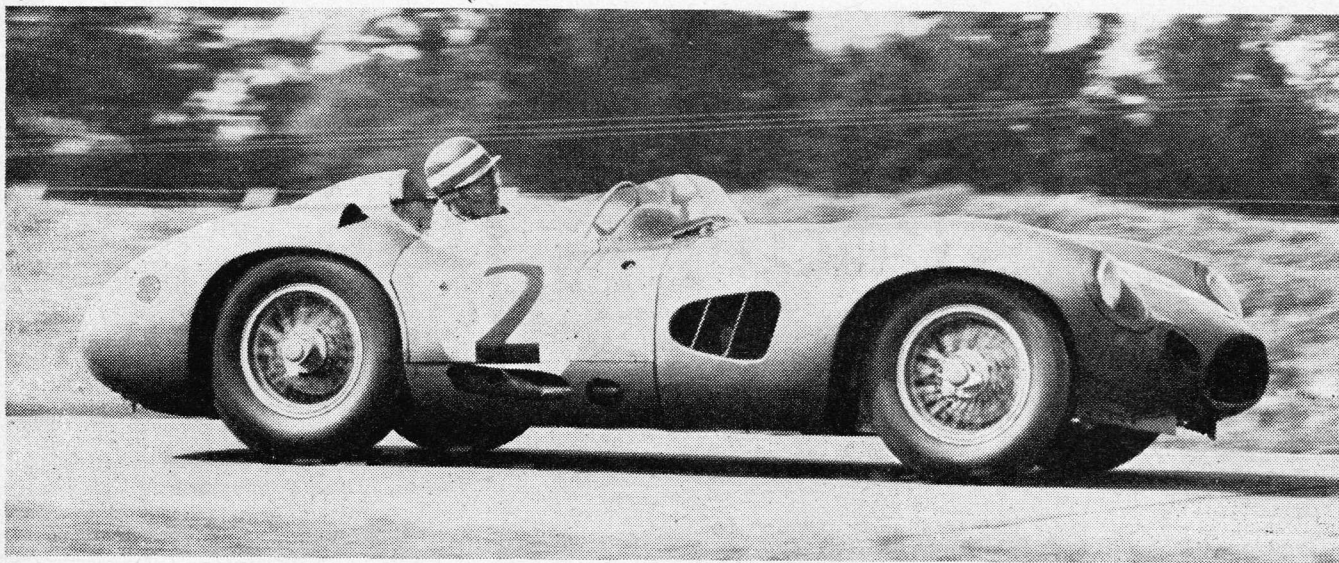
As a result of their fine showing in H.R.G.s the previous year Jack and Eric Thompson were invited to drive a works Aston Martin at Le Mans. This was exciting indeed, but Fate had other ideas. Driving the Aston to Le Mans with his wife, Maryon, Jack was dazzled by the headlights of an oncoming car, with the result that the Aston embraced a tree and poor Maryon broke her neck. Things could have been very much worse, however, for she was pregnant at the time. Happily there were no ill-effects upon the child, which was born some months later and christened Peter Guy Christopher, the last name being in respect to the patron saint of travellers, who had, they considered, done a pretty good job!

Next year Jack drove various cars, including the Alfa and Rob Walker's Delahaye, and, as mentioned earlier, he was a member of the winning Jaguar team at Le Mans. He also drove in the T.T. at Dundrod, competing in Jack Broadhead's XK 120, which he succeeded in turning over.

In 1952 Jaguars sent an XK 120 to Monthéry to try to average 100 m.p.h. for seven days. Driven by Fairman, Moss, Leslie Johnson and Bert Hadley, the remarkable machine did just that, and set up several world records, some of which, I believe, still stand.

At Le Mans again that year Jack found himself in the Allard team. For some incredible reason Jaguars had seen fit to





*DOING HIS BIT: Jack Fairman is seen here in one of the Championship-winning Astons at Goodwood. After the fire Stirling took this car over and drove on to win the race.*

Photo: Michael Cooper

drop him from their line-up—and this after his splendid drive the year before. However, as it turned out, he was much better off with Allards, for all the Jaguars were out within a few hours of the start. The Allard lasted 13 hours and was in fifth place when it retired.

The next year saw Jack back at the Sarthe once more, this time in the Bristol team, driving the new Bristol 450. This venture met with a considerable lack of success, however, for both cars packed up. Three weeks later the cars appeared at Rheims where, in the 12-hour sports car race, they won the 2-litre class at 92 m.p.h. Later on they went to Montlhéry and collected a fistful of 2-litre records there.

Jack's 1953 season was a full one, for he drove H.W.M.s, Connaughts, Frazer-Nashes and Jaguars in National and International meetings all over Europe.

In 1954 he was once again in the Bristol team for Le Mans and Rheims. In the former they came seventh, eighth and ninth and won the 2-litre class and in the latter they were second, third and fourth in class.

Unfortunately, we just haven't got the space to bring Jack's career up to date, but from 1955 onwards it should be pretty well known anyway.

He is an immensely likeable and extremely interesting fellow. A stocky, deep-chested man, he is possessed of considerable physical strength, and claims to be able to lift a 56 lb. weight above his head with one hand. I do not doubt this claim for one moment. You will remember that during last year's 1,000 kms. race at the 'Ring he inadvertently ditched the Aston. One or two other drivers, who saw the car, reported back to the pits that it was in a ditch and looked like staying there for the remainder of the race. Jack, however, pushed the beast out, and went screaming off back to the pits to find Stirling packing his bags. He was all set to go home!

In 1948 Jack married Maryon Parker (who, incidentally, is a first cousin of Michael Parker, until recently A.D.C. to the Duke of Edinburgh) and they now have three children, Peter Guy Christopher (nine), Sarah Louise (seven) and Jenny Katrina (five). "She's the comedian of the family." Despite Jack's family responsibilities, Maryon has at no time asked him to give up his racing activities.

He is a man who knows good food and eats accordingly. "I like to eat properly. You can't live on three pints of beer and a ham sandwich." He never smokes cigarettes, but likes to puff at a cigar occasionally. He drinks moderately and likes to have wine with his meals.

A racing driver has to be in good physical shape, and in this respect Jack looks after himself well. By this I don't mean that he spends a couple of hours in a gym every day tossing dumb-bells around. He just makes sure that he eats the right sort of food and gets plenty of exercise (walking and swimming) and fresh air. He takes a certain pride in his health and for a man in his middle forties he is in very good physical condition, which is why he still drives as well as he does.

His views on the new Formula? "They are, for the most part, unrepeatable. I think it stinks. Henry Ford put the whole thing in a nutshell when he said a car should be light and simple. Well, now they want to make them heavy and complicated, which is quite ridiculous." The World Championship is, he thinks, reasonably fair.

Did you know that Jack Fairman has covered more racing miles at over 150 m.p.h. than any other European driver? Well, he has, for he competed in both the Monza 500-mile races and finished each time, at over 150 m.p.h.

The first of these races gave Jack one of the most amusing incidents of his career. You may recall that the race was to be between the 10 best U.S. cars and the 10 best European ones. The main opposition from Europe came from the three Ecurie Ecosse D-Jaguars in the hands of Fairman, Lawrence and Sanderson. Mainly because they had to impose a speed limit in order to avoid throwing treads, the three blue Jaguars started right at the back of the grid.

Since the American cars had no gear-boxes worth mentioning there was a rolling start. The whole field followed the pace car, an Alfa, and after the slow lap Villorosi, in the pace car, dropped

the flag—and they were off. Jack selected second gear and floored the throttle—then into third, sailing past the Americans, and finally into top as he whistled into the lead. At the end of the first lap he led by about 150 yards. "I was so helpless with laughter at this I could hardly see where I was going. There was a prize of £100 for the leader on the first lap, and the Americans had been taking bets as to who would win the prize, Jimmy Bryan, Tony Bettenhausen or Troy Ruttman. The American pit staff were absolutely shattered to see a Jaguar come round first.

"My most exciting race? Oh, the International Trophy Meeting at Silverstone in 1955, when I drove the streamlined Connaught. We failed to finish but at half distance we were third behind Collins and Salvadori. We also broke the lap record twice. This was the first time any British G.P. car had broken a lap record since the war. It is a great pity that Connaughts gave up racing, for I'm certain that the rear-engined car they were building would have been a winner."

Jack's most disappointing incident was at Le Mans in 1956. "After practice it was obvious that Ken Wharton and I had the best of the three Jags. We decided to take it easy and finish the race. Anyway, I started the race determined, as I say, to take it easy and let the others fight it out in front. Coming out of Maison Blanche on the second or third lap, I forget which, Paul Frère went past me in one of the other works Jaguars. I went past the pits, under Dunlop bridge and down the hill to the Esses—and there was Frère—hitting one bank and rebounding across the road to the other. I moved over to try to get past but then his car kicked back into my path. So I spun the Jag. We ended up in the middle of the Esses without a scratch! We hadn't hit a thing! Unfortunately I 'lost' the engine. I was just pressing the starter button when wham!—de Portago's Ferrari hit the Jaguar. I managed to crawl round to the pits but the front cross member, which held the steering box, was broken, and that was that.

"Incidentally, the D-types were really fabulous cars at Le Mans. If you wanted to blow your nose at 150 m.p.h.

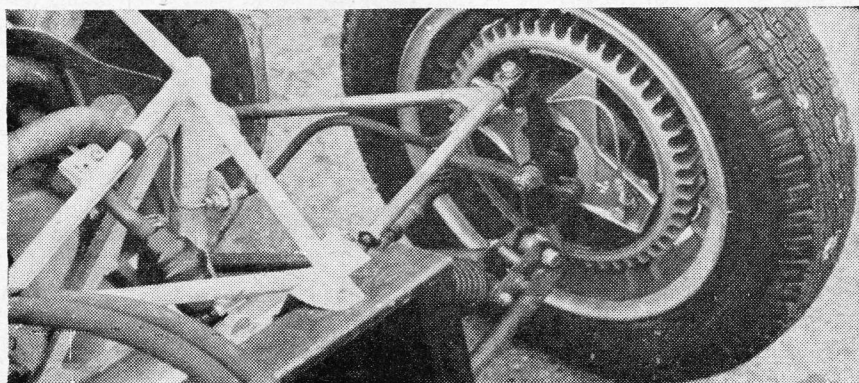
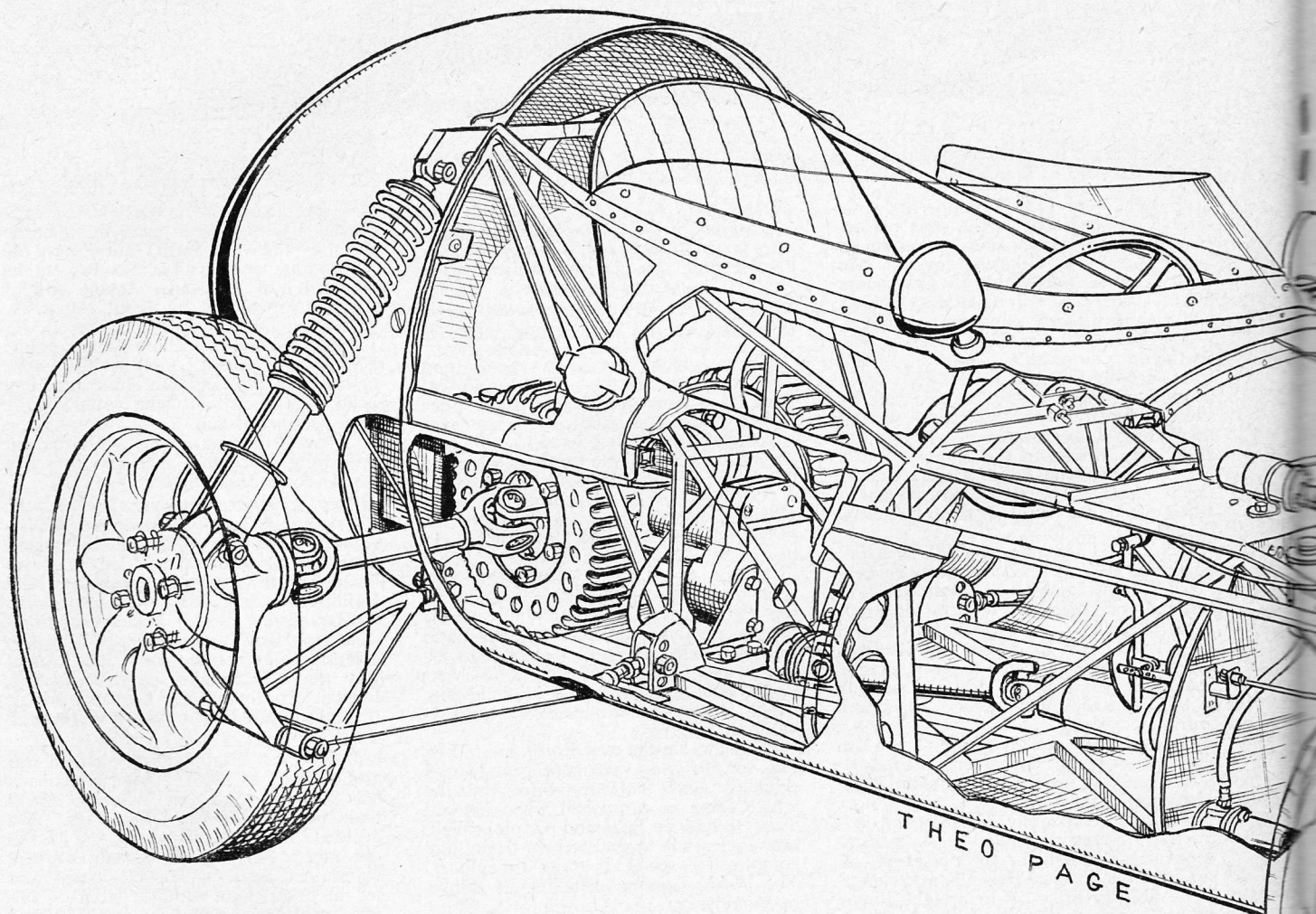
(Continued on page 54)



# The Gemini Mark II

*Theo Page Drawing*

## Formula Junior Car



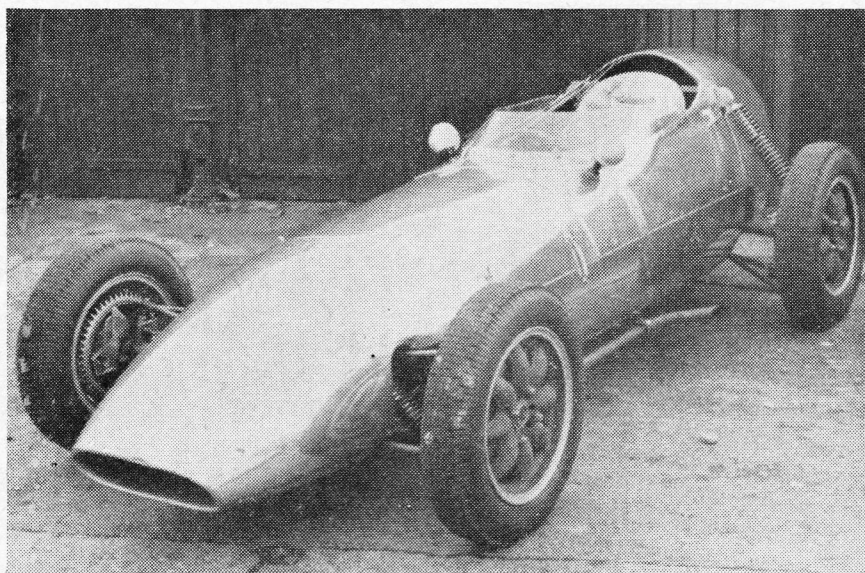
DETAILS of the front suspension are amplified by this picture.



THE Gemini is the product of the Chequered Flag, Ltd., High Road, London, W.4. It is a single-seater car with both the engine and driver centrally located, the shaft being dropped to pass beneath the driver's seat by virtue of a three-spur-wheel transfer box ahead of the differential unit.

The frame is of welded-up tubular construction, the diameter of the tubes being  $\frac{3}{4}$  in. and  $\frac{1}{2}$  in. of 18 and 20 gauge. The bulkhead and undershield are stressed. The front suspension is by reinforced tubular wishbones of unequal length, with rack and pinion steering. Behind, a wide lower wishbone looks after the fore and aft location, in the absence of the usual trailing radius arms. The upper member is supplied by the articulated halfshafts.

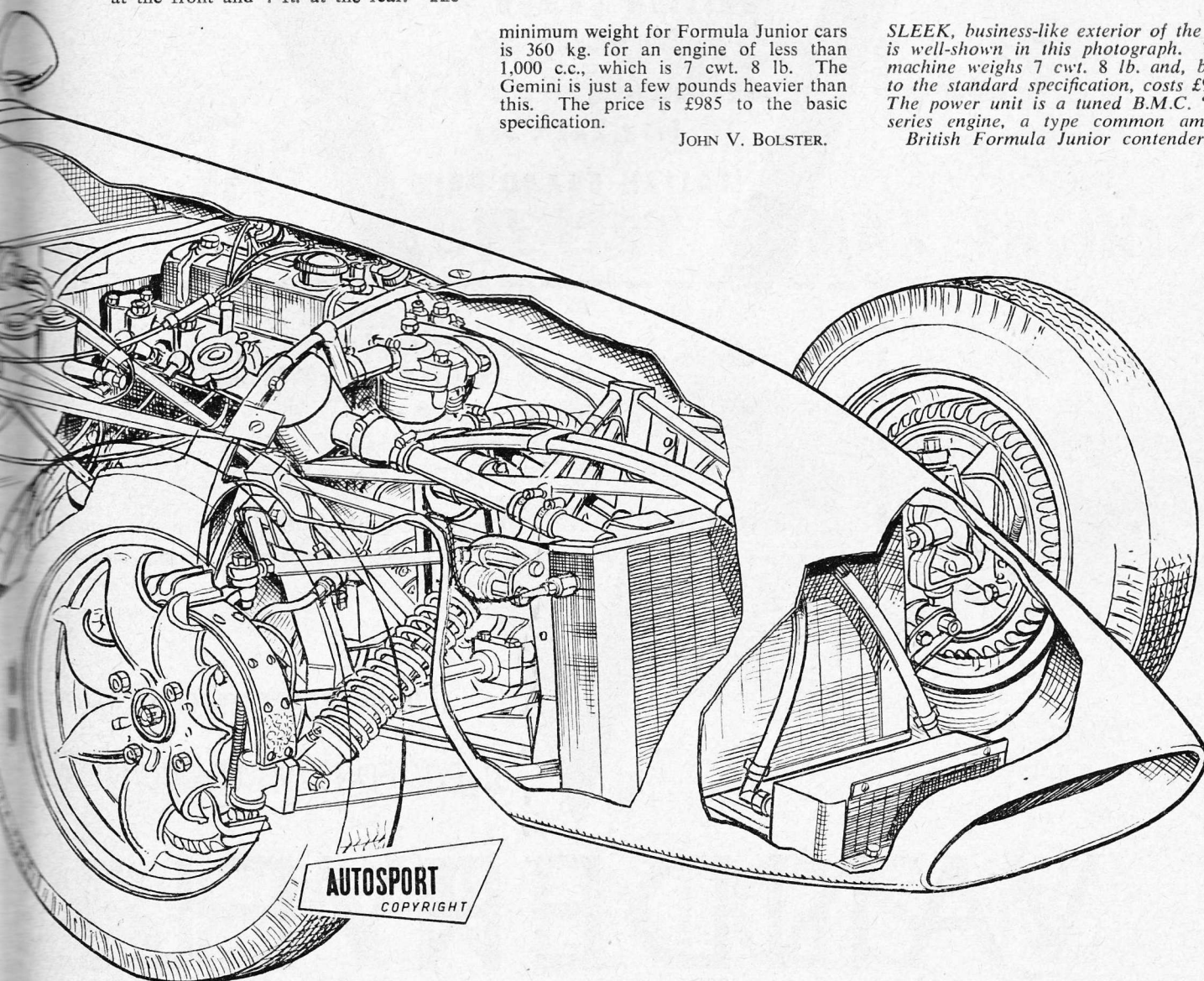
Lockheed brakes, with Elektron turbo-finned drums, are inboard at the rear. The power unit is a tuned B.M.C. "A" series; the gearbox and final drive nose-piece are also B.M.C. The wheelbase is 6 ft. 10 ins. and the track 3 ft. 11 ins. at the front and 4 ft. at the rear. The



minimum weight for Formula Junior cars is 360 kg. for an engine of less than 1,000 c.c., which is 7 cwt. 8 lb. The Gemini is just a few pounds heavier than this. The price is £985 to the basic specification.

JOHN V. BOLSTER.

*SLEEK, business-like exterior of the car is well-shown in this photograph. The machine weighs 7 cwt. 8 lb. and, built to the standard specification, costs £985. The power unit is a tuned B.M.C. "A" series engine, a type common among British Formula Junior contenders.*



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AUTOSPORT, JANUARY 8, 1960

**HOME AGAIN:** The team of three Ulster drivers and the Austin Seven which completed the 1,002-mile journey non-stop in 23½ hours. From the left they are Crawford Little, John Moffitt and Brian Waddell.

## Lightning Tour

Round Ireland In 24 Hours

BY BRIAN WADDELL

It all started more or less as a joke during a very enjoyable party at the annual dinner of the Enniskillen Motor Club in County Fermanagh, where I had been invited to distribute the prizes. "Would you like to try to drive around Ireland non-stop, 1,000 miles in 24 hours?" I was asked.

Needless to say, at the time I was rather sceptical about the chances of pulling off such a venture, considering that not only was it proposed to be done in the middle of winter with the very real prospects of fog and frost, but also that the trip was to be made in one of Britain's smallest and newest family saloons, an Austin Seven.

The main reasons for attempting such a journey were simple. To their knowledge it had not been done in Ireland before, said the two men who put forward the scheme, Crawford Little and John Moffitt, both experienced rally drivers from Enniskillen. They were fed up with being told that the Austin is only fit for round-town shopping, and that it's hopeless for a long journey, they said, and anyway, the trip should be exciting.

So around 11 a.m. the next morning, over a cup of coffee, the plot for a non-stop drive around Ireland to be completed in 24 hours was hatched.

We soon found a car, for Mrs. Little was informed that she was to be deprived of her personal transport, a perfectly standard de luxe Austin Seven, with about 4,000 miles on the clock. We decided to carry two spare wheels for time could not be spared to repair a tubeless tyre, should we be unfortunate enough to get two punctures. Additional cans were organized to carry extra fuel supplies for the section throughout the middle of the night when petrol filling stations might be few and far between, while we decided to fit a

fog lamp as a safeguard against trouble on some of the mountain roads and tracks. Apart from these items, and the three drivers, who together could turn any scales to the alarming 40-stone mark, the car would carry only some roasted chicken, buttered bread, and hot soup, milk and glucose liquids to sustain energy for the 24 hours.

About three weeks after the journey's inception, a little grey Austin Seven slipped quietly out of Enniskillen at exactly 5.30 p.m. on 17th December, intent on returning an overall average of more than 42 m.p.h. for the next 1,440 minutes and on visiting almost every corner of the Emerald Isle. The good wishes of the Borough were officially conferred on the crew by the Town Clerk, who saw us off and who promised to be waiting for us on our return.

Enniskillen is an inland town, picturesque in summer as it lies snuggled on an island in between Upper and Lower Lough Erne. It is rather bleak in winter, especially on the night of 17th December, 1959! We headed off westwards towards the coast and crossed the Border into Eire.

Through the village of Belleek, famous for its delicate china, and then Ballyshannon on the Atlantic seaboard, where gale force winds were blowing, we forced our way north on our clockwise circuit through Donegal, one of the most rugged and beautiful counties in Ireland.

But Donegal is not only famous for its scenery. It is also reputed to have the largest population of fairies in Ireland—fairies who are first-class musicians, who ride around on small horses, and whose womenfolk grind meal and work with their spinning wheels at night—the sound of which can be heard echoing through the mountains and valleys.

Whether the sound that we heard as

the Austin wound its way through the Barnesmore Gap was the swishing of the spinning wheels or the splashing of rubber tyres on the rain-swept road I have yet to decide, but it certainly sounded as if "the wee folk" were attacking us with large hammers as the car drew to a halt near Letterkenny with a disheartening knock in the offside rear wheel when we had only been on the road for slightly over an hour.

Quickly the wheel was removed, the brake shoes "pushed around", although nothing seemed to be wrong, and the components replaced again, but a few miles farther along the road the attack was renewed. Following the same procedure as before, the brake shoe slides were this time oiled by running back and forward to the engine with the dip stick, and the trouble was cured for good.

Through north Derry, after entering Northern Ireland again (we were to make four frontier crossings throughout the journey) and around the Antrim coast we were down on our schedule, but Belfast was reached on time and the first 227 miles were now behind us. The route now lay south through County Down and the Mourne Country slipping gaily along that little strip of land immortalized by Ireland's famous songwriter Percy French as he told of the mountains sweeping down to the sea. Another Border crossing and in Dublin at 1.40 a.m. we could hardly believe that we had 17 minutes in hand over the due arrival time which we had previously calculated—how these little cars really go!

Shortly after 6 a.m. the Austin was rolling through the streets of Cork, having passed through well-known "Circuit of Ireland" landmarks like Wexford, New Ross, Waterford and Youghal and as we were greeted with a rather watery dawn the lion-hearted engine was pulling us through Killarney, strangely desolate without its jaunting cars.

Each having slept for at least two hours during the night, we were still feeling very fit as we headed north again through Limerick and into Galway. Road conditions were not all that could be expected in Connemara but still the Austin never complained as we passed through Clifden.

We were prepared to contend with wandering donkeys on the roads of Connemara and in fact saw many, but when a rather hefty sheep shot into our tracks from virtually nowhere—another effort to end our trip by "the wee folk", no doubt—it was just a matter of "standing on the anchors" and hoping for the best. Luckily neither the car nor the sheep suffered any serious damage and we were soon on our way again.

Sligo was the last large town in Eire which we passed through before re-entering Northern Ireland on our route back again to Enniskillen. We rolled to a stop at 5 p.m. on 18th December exactly 23½ hours after leaving the town

(Continued on page 54)



# CORRESPONDENCE

## Future World Champions

MAY I make a belated reply in your columns to Denis Jenkinson's letter (AUTOSPORT, 27th November, 1959)?

Whatever else you may be, Mr. Jenkinson, you appear to be no Americanophile. You criticize AUTOSPORT for suggesting that Phil Hill and Dan Gurney have proven themselves to be of World Champion calibre. Your criticism does seem valid if you *really are* only concerned with the selection of candidates for the championship before they have acquired sufficient experience to prove their mettle. However, Mr. Jenkinson, is this the actual basis for your criticism? Isn't your antagonism directed more against those selections who are of American origin and the "dollar worshipping" which these selections imply to you? Otherwise, why are you not equally critical when AUTOSPORT chooses relatively inexperienced British drivers as budding world champions?

YPSILANTI, MICHIGAN, U.S.A.

JOHN D. MILLIGAN.

## Stirling Moss and Sebring

FOLLOWING the U.S.A. Grand Prix at Sebring, there is further talk that Stirling Moss is hard on cars, and I should like to refute this accusation again, putting forward my own point of view.

Stirling wrote a very enlightening article in the *Sunday Times* giving the most likely reasons for our gearbox failure and for those who didn't read it I will try to summarize it briefly.

Stirling had 29/30 reduction gears with a low ratio crown wheel and pinion, whereas Trintignant had 19/21 reduction gears with a higher ratio crown wheel and pinion. Both these gave the same speeds on the wheels. This meant that Stirling had a stronger crown wheel and pinion as it had fewer teeth but weaker reduction gears owing to the many teeth, and Maurice *vice versa*. Alf Francis had done this because we had been experiencing severe wear on the crown wheel, and Alf thought he would relieve this a little. We had, of course, suffered from reduction gear trouble many times, but these particular ones were brand new, just made by Maseratis out of special material and meshing perfectly, so we considered them more than adequate for the job. The lesson learnt, of course, is that you just cannot have reduction gears of that size with so many teeth, as it makes them too weak.

I consider that Stirling used exactly the right tactics, taking the lead straight away and gaining two seconds per lap, and had the car not let him down, he must have won, and I think it would have been difficult for anyone to do a faster lap than him.

Some people criticized him for going so fast right from the start, but it must be realized that the car and gearbox had done three big races in succession with no trouble at all and winning all of them, and in the last race at Oulton Park Stirling went out to try to break the gearbox to see how much it would stand up to. At Sebring, in practice, Brabham broke a crown wheel and pinion, and after 30 laps our gearbox was stripped and was perfect. In the race, Brabham and McLaren had no gearbox trouble and our one was broken in just over five laps. That's motor racing.

I consider that a driver can only break a car in three ways. By pranging it—by over revving it—or by missing a gear change. If it breaks for any other reason, it is not the fault of the driver, but of the designer for not making it strong enough.

Some papers criticized me for not speeding up Maurice Trintignant before, and said that this lost him the race. It was impossible to speed him up until he passed von Trips, because there was nothing he could do about it. But as soon as he had passed von Trips we did speed him up, but unfortunately he just didn't make it by 9/10 second.

DORKING.

R. R. C. WALKER.

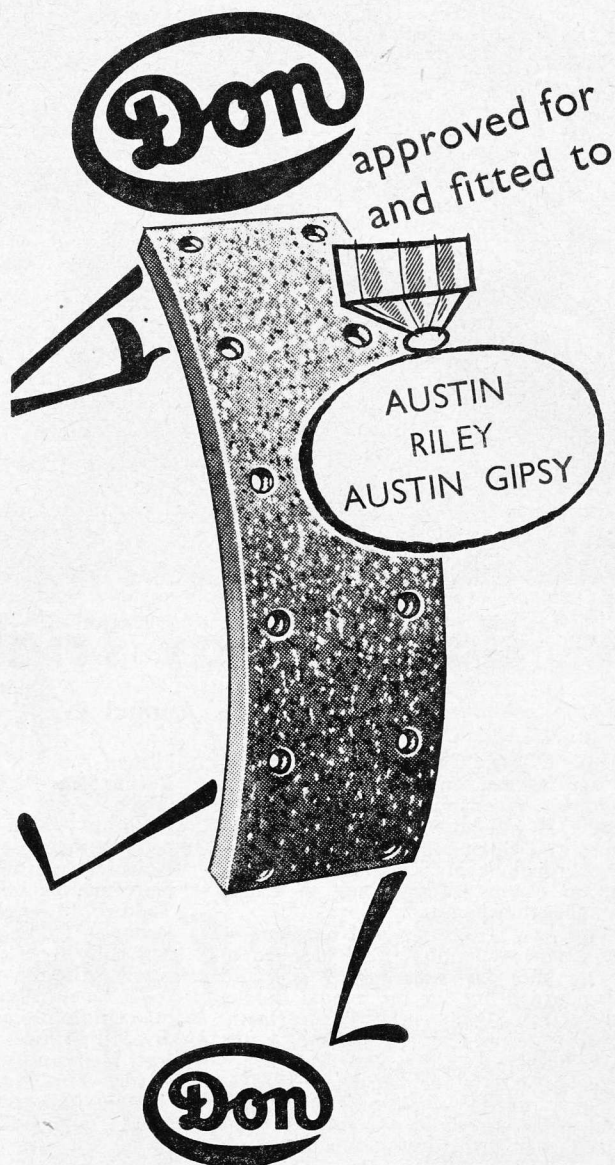
## The R.A.C. Rally

I MUST protest at Mr. John Gott's appraisal of Wolfgang Levy's R.A.C. Rally class win as "excellent". Levy's performance in the rally as a whole was first class, but he does not deserve to be congratulated for defeating a mass-produced, four-seater touring saloon costing £350 at the wheel of a specialist G.T. coupé which even in its home country has an equivalent price of over £1,000!

The classification systems of most major rallies today are quite unfair, and must often deter many interesting and potent entries.

BARNES, S.W.13.

J. L. WILCOX.



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*FIRST section in the Boxing Day trial is climbed by Ian Wilson in his left-hand drive Winkler Special.*



## Boxing Day Trialling

### Ulster A.C.'s Annual Event

**A**FTER a hearty Christmas Day of dining and wining, of turkey and plum pudding, of champagne and Irish—or Scotch, if you prefer—how better could one spend Boxing Day than mud-plugging through deeply ploughed fields, belting up narrow twisty lanes, or dicing around pylons?

This was, in fact, what 52 members of the Ulster Automobile Club decided to do on 26th December when a record entry turned out for the annual Boxing Day trial, for many enthusiasts in Northern Ireland now as traditional as the turkey itself.

On this day of the year the club likes to serve up its conditions rough, the event being one of the few on the Ulster calendar that include special observed sections for all types of cars. This year was no exception for the trial included two of these tests in a mixed bag of manoeuvrability exercises which, although not being complete car-wreckers, nevertheless required driving with a considerable amount of verve to figure in the prize list. Since road sections were not tight and therefore of secondary importance, it was not surprising that the first two places in general classification were filled by "specials"—Desmond Sloane in his Ford-engined McCandless taking the premier award followed only 1.2 marks behind by Dr. Thompson Glass, driving the Hayrake powered by a similar 1,172 c.c. engine.

Now quietly slipping into the "luxury" class—his Sprite being fitted with a blower, hard top, streamlined fibreglass bonnet and even a radio—Paddy Hopkirk finished only four marks behind the outright winner to take third place in general classification.

Starting off under the shadow of the impressive Northern Ireland Parliament Buildings at Stormont in Belfast, where there was the most unusual sight of a long queue of drivers waiting for their final instructions, the 50-mile course led south into County Down with the new

Ulster Rally Champion, Robert McBurney, leading the field with his Volkswagen.

Within about three miles the cars tackled the first observed section near Newtownards where some outstanding performances were returned by Wilbert Todd (Ford Anglia), Ronnie Martin (750 Renault), George Alton (Hillman Minx) and Billy Reid (Triumph), all of whom reached the top without difficulty.

To the surprise of many, Esdale Dowling could only reach the 10 mark penalty division with his new Hillman Minx, as was the case with Brian Emerson in another Ford Anglia—the cut-away back version—and Brendan Devine in his N.S.U., while Gordon McNally's Mini-Minor left with 12 penalty marks on the route card.

A rather dirty driving test in a quarry near Saintfield saw Glass pulling out all the stops to record the fastest time of 30 secs. followed closely by Ian Wilson in his Winkler Special at 30.6 secs. Glass was again in top form at the next test situated at a five-road junction where lines on three of the roads had to be crossed in reverse, and clocked 20 secs. to find his nearest rival in Cecil Molyneux with 21.4 secs. in his Austin-Healey Sprite.

Hopkirk, Sloane and Robert Woodside (Austin-Healey Sprite) all tied for best time at the next test which was the last in the first section. When drivers got to the control, however, about 75 per cent found that they had been late on the road and were incurring penalties up to 20 marks. Following a rescrutiny of the times and distances later, officials found that some eight miles had been "lost" in calculations, with the result that everyone was considered as having arrived on time in this section.

The second stage of the trial was another observed section where all except four competitors made the top. Leaving nothing to chance, after his experiences in the first one, McNally threw round his

Mini-Minor and tackled the hill in reverse with complete success, although he does wish that wipers were fitted to the rear window.

The remaining five tests were all of the forward-and-reverse around pylon variety with specials collecting most of the fastest times in spite of tremendous efforts by Hopkirk, McBurney and Frank Robinson (Volkswagen).

The final control was located just outside Downpatrick where hot soup was welcomed by all crews after a very enjoyable day's driving.

BRIAN WADDELL.

#### Results

**General classification:** 1, W. D. Sloane (McCandless); 2, Dr. D. T. Glass (Hayrake); 3, P. B. Hopkirk (Austin-Healey Sprite).

**Production sports cars over 7 ft. 2 ins. wheelbase:** 1, R. Gomes (M.G.A.); 2, J. A. D. Chesney (Triumph TR2); 3, W. R. Caughey (Triumph TR3).

**Saloon cars up to 1,000 c.c.:** 1, D. G. McNally (Morris Mini-Minor); 2, V. Stanfield (Austin A35); 3, J. R. Martin (750 Renault).

**Saloon cars over 1,000 c.c. and up to 1,300 c.c.:** 1, R. D. G. McBurney (Volkswagen); 2, F. A. Robinson (Volkswagen); 3, R. McElhinney (Volkswagen).

**Saloon cars over 1,300 c.c.:** 1, J. E. Dowling (Hillman); 2, G. Alton (Hillman); 3, J. C. McWatters (Magnette).

**Novice:** D. C. R. McCombe (Austin-Healey Sprite).

#### Lightning Tour—continued

the previous day with 1,002 miles to the credit of the Austin, travelling at an average speed of 42.56 m.p.h. During the journey the petrol consumption worked out at 41 miles per gallon while only half a pint of oil was needed to top up the sump, none being added during the trip.

Satisfied with our performance, we had indeed covered 1,000 miles in less than 24 hours over all types of roads around Ireland, had proved the car a delight to drive and handle on long journeys and had our share of excitement on the trip with what must be Britain's leading small family saloon.

#### Profile—continued

you could do so. You 'hold' the wheel with your knee, unzip your pocket, get out your hankie, blow your nose and then put the hankie back. No trouble at all. You could never do that with a Ferrari or an Aston."

Jack Fairman can now look back on 15 years of post-war motor racing during which time he has probably driven more different makes than anyone else. In what is generally regarded as a young man's sport, Jack, at the age of 44, can still hold his own. When does he plan to give up racing? "When I find I can no longer keep up with the boys," says he. The fact that he can still keep up with the boys is a considerable tribute to his ability.

His plans for 1960 are as yet uncertain but he is sure to be in one team or another. He is that rare combination of skilled driver and skilled engineer, and as a test driver he is second to none. Thus he is an invaluable asset to any team.

Anyway, John Eric George Fairman will be racing next season—and you can bet your boots he will still be "up with the boys"!



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A.6



# Club News

By MICHAEL DURNIN

At the R.A.C. Club's Conference last year it was made quite obvious that the irresponsible behaviour of many non-affiliated motor clubs was jeopardizing the future of motoring sport on the roads of Great Britain. By several sensible measures—nominating "black spots", limitation of events and the encouragement of co-promoted events, etc.—the Competitions Committee has done much to recoup the position but a new menace to rallying was recently spotlighted by the London *Evening News*. Apparently Surrey County Council has been bringing pressure to bear on the Ministry of Transport and the County Councils' Association to introduce legislation which will place control of all rallies in the hands of local government officials.

Gordon Proctor, Captain of the East Surrey M.C., in an interview with the *Evening News*, pointed out the obvious inadequacies of the Surrey County Council's scheme, stressing the fact that the R.A.C. have control of motoring sport for the simple reason that they are the people most able to administer it.

An R.A.C. spokesman told AUTOSPORT: "We deprecate any move to bring rallying under the direct control of county councils and question their competence in the matter. We are prepared to help and give support and advice to any affiliated club in any area where a county council contemplates supporting this regrettable move of the Surrey County Council."

All praise is due to Gordon Proctor for his timely and able defence of the sport in refuting the groundless complaints of the Surrey County Council and it is to be hoped that rallying may find as hard-hitting a champion in any other area where it is attacked.

\* \* \*

THE January Jaunt, a 170-mile rally open only to **Sussex C.C., Brighton and Hove C.C. and Eastbourne and D.M.C.**, will be held on 23rd-24th January, starting from East Hoathly Filling Station. Regs. are available from W. H. Edwards, 56 Woodlea Road, Worthing, Sussex, who must have all entries before 19th January. . . . **West Hants and Dorset C.C.** are having their A.G.M. at the Grand Hotel, Bournemouth, on 19th January at 7.30 p.m. . . . Another A.G.M.,



*ELECTRIC go-kart racing was the high spot of the annual dinner, dance and prizegiving, of the Yorkshire Centre of the B.A.R.C., held at the Queen's Hotel, Leeds. In the picture chairman Mike Wilson (left) swings out to pass Brian Hargreaves.*

(Picture by Photo Press (Leeds))

the **55 C.C.** this time, will take place in the Waverley Hotel, Perth, on 14th January at 7.30 p.m. . . . The **Advertising M.C.** Chiltern 200 Rally—a 250-mile event—will take place on 27th-28th February, starting and finishing near London. Invited clubs include: **Lloyds M.C., Blackfriars M.C., East Surrey**

## Coming Attractions

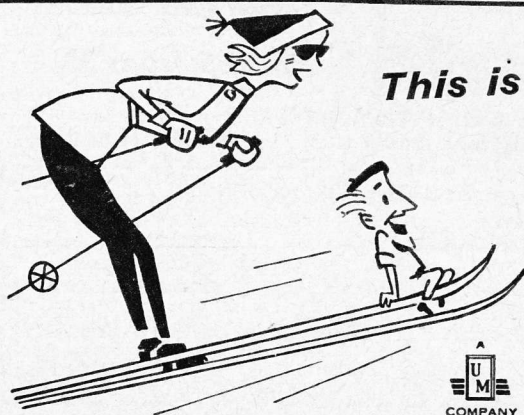
**10th January.** *Peterborough M.C. Warco Trial.* Start, Great Weldon at 10 a.m.

**16th-17th January.** *Herts A. and Ae. C., Falcon M.C. and Verulam A.C. "Three of Herts" Rally.* Start, 7.30 from Water's Garage, Hatfield.

**17th January.** *Shenstone D.C.C. and Leicestershire C.C. Production Car Trial.* Starts from Barker's Café and Filling Station, Street-hay, near Lichfield.  
*Burnham-on-Sea M.C. Production Car Trial.* Start at noon from Old Gas Works, Somerton, Somerset.

**19th-26th January.** *Monte Carlo Rally.*

**M.C., London M.C., B.A.R.C., Riley Owners C.C., Circle C.C., Forces M.C. and M.G.C.C.** Regs. are now available from C. Corbett, Willings Press Service, Ltd., Thavies Inn House, Holborn Circus, London, E.C.1, who must have all entries by 20th February. . . . **Thames Estuary A.C.** are having a free film show in the Grand Hotel, Leigh-on-Sea, at 8 p.m. on 6th January. . . . **Burnham-on-Sea M.C.** are having a closed-to-club standard car trial (starting from the Old Gas Works, Somerton, at noon) on 17th January. Secretary of the meeting is Mollie Jones, 6 Great Ostry, Shepton Mallet, Somerset. . . . **Herts A. and Ae. C.**, in co-promotion with the **Falcon M.C. and Verulam A.C.**, are organizing a closed event, the "Three of Herts" Rally. This 130-mile event takes place on 16th-17th January starting at 7.30 p.m. from Water's Garage, Hatfield. Regs. are available from M. A. Woodward, "Merrymede", Pine Grove, Brookmans Park, Hatfield, Herts, who must have all entries before 12th January. . . . On 19th January **O.R.M.A.** are having a film show in Kensington Town Hall. Tickets are free and may be had by sending a s.a.e. to O.R.M.A., Kent House, Market Place, Oxford Circus, London, W.1.



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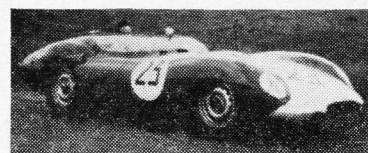
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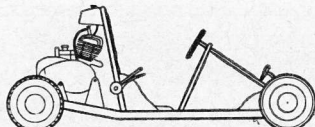
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From his eight best performances McBurney collected 64 points against 58 scored by Moore. In third place was another Volkswagen driven by Frank Robinson who earlier in the year was one of the team of three drivers to represent Northern Ireland in the driving tests for the Ken Wharton Trophy, televised by the B.B.C.

After a very close struggle with Moore during the past few months, McBurney sealed the issue in the recent Larne Motor Club's "Starlight" Rally, where he carried off the premier award—calculated on a percentage basis—and the first place in general classification.

So tough were the conditions in the "Starlight", with ice-bound roads and heavy patches of fog, that only 12 of the original 35 starters were able to complete the 200-mile course within the maximum permitted time.

Starting off from Ballygally, the cars headed north along the Coast Road for the first driving test near Garron Point but when this had been completed three of the cars were already out of the running. Ralph Jones slid his Triumph Herald Coupé right through a wall while taking part in the test, John McClean broke a half shaft in his Austin-Healey

Sprite while John Davidson failed to make the test site at all in his beautifully prepared Ford Special. Taking a wrong approach road, he knocked a hole in the sump of the car on a large boulder and was forced to retire.

Fastest time in the first test was returned by Paddy Hopkirk with his blown Austin-Healey Sprite who clocked 20 seconds dead against 21.4 by McBurney and 22.0 by Adrian Boyd, another young Sprite driver who has improved considerably throughout the season.

Into the first control everyone was clean on the road but on the next short section to a control near Torr Head the icy roads played havoc with average speeds and the only car to arrive on time was Robinson's Volkswagen, McBurney close on his heels but a minute down.

The test at this control consisted of a short 200-yard hill-climb round a series of tight hairpins where Hopkirk and McBurney both tied for fastest time in climbs of 45.2 seconds.

As the route then took competitors well inland the fog became considerably worse and the roads slipperier with the result that at the half-way stage only Robinson had failed to collect penalty marks on the road. He had blotted his copy book considerably, however, on the fourth driving test when the front wheel of the Volkswagen slipped into a gully and he had to receive assistance to get the car back on the road—taking the maximum of 70 penalty marks.

Not wishing to "bend" his new Mini-Minor, Gordon McNally called it a day after four of the tests and drove straight home—what a number of other competitors had wished they had done when the final damage was surveyed the following morning.

It was only when everyone was tucking into a hearty breakfast in Carrickfergus that the story of the night—and especially the navigation section—could be put together.

Rounding one of the very slippery bends, it finally appeared, Frank Robinson's Volkswagen slithered into the ditch damaging the near side front wing. With the sound of approaching cars in the distance he managed to get his car out just as Stanfield rounded a bend 50 yards away. As Robinson moved off he was just in time to see Stanfield's Austin do exactly the same thing as he did—but on a much larger scale—forcing Stanfield to retire.

It was on a main road near Cullybackey that Eyre-Maunsell finished his rally when the Hillman struck a bank, causing considerable damage. The driver and navigator, however, escaped unhurt.

After a few hours sleep that hard working clerk of the course and meeting secretary, Jack Wylie, who had kept his 60 officials fully occupied throughout the night, was able to announce that McBurney had carried off the premier award, followed by Robinson, with Moore third. Moore's Sprite won the open car class—Robinson's Volkswagen the small saloons, while John Allen drove exceptionally well to win the large saloon car class with his Sunbeam.

BRIAN WADDELL.

### Results

"Starlight" Trophy: R. G. McBurney (Volkswagen), 478 marks lost.

Open Cars: 1, S. Moore (Austin-Healey Sprite), 683.6; 2, C. Molyneux (Austin-Healey Sprite), 901.4; 3, A. J. L. Boyd (Austin-Healey Sprite), 909.4.

Small Saloons: 1, F. A. Robinson (Volkswagen), 506.6; 2, B. Nelson (Ford), 912.2; 3, R. McElhinney (Volkswagen), 918.6.

Large Saloons: 1, J. Allen (Sunbeam).

Novice: B. Nelson (Ford), 912.2.

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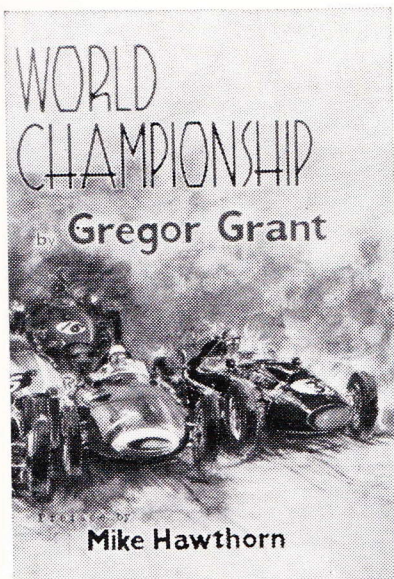
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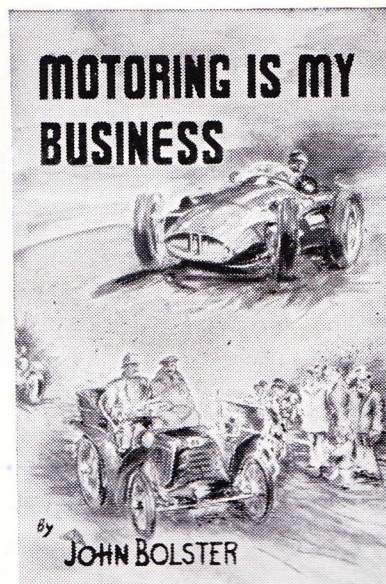
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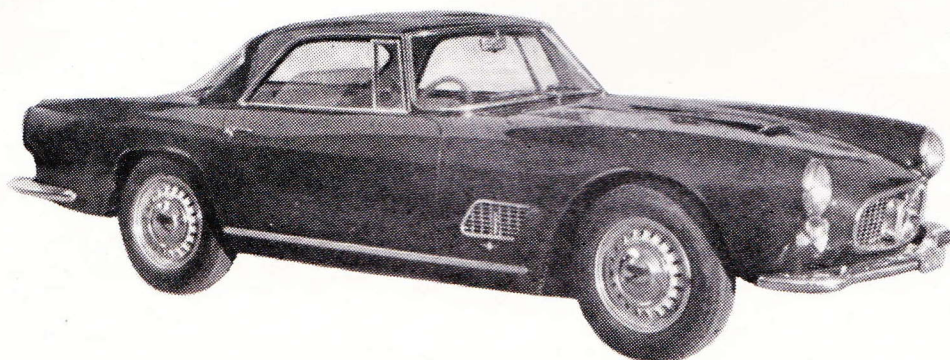
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