

AUTOSPORT

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BRITAIN'S MOTOR SPORTING WEEKLY

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THE MONTE CARLO RALLY—FIRST REPORTS : PROFILE—PHIL HILL
SEASONAL SURVEY—CLUB RACING : FORMULA JUNIOR PROSPECTS

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Vol. 20 No. 4

January 22, 1960

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EDITORIAL

THE MONTE IS ON

THE Monte Carlo Rally of 1960 started during Monday night from the nine distant corners of Europe from which well over 300 cars left for their journey *per ardua ad solem*. Somewhere around 2,000 miles will be covered by the time the weary, and often battered, cars reach their destination some time during today (Friday), and only the luckiest and, in every sense of the word, the fittest will remain in the running for victory in this, the most publicized, most testing and most discussed of all Continental rallies. The days of a simple, straightforward and somewhat boring run to the tiny principality of Monaco are gone, and modern practice is once more to include as many difficult and hazardous mountain routes as possible. From Chambéry onwards a common route is shared by starters from all points, a common route which is almost invariably snowbound and often including the risk of the dreaded black ice. British chances of victory and of breaking the recent Continental superiority are good, for our numerical superiority, as always, is considerable. In addition two former British winners, both in recent years, are again taking part, as well as British winners of other International rallies. As ever, however, luck will undoubtedly remain the biggest single factor—luck in the choice of starting point, the choice of car, the weather and still more factors.

WINTER CHAOS

DISCUSSIONS centred round the Monte Carlo Rally bring to light a remarkable fact: whatever the weather it is always physically possible to reach the destination on the European mainland. Not, of course, that that is remarkable in itself, for it means simply that things are as they should be on the roads. No, what is remarkable about it is that in this country, where weather conditions are seldom so severe as, say, in the Alps, an unbelievable amount of chaos is caused by snow. In last week's blizzards, for example, many towns and villages were cut off almost completely from the "outside world", while hundreds of roads were closed by snow. Those that remained open rapidly became difficult and extremely dangerous. What seems so incredible is that—admittedly after years of persuasion—the country is at last constructing roads capable of accommodating the vast flow of traffic, yet is always caught totally unprepared when both new and existing roads are gripped by winter. The problem is a serious one: the roads must at all costs be kept passable under any conditions, for they still remain the veins along which the nation's life-blood must flow.

OUR COVER PICTURE

THE MONTE—an annual event which creates perhaps as much world-wide interest as any other sporting event. Here, at the scrutineering before the start at Glasgow, John Cotter's Sunbeam is examined on a ramp beneath the eye of a television camera.



OUTRIGHT WINNER of the Rhodesian National Twelve Hour rally run from Salisbury on 10th January was this Hillman Minx, driven by M. Haviland and F. Heys. The rally covered a course of 320 miles over typical Rhodesian roads.

PIT and PADDOCK

STIRLING MOSS has become the first patron of the Ontario Centre of the B.A.R.C.

SHELL CHANGE

BRIAN TURLE has left the racing division of Shell-Mex and B.P. and has been appointed manager of the Worcester branch of this company.

He will be succeeded in the racing section by Keith Ballisat and J. R. H. Gooding.

RUSSIAN CARS

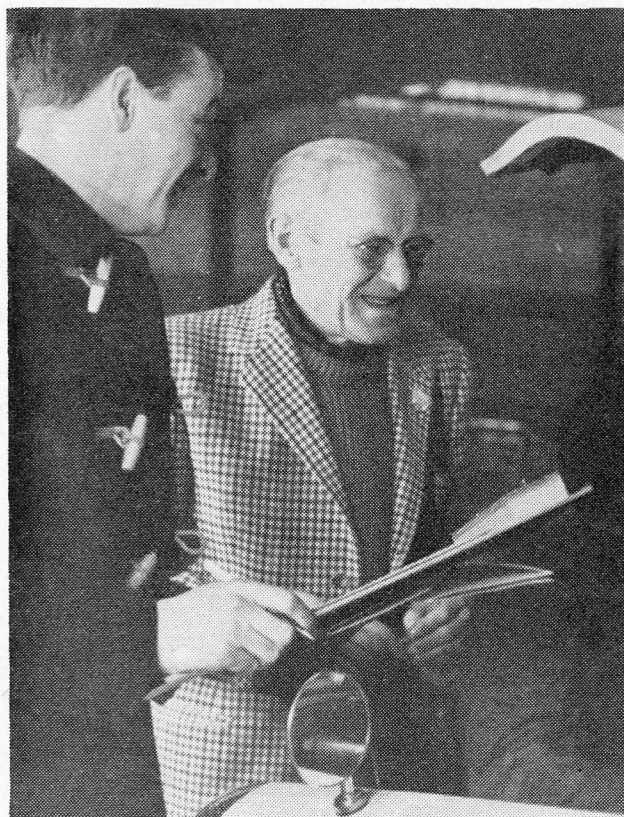
THOMSON & TAYLOR (BROOKLANDS), LTD., have been appointed sole concessionaires in the United Kingdom for Moskvitch and Volga cars and will be marketing both models from their head office and works, Canada Road, Byfleet, Surrey, to which address all enquiries should be sent.

DIAMOND JUBILEE

THE diamond jubilee of the 1,000 Miles Trial of 1900 comes up in April this year. Anyone who competed as either driver or passenger, or who helped in any official capacity, is asked to contact Pat Gregory at the Royal Automobile Club to assist in the R.A.C.'s recognition of this famous event.

ALL Glasgow starters in the "Monte" were reported to have left Dover safely, but encountered a Force 8 gale in the Channel! Athens starters (no British crews) ran into blizzards and floods in Greece and Yugoslavia. From Lisbon crews found the going easier than was expected during the first day and night, but Oslo crews had a rough time in the early stages.

A FUTURE issue of AUTOSPORT will contain a full report of the New Zealand G.P. won by Jack Brabham (Cooper). Stirling Moss (Cooper) retired after 27 laps.



A DIFFICULT TASK was well carried out at the Glasgow start of the "Monte" by Chief Scrutineer J. McCubbin.

SHORTLY after leaving the Oslo start of the Monte Carlo Rally the Dutch driver J. Mieuwenhuyzen was killed when his car hit a truck. A member of his crew A. Moggre was seriously injured.

MAURICE BUCKMASTER, public relations chief of the Ford Motor Company, is retiring on 31st January after more than 30 years' service. He will become an associate in a firm of business consultants.

LAST week Cliff Allison tested a new F1 Ferrari at Modena.

CHATTING TOGETHER at the Glasgow start of the "Monte" are (left to right) Stuart Turner, Lew Ellis (Shell competitions department), Cyril Ellicott (Shell publicity office) and Keith Ballisat, who will take over from Brian Turler as competitions manager and is driving in the Rally.



SPORTS NEWS

"JUNIOR" CHAMPIONSHIP AT GOODWOOD

BRITISH Automobile Racing Club plans for 1960 include a Formula Junior championship meeting on a national scale which will be the concluding event of the season at Goodwood.

Designed to produce experienced drivers for future Grand Prix racing, Formula Junior will undoubtedly bring about unusually close competition, and this final big meeting at Goodwood is intended to be a fitting climax to the many races for this formula which will be run at earlier B.A.R.C. meetings all over the country during the coming season.

The championship will be decided by a simple system of heats and a final, with adequate prizes, and it is anticipated that all the drivers who have had any degree of success in British Formula Junior races in 1960 will compete.

ACCORDING to reports published recently in Cologne, von Trips has spent a week at Modena trying out the new Ferrari Formula 1 which he is to drive in the Argentine Grand Prix on 7th February.

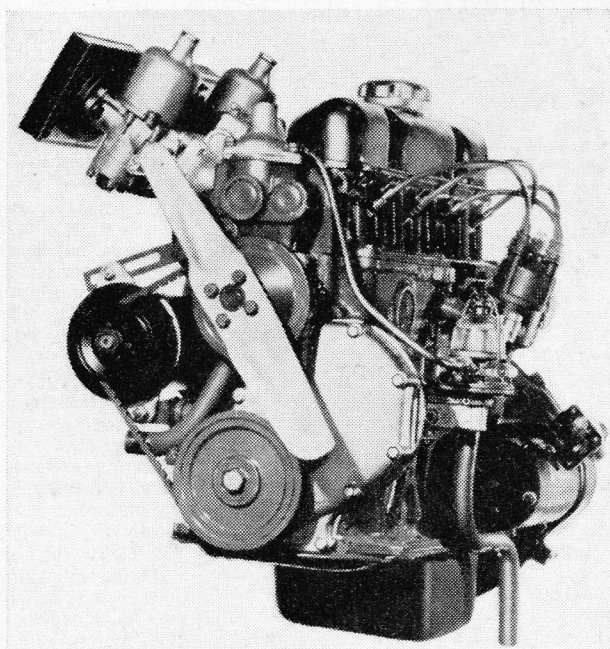
The car, which is said to be much shorter than last year's models and fitted with side tanks and a five-speed gearbox, recorded a lap of 59.3 secs. which compares with Castellotti's four-year-old record of 58.8 secs. It is also reported that Enzo Ferrari has expressed himself very much pleased with his new driver.

On the same occasion Cliff Allison, driving Ferrari sports cars, lapped at 1 min. 2 secs. He, von Trips and Wolfgang Seidel will fly from Germany to the Argentine on the 23rd January where they will be joined by Phil Hill, who will fly direct from U.S.A. to Buenos Aires.

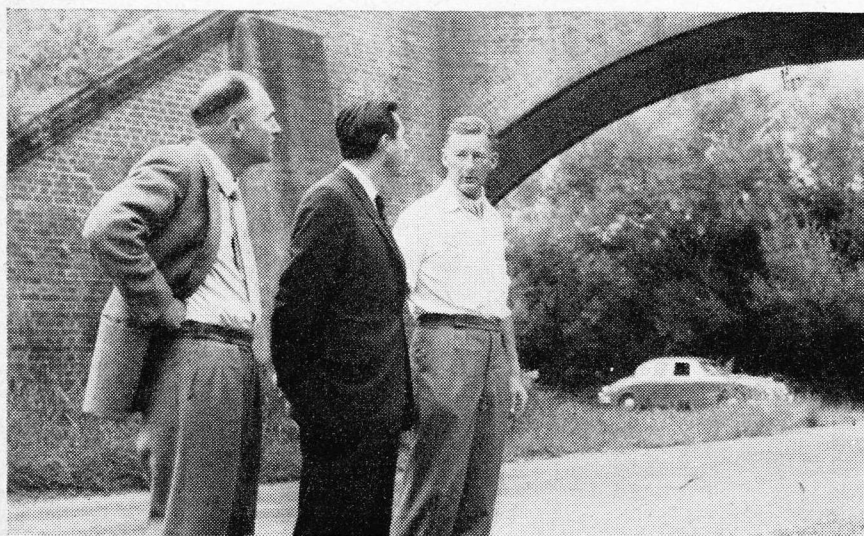
STANLEY SCHOFIELD PRODUCTIONS, LTD., in response to an increasing demand from America for the popular "Sound Stories" motor sport records, have appointed a distributor there. He is Bill Quinn, a well-known American enthusiast, who has formed a company, Grand Prix Records, Ltd., of 724 North Lake Street, Burbank, California.



ABOVE: The beautiful new Volvo sports car, the P1800, shown for the first time at the Brussels Motor Show. Production starts in September, but no price or performance figures have been announced. RIGHT: The new car's 1.7-litre, 100 b.h.p. four-cylinder engine.



★
BELOW: Jack Brabham will race a G.P. Cooper in Tasmania on 5th-7th March at the Tasmanian Light Car Club's meeting there. Here he discusses the circuit with officials.



CORONATION SAFARI

BY the first week in January more than 60 cars had entered for the 1960 East African Safari, which is to take place through Kenya, Uganda and Tanganyika from 15th-18th April this year. Final closing date for entries is 12th March. Entries so far received include three Ford Anglias from Dagenham, in the hands of Ian Walker/L. Baillon, P. Hughes/R. Benstead-Smith and J. M. Uren/M. P. Armstrong. Five Sunbeam Rapiers and a Hillman Minx have been entered by the Rootes Group, and their drivers will be Paddy Hopkirk/G. Alexander, Peter Jopp/Mandeville, Peter Harper/J. Bush, Miss Mary Handley Page/Mrs. J. Bush, Ronnie Adams/J. Boyes and, in the Minx, D. McDonald/J. Greenly. Four works Ford Zephyrs will be driven by Cuth Harrison, Tommy Wisdom, Denis Scott and Edward Harrison.



←PROFILE—PHIL HILL

BY CHRISTOPHER NIXON

A SHORT while ago there was not one American racing driver to be seen on the Grand Prix circuits of Europe. Now there are four—and of those four the best is probably the most interesting personality also. His name is Phil Hill.

Born 32 years ago in Santa Monica, California, where he still lives, Phil became interested in cars very early on in life. He was a "fanatic" at the age of six. "In the afternoons when school was over I would go to a junk yard and peer at all the old cars. I learned the names of all the cars, old and new, and I used to spot them on the streets."

His first car came six years later, when, for \$10, he bought a Model T Ford. Now even in America you can't get a driving licence at the age of 12, so Phil used to take the Model T down to the dirt track at Santa Monica canyon and play around there.

After a period at high school Phil enrolled at the University of Southern California, where, for the want of something better, he studied Business Administration. Two years later he got up and walked out. "I wasn't getting anywhere at all and I still had no idea of what I wanted to be."

For a time he worked in a garage in Los Angeles. He bought an M.G. TC which he modified himself and then raced a bit. He still had no idea of what he wanted to be, and although racing appealed to him he couldn't reconcile himself to making it a career.

He changed his job and went to work for a West Coast distributor of foreign cars, who sent him over to England where he worked as a trainee at Jaguars. After six months he returned home, with a greatly increased mechanical knowledge and a Jaguar XK 120. He raced this in 1950 and won his first race at Pebble Beach after what he calls the worst drive of his career. "I just drove so badly that everyone else got out of my way."

After about a year he sold the Jaguar in part exchange for a beautiful 2.9-litre Supercharged Alfa Romeo. "This was a fabulous car. It was in the works team for the Mille Miglia of 1938 or 1939, I forget which."

Unfortunately, the Alfa proved to be unreliable and so it was sold. It was at

this time that both his parents died within a few months of each other. "They never really objected to my racing activities. They thought that it was just a phase which I would get over sooner or later."

The money he got for the Alfa, together with some of his inheritance, Phil bought a 2.6-litre Ferrari. This car he picked up at what, for a Ferrari, was a very low price. But he kept quiet about it. "I was afraid that some of the other guys might start buying Ferraris too and then I'd lose my advantage!"

In 1952 he entered the fantastic Pan-American road race. Driving Allen Guiberson's Ferrari he came home a very creditable sixth overall.

The next season he swapped the 2.6 Ferrari for a 2.9-litre model. With his close friend Richie Ginther he went to Le Mans where they drove an Osca with no success at all. "The diff. packed up and that was that." Then it was the Pan-American again, and it was in this event that Phil had the only bad accident of his career—he fell off a mountain. After the shunt, he and Ginther, who was his passenger again, picked themselves up and climbed back up to the road. It was 17 hours before they could get a lift to Mexico City!

For some time Phil had been bothered by an ulcer. He was still undecided as to whether he should make motor racing his career, for in America racing drivers were rather looked upon as freaks, and racing was definitely not regarded as a decent job for any respectable young man.

These problems set Phil, a deeply introspective person, at odds with himself, and he worried about them to such an extent that he got an ulcer. He couldn't keep any food down and so he took a load of baby food with him on the Pan-Am, but even this proved too much at times.

The result of all this was that Phil's doctor told him that unless he stopped worrying, he was in for a lot of trouble from his ulcer. So Phil decided to give up racing and see if he could sort out his problems.

For 10 months he never went near a race track. He stayed at home and, with his brother, set about restoring an old Pierce-Arrow. He couldn't shake off the racing bug, though, and so, in spite of being a "mass of nerves" he entered a race at March Field in November, 1954, where he managed to finish second.

Then came an offer from Allen Guiberson. Would Phil drive a 4.5 Ferrari in the Pan-Am event? Yes, said Phil, he would. This race, in which he finished a splendid second, was the turning point in his life. "It made me realize that racing was the career for me. I decided to make an effort to improve my technique, with the ultimate aim of joining a European team."

The year 1955, was a pretty successful one. After a mix-up at Sebring he and Carroll Shelby were relegated to second place when the Hawthorn/Walters Jaguar was finally named the winner. He scored wins at Pebble Beach, Elk-

hart Lake and Nassau, and made another abortive trip to Le Mans.

These performances prompted Luigi Chinetti to get him a drive in the works Ferrari team at Buenos Aires (having already got him his two Le Mans entries). In the race Phil finished second, driving with Olivier Gendebien. This led to an invitation to join the works team in Europe.

So Phil's ambition was realized. He was now a member of a European team. He finished third at the Nürburgring and then won the Swedish G.P., where he drove with Trintignant.

In spite of these good results Phil was never offered a Formula 1 drive. This situation prevailed throughout the 1957 season too, although he had been led to believe that he would be driving single-seaters when he was offered a place in the team.

Obviously, Formula 1 racing was now his ultimate objective, and since there were none forthcoming Phil began to wonder if Ferrari thought he was a good sports car driver but not good enough for G.P.s. "Naturally, this worried me considerably, for there are quite a few drivers who just can't make the grade in Formula 1, and I thought that perhaps I might be the same."

Finally, he was given a car in practice for the Argentine G.P. in 1958. He did very well and Ferrari said that he could share a car with von Trips in the race. This was not to be, however, for Taffy pranged and that was that. Things were brighter in the sports car world though, for he and Peter Collins won both the Argentine and Sebring events. They then finished fourth in the Targa Florio and at the Ring he and Musso finished fourth again. Then came Le Mans, where Phil drove one of the finest races of his career, and showed that, as a wet weather driver, he is one of the best in the world.

Since then, of course, Phil has become a member of Ferrari's G.P. team, and although last season wasn't a rewarding one as far as success is concerned, Phil has undoubtedly proved that he is a very fine and able G.P. driver.

In order to get to know Phil Hill it is as well to take into account that he is a very self-critical, at times withdrawn and usually rather impatient individual. These characteristics would perhaps tend to put some people off immediately. He can be very abrupt at times, and if he is not interested in the subject about which one is talking to him, he can convey this disinterest at once, simply by replying "yes", in an acid tone, to one's comment.

However, if one can accept this as being just part of his make-up, rather than an indication that he is very anti-social, it will be found that he is a very interesting, amusing and likeable man.

He stands about 5 ft. 10 ins. in his socks but his height is seemingly reduced by his stocky build, for he is a muscular man who likes to keep himself in good shape. To this end he eats well and likes "everything good, especially sweets and nice fattening things. I drink on occasion and cigarettes are my downfall.

In the last four years I have 'quit' about half a dozen times, and have smoked probably about 20 per cent. of the time. However, I have not given up hope that each time might be the last."

Although he has come close to getting married some three or four times in his life he is as yet unmarried, and is now "pretty used to being a bachelor". He lives by himself in California. His main interest other than racing is music. He has a special "music room" in his house, fitted with Hi-fi and stereo equipment, and he possesses more records and tapes than you can shake a stick at. He loves Vivaldi, Beethoven and opera, and should you at any time be lucky enough to be invited to listen to a record with him—**KEEP QUIET!** Phil is the sort of person who likes to *listen* to music, and anyone who talks whilst it is on is likely to become unpopular—but quick!

He can be a very amusing fellow and his sense of humour is at times a little off-beat. At Monaco last year he tried the practice Ferrari which was far too "big" for him—he could hardly reach the pedals. This didn't exactly make for easy driving and he was back in the pits after a very few laps. "Wow!" he exclaimed, "what a *horrible* motor car. I darned near kill myself!"

"Where, Phil?" asked someone, thinking he meant he'd had an incident somewhere.

"Oh," said Phil, with a broad grin. "Everywhere, I guess!"

At times he talks so fast it is difficult to understand him. The words tumble out in a torrent, and it is not always easy to follow the line of conversation.

Phil's most exciting race was either the 1953 or 1954 Pan-American. "In both cases there was a certain desperateness combined with the totally unexpected happening that made the whole thing a nightmare from beginning to end. The 1953 race particularly was that way. Minutes before the start we found the entire battery mounting broken away, with five days of the world's worst roads ahead of us. From that moment on it was sheer pandemonium. *Almost* going off the road innumerable times, then getting into the lead, only to lose it because of tyre failures, and finally wheels collapsing, then more tyre and wheel failures, etc. etc. It eventually ended in our leaving the road rear end first and tumbling down a cliff in the mountains near Mexico City.

Fortunately, neither Richie Ginther nor myself was hurt."

His most disappointing event was, not surprisingly, last year's Le Mans. "Gendebien and I had done our darnedest to calculate what kind of a job was to be done, and even taking into consideration the two stops early in the race for the stuck fuel pump valve, our calculations seemed to have been correct, as we found ourselves in the lead not too much later. As time wore on we went into the lead on 'Index' as well. When the engine failed (not due to mistreatment as some of the Press implied, but due to failure of one of the copper-asbestos cylinder rings), it was really a shock. The team people claimed that they had known from the previous evening that the loss of water between pit stops was high, but they did not tell us for fear the competing teams might find out."

A racing driver is pretty choosy when it comes to buying himself a car and Phil's choice will probably surprise no one.

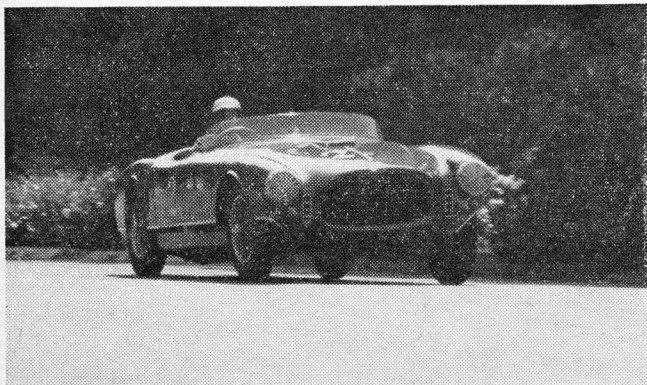
"At the moment I drive a Peugeot. In the past few years I have picked up a new VW upon my arrival in Europe for the season and have sold it upon my departure at the beginning of the following season. This was a very economical way to have good, new, sound transportation. However, after a rather more successful season in 1958 than in previous years, especially from a financial standpoint, I bought a Porsche 1600 Super for use in Europe. I have never been as fond of a non-racing car as I am of this Porsche. However, I learned many years ago (the hard way) that to drive any kind of a sporting type car on the streets in the United States is asking for trouble with the police. Beginning in 1952, I have driven nothing but cars with a very low 'attraction factor'. As a result I find that I get from A to B in even less time than before, have more fun in the process, and am not bothered by the police!

"Funny incidents? Oh, yes, there have been stacks of them. The one I remember best, I think, happened during the 1954 Pan-American race. I was driving, with Richie Ginther again, in the 4.5-litre Ferrari (the first in sports car form) that Ascari had won with at the Nürburgring in 1952. It had been completely rebuilt and changed a little besides. It now accommodated two spare tyres in the back instead of one,

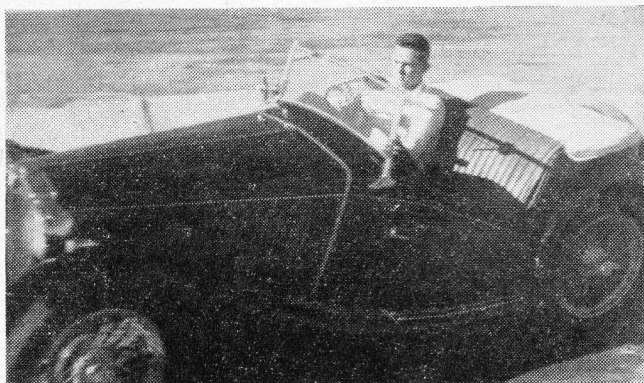
and sported a 'fin' à la Jaguar D-type. The extra tyre was placed in the rear-most part of the boot and the load was carried by the aluminium skins of the coachwork and not by the frame at all. Naturally the car had become a regular rattle-trap, even by the end of the first day, but so had all the others in previous years, and we could see no reason for concern. Nevertheless, by the end of the second day (Mexico City), the car felt as if it were going to shake to pieces. The brakes had finished themselves on the leg between Oaxaca and Puebla though, and we worked nearly the whole night relining them with no time to look after the coachwork. After two hours' sleep (the crew had left with the pick-up truck for Durango 600 miles to the North), we found our way to the starting line and headed first to Leon, then to Durango. On the way to Durango we saw our pick-up beside the road. They had not been able to get to Durango before the roads had been closed. On this past leg the differential had begun to make ominous sounds and we were quite worried about having to do all the work by ourselves. At any rate, the funny incident happened when we arrived at the Durango finish and tried to get out of the car. We were totally exhausted. I tried to open the door on my side of the car. It wouldn't budge. Finally, after kicking it, it flew open. Then I went around to try to help Richie who was having trouble with his door. We fought and struggled with the damn thing (certainly he could have climbed over, but by now we had become really curious as to what was going on!). Finally we took a bar to it, and all at once the whole rear section of the car, from the door jams rearward, fell crashing to the ground. It simply rolled off the rear of the frame. The weight represented by that spare wheel out at the very tail end had been too much for it and the only thing that was left holding the tail section on were the two door pegs in shear. All the usual welds (normal Italian practice) holding the body to the frame had broken. Believe it or not, none of the crowd of spectators said or did anything until Richie and I had exchanged looks and had begun to laugh."

So far in this series, not one person has had a really good word for the new Formula. Phil is no exception, but he doesn't condemn it out of hand.

(Continued on page 110)



2.9 FERRARI. Phil was leading the race at Golden Gate Park in 1953 when the rear axle failed. Masten Gregory went on to win—his first victory.



BLOWN TC M.G. Phil corners his little car at a small test track near Los Angeles in the summer of 1949. He was then 21 years old.

OSLO STARTERS met snow and ice-covered roads right from the start on Monday. Here Peter Jopp and Les Leston, a Sunbeam works team entry, pass through a wood on the outskirts of the city.



First Reports...

The Opening Stages of the Monte Carlo Rally

From some of the starting points of the annual marathon our correspondents send us their news.

THE OSLO START

From Peter Jopp

NEARLY all the British competitors from Oslo arrived in the city last Thursday morning expecting normal Norwegian weather conditions only to find that there was no snow.

As the days passed towards scrutineering the weather was more like Monte Carlo than Scandinavia and the crews were to be seen near the famous Olympic ski jump looking for snow and ice to try out their new spiked tyres and to test their cars under the conditions they expected to encounter in Central Europe.

The "works" Sunbeam Rapiers of Jopp/Leston and Hopkirk/Scott were strongly supported by three private Rapiers and five Alpines. Three of these were entered by a Swedish team and one from Denmark. The other Alpine, of Sunley/Piggot, arrived at the last minute but represented a welcome return to rallying for John Sunley. Major Ian Baillie has also returned to the sport from official activities abroad to accompany the oldest competitor, "Pop" Jopp (Sunbeam Rapier). Alan Fraser has deserted his Alpine in favour of a Rapier.

The strong ladies' teams from the B.M.C. camp are led by Pat Moss/Ann Wisdom in an Austin A40 (known here as a "Futura"). Nancy Mitchell/Pat Allison (Austin 7) are supporting them; but their two great rivals for the all-important "coupe des dames" are Rosquist/Struve (Volvo) and the well-known SAAB "works" drivers Greta Molander/Helga Lindberg.

The Yeoman Credit Racing Team have

made their first entry into rallying with two Ford Zephyrs manned by Sid Allard/Bob Holmes and Eric Brinkman/D. Silverthorne.

Count Charles de Sallis/Fletcher are using a Lotus Elite for the first time in the "Monte" while ex-Lotus racing driver Bill Frost is helping Cuff-Miller in his Zephyr. The only small Ford from here is the new Anglia of Bryant/Pratt.

Using a French competition licence British drivers White/McAdam are on a Simca Aronde and are officially a French entry. They took this step because they could only have been "reserves" had they entered a foreign car in the normal way from England.

Peter Riley in his works Austin 7 was not really recognizable as he had shaved off his moustache, but Rupert Jones, his co-driver, was growing a beard so that no weight was saved!

Completing a whirl of local hospitality the Norwegian Rally Drivers' Club gave a dinner for all the competitors on Sun-

day evening. Les Leston, introduced as chairman of the B.R. & S.C.C., gave a very amusing speech of thanks on behalf of the guests. After this it was discovered that a heavy fall of snow had turned Oslo into a true Monte start.

On Monday all the cars were making their way to the start line with their drivers armed with the knowledge that although only three inches of snow had settled in the city, in the country on the route down through Scandinavia it was building up into deep drifts.

Everyone present at Oslo seemed to be of the opinion that this year the winner would come from this control, in spite of the now prevailing conditions, as Scandinavia, with its hundreds of snow ploughs, would be able to "clear the way" as is their normal daily practice.

Even if the final placings don't find Oslo starters to the fore, everyone will leave here with many happy memories of friendly people, Norwegian sportsmen, and excellent pre-Rally organization and start control efficiently carried out by the Royal Norwegian Automobile Club.

THE FRANKFURT START

From Gregor Grant

BOTH British crews in their Sunbeams arrived safely in Frankfurt, where heavy snowfalls have been accompanied by sharp frosts, making for extremely slippery roads. Up till the time of scrutineering on Monday, the autobahnen were clear, and were being swept and gravelled continuously. Heavy snowstorms were experienced between Liège and Frankfurt, and at times the roads were glass-slippery. It was most enlightening to be whistling along at around 120 k.p.h. when my crew, of David Dixon and Mike Durnin, pointed out that pedestrians could not stand up on the icy roads.

The re-routing of the first stage to Liège via Nürburgring has added both to the difficulties and the distance. Peter Harper and Raymond Baxter reckoned that it was more like 330 kilometres



LEAVING OSLO on their long and arduous journey are Paddy Hopkirk and Jack Scott in another of the works Sunbeams.

IN PARIS Jimmy Ray fits chains to a spare wheel as an additional precaution against ice-covered roads. The Sunbeam he is driving is also fitted with steel-studded Dunlop Duraband tyres, which give a quite remarkable degree of grip on "normal" ice; the chains are presumably just in case!

than 299 kiloms. as stated. This meant that we faced a minimum average of somewhere around 64 k.p.h. to reach Liège on time.

Both Sunbeams have been equipped with the new steel-studded Dunlop Duraband tyres, and these appear to give remarkable grip on normal ice; we have yet to experience the dreaded "black stuff", but from all accounts there will be plenty of it. Plenty of snow has been forecast; a temporary thaw was followed immediately on Sunday night by hard frost, and cars were skidding and sliding about in all directions. About six inches of snow fell in rather less than 24 hours, with temperatures down to the low twenties.

The 17 starters are made up of 13 Germans, two British, one Belgian and one American, the last-named being in an M.G. "1600". The German Peter Lindner is in a 3.4 Jaguar, whilst Leslie Brooke and Prince Frederik-Karl are in a 1000S DKW. Two-strokes are well represented with three Lloyds and a couple of DKWs. There are also a trio of diesel-powered Mercedes, and a couple of NSU Prinz "600s".

The rally cars attracted a great deal of attention, for Frankfurt is a new start for the "Monte". Starters from The Hague and Oslo also call here, and are routed via Liège.

We can anticipate very wintry conditions in the Eifel mountains and in the Ardennes, and according to the French radio, heavy snow was falling in the Massif Central areas, and in the Alps. We were amused to hear that it was fine weather in Oslo, where snow is normal this time of the year. Stanley Schofield flew in on Sunday, and reported that although it was bitterly cold, there wasn't a sign of snow.



THE GLASGOW START

From Peter Craven

At five to eleven on Monday night the Lord Provost of Glasgow, Sir Myer Galpen, M.P., flagged away the first of the 72 starters from the Royal Scottish Automobile Club in Blythswood Square, Glasgow. There were several non-starters, including E. Malkin/E. Hunt (Sunbeam), Ernest Brett (3.4 Jaguar), John Young (Ford Anglia) and John Stoddart/R. T. Burn (Standard Vanguard). J. H. Huntridge was almost a non-starter when the flywheel housing of his Austin Seven cracked. The car was worked on throughout Saturday and Sunday night to replace the housing and the job was finally finished at 6 a.m.

on Monday, when the car was sealed.

Confusion arose at the official sealing about whether or not rocker covers should be sealed—similar to the 1958 start, when the question of sump sealing arose. In most cases competitors sealed their rocker covers, some of them having to get nuts and studs drilled for the purpose, while some had them both sealed separately. One or two queries arose concerning modifications and categories and A. K. Stevenson, secretary of the R.S.A.C., suggested that the questions should be referred to Monte Carlo by telephone since nothing could be done at Glasgow.

Among those in difficulties on this point were the Austin A99s of M. J. Bausola/J. A. Barlow and J. H. Latrobe/J. Spiers, both having four-speed gearboxes with floor-mounted levers, and the A35 of J. Heppenstall/George Knowles, which had engine and chassis modifications.

It was said by A. K. Stevenson to be the easiest time at scrutineering for years, good weather and dry cars enabling the work to be carried out more quickly, and the whole process was completed in less time than in previous years.

THE BARNBY MOOR CONTROL

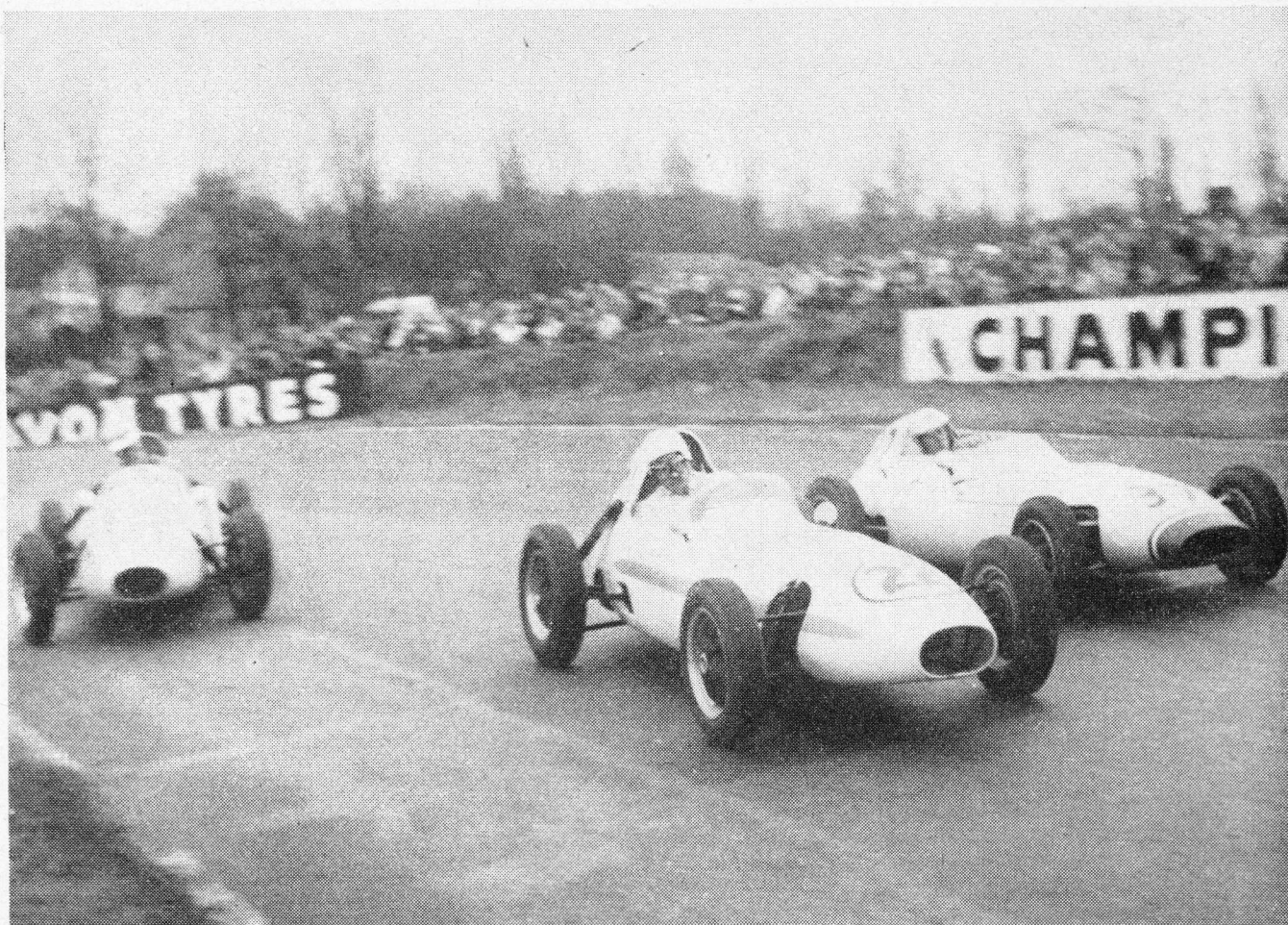
From Francis Penn

As competitors left Glasgow snow began to fall, increasing until cars had covered some 20 or 30 miles and then easing off to become rain. Road conditions were good all the way down with the exception of Bowes Brough, where frozen snow, hard-packed and rutted, was encountered. This did not, however, impede progress, but a large

(Continued on page 116)



IN GLASGOW the plombier fixes his official seals to the engine of J. R. Cotter's car by the light of a powerful inspection lamp.



Formula Junior Prospects . . . THE TECHNICAL SIDE

AT the Racing Car Show, Formula Junior cars were selling like hot cakes. Frank Nichols, who has got down to real flow production in his new big factory, actually sold 15 Elvas then and there with plenty of enquiries that may lead to further orders. The other constructors also reported good business, so we can look forward to some exciting struggles among large numbers of these evenly matched little cars. Open-wheeled single-seaters are always more interesting to watch than all-enveloping sports cars, because one can see so much more of what is actually going on.

Nevertheless, there will be some headaches for race organizers and scrutineers until the regulations are well understood. Some extra equipment must also be installed in the scrutineering bays. The first essential piece of apparatus is the roller device that the trials boys use. Limited-slip differentials are forbidden, and there is little temptation to use them on British cars because they all have independent rear suspension. However, some of the foreign cars have rigid axles, and a little bird tells me that several of these would certainly not pass the roller test.

The minimum weight clause will necessitate the use of a weighing machine. Something quite simple will suffice, and there is no need to go to the expense of installing a pukka weighbridge. Most of the Juniors could easily be "fiddled" to

weigh too little, and so a weighing routine must be standardized at every circuit. The scrutineers will have to become extremely expert in recognizing non-standard cylinder heads, for this is the limiting factor in most tuning operations, and the forbidden but highly desir-

BY JOHN BOLSTER

able special ones are so easy to obtain. British engines are cursed with cast iron heads and so, in general, have a lower power output than the Continentals.

B.h.p. figures obtained from different sources are notoriously misleading. However, by comparing various bench test results with known speeds, I would suggest that the following figures are not far out. In every case, these are the "best ever", and most engines will develop rather less than these super-tuned efforts.

FIRST fully representative Formula Junior race in this country was held at Brands Hatch on Boxing Day—in bad conditions. Side by side as they near the end of the last lap are Peter Arundell (No. 22) in an Elva-Auto Union 1,080 c.c. and Peter Ashdown (Lola-Ford 997 c.c.). Holding a slide behind them is Chris Threlfall (Elva-Auto-Union).

Auto Union	... 92 b.h.p.
Fiat	... 80 b.h.p.
B.M.C.	... 72 b.h.p.
Panhard	... 70 b.h.p.
Ford	... 70 b.h.p.
Renault	... 62 b.h.p.

The Auto Union is a two-stroke, and it is very expensive to buy, simply because some engines will respond to tuning and others will not. One may spend £100 on tuning one of these engines and then have to throw it away. Another apparently identical example may take the tuning, and then you have a sure-fire race-winning proposition. So, a fully tuned German two-stroke will set you back about £425! However, there's another side to this two-stroke lark.

A Formula Junior car with one of these two-stroke engines will consume petrol at the rate of 7 m.p.g. That is immaterial in a Brands Hatch sprint, but long-distance races for F.J.s are a certainty. As this fuel consumption is double that of a full Grand Prix car, obviously the weight penalty is prohibitive with a 792 lb. car, and pit stops will be the only answer. The Fiat engine is the fastest four-stroke so far, because it has an aluminium cylinder head, but as it is a full 1,100 c.c. unit, the higher minimum weight scale is operative as compared with the usual 1,000 c.c. power plants.

I doubt whether the B.M.C. engine will ever produce more than 75 b.h.p.

THE COOPER, which made its racing debut on Boxing Day, is powered by a B.M.C. "A" series engine mounted at the rear in accordance with Cooper practice.

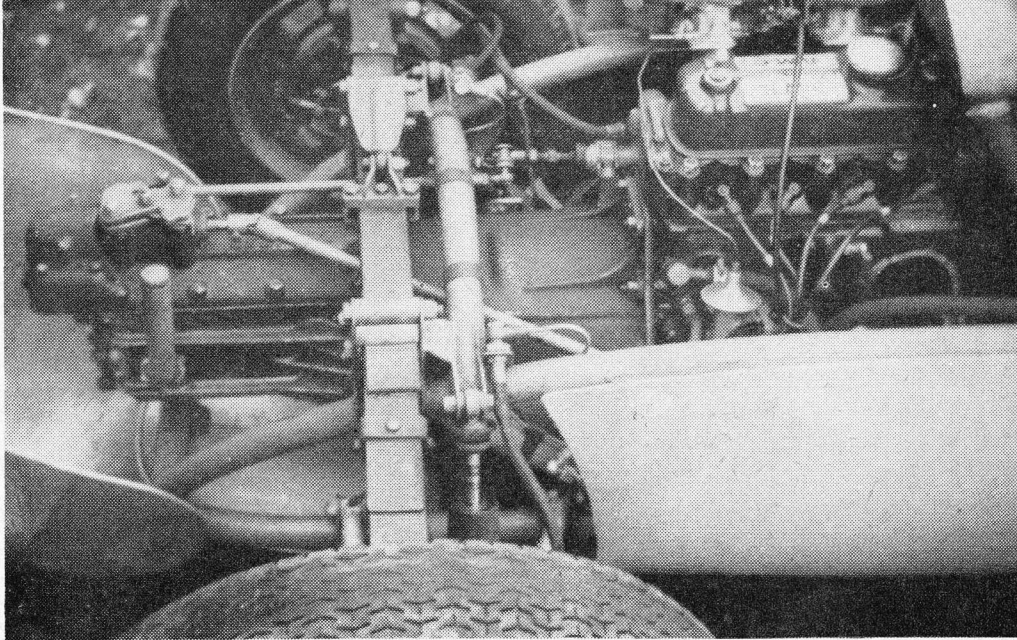
reliably, and most of those racing are only giving 65 b.h.p. The Ford is too new to have given of its best yet, but some tuners are finding that it is if anything too over-square. It will have to maintain very high revolutions if it is to develop the same sort of performance as the Fiat. On circuits with long straights, the British engines are simply not powerful enough. One only hopes that an aluminium head with separate ports will be standardized by one of our big manufacturers.

As regards chassis design, there is no point in paring weight to the usual racing limits or the minimum permitted figure will be passed. Similarly, nothing very drastic can be done aerodynamically because open-wheeled bodies are compulsory, with a maximum body width and a minimum track. Given reasonably equal engines, a most important feature is going to be the mechanical efficiency of the transmission.

In the case of the Elva and the Gemini, some power is lost through running the universal joints at an appreciable angle, and more b.h.p. is dissipated in the three-pinion step-up gearbox ahead of the hypoid. The Cooper and the Lotus have no propeller shaft losses, but they both have all-indirect gearboxes which waste some power on top speed. The Lola has a propeller shaft but its universal joints are not called upon to work at a large angle. It has no auxiliary step-up gears and it has a direct drive on top speed. It would appear, therefore, that with a given engine the Lola should have fractionally the highest maximum speed, though the Stanguellini equals it in this respect, if not in roadholding. With limited power in the engines, I feel that much more thought should be given to this transmission problem.

The modern gearbox with constant mesh gears wastes quite a lot of power in oil churning. The early crash boxes with sliding pinions would certainly be more efficient. In the old days, clever people used to evolve a method of putting the layshaft gears out of mesh, so that the layshaft ceased to revolve when top gear was engaged. This idea was popular at Brooklands, and it may well be due for revival. For very short races, one might risk running with virtually no oil in the gearbox, as was often done for sprints. Indeed, many of us used to drain our engines on the starting line at Shelsley to reduce oil drag! For short record attempts, back axles have been lubricated with water for the same reason. All of which pinpoints the value of reducing drag when power is limited.

The question of cost looms large in Formula Junior. If a firm like Renault, owning its steel mills, its coal mines, its foundries, and so forth, were to build Juniors in quantity, it could sell them at a profit for £250 ready to race. The small producer, making not more than 10 a week, is unlikely to sell race-winning cars ever for less than £700, and there will be precious little profit in that. Even at that moderate production rate, however, he will be able to buy components and raw materials at advantageous rates. The amateur, who designs and



builds his own car, may easily spend £1,000 if he is not careful.

Formula Junior is not as cheap as was originally hoped, but the cars do contain a great many parts that can be replaced cheaply. Most of the highly stressed components of the F.J. car can be bought over the counter in any large town, and so the owner does not have to lug around the expensive load of spares that the classic racing car demands. In this respect, Formula Junior is an advance

on almost every other form of racing. Above all, it is the real thing—single-seater racing.

Are we over-producing F.J. cars, and will the demand dry up? Certainly, Britain is producing the best chassis of this category, and the Americans are bound to go for the new racing. I think that we shall have a steady market for some time to come, and I only wish that we had a really "tunable" engine among our small cars.

The Overall Picture

The Racing Prospects

BY DAVID PHIPPS

THE Brands Hatch Boxing Day meeting usually provides a mid-winter outing for a lot of much-used machinery, but in 1959 it produced a whole field of new cars in what must be considered the first fully representative Formula Junior race to be held in this country, and a very exciting event it turned out to be.

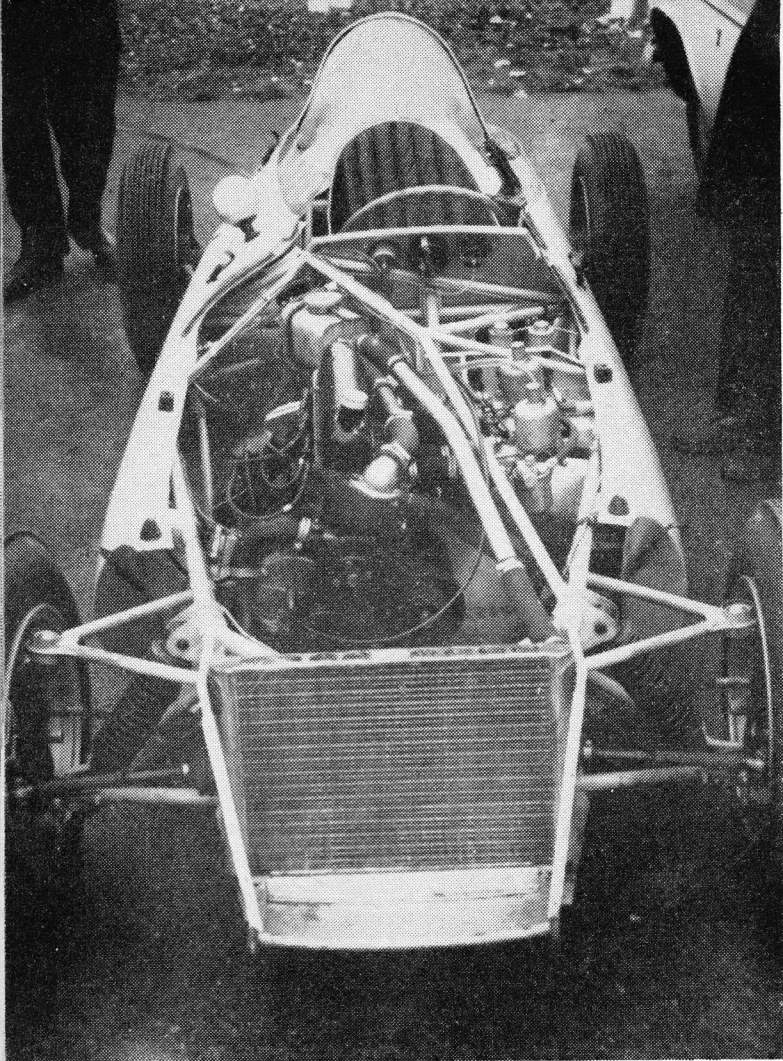
Only in the last few months have the majority of British manufacturers taken a serious interest in the new formula. Frank Nichols, who realized the commercial possibilities of the category earlier than most, was the first to get a car on the circuits, and the Elva has been easily the most successful marque in the few races so far held in this country. In addition a privately owned Elva, driven by Bill de Selincourt, considerably surprised the Continentals by winning the Cadours race in September against strong Italian opposition.

Stanguellinis, which dominated Continental events last year, had things all their own way in the Junior race held at Sebring before the United States Grand Prix, but an Elva-Austin was victorious at Marlborough shortly afterwards, giving a further indication of things to come when full fields of British cars compete against the Italian machines.

The Italian manufacturers, of course, had a considerable advantage in that the formula was originally inaugurated in 1958, on a national basis, in a desperate attempt to train a new generation of Italian drivers. By the start of 1959 the Stanguellinis, with their highly tuned Fiat 1100 engines, had undergone con-

siderable development, and several other manufacturers—notably Taraschi, de Sanctis and Volpini—were making vigorous efforts to catch up with them. One manufacturer even went so far as to fit a 1,500 c.c. engine, but won the next race by such a margin that the organizers decided to check the car's capacity, only to find that both car and constructor had mysteriously disappeared, without even waiting to collect the prize money. The French, surprisingly enough, produced several Panhard- and Dauphine-engined cars, and in Germany and Austria a number of DKW-based single-seaters appeared, but none of these was really able to challenge the Stanguellini domination.

The first British Formula Junior race, run concurrently with a *Formule Libre* event, at Snetterton in June, produced two starters and no finishers, but a rather better supported race at Brands Hatch on August Bank Holiday was won by the Moorland, which subsequently became the Gemini, with Elvas second and third. Elvas came first, second, third and fourth in the Brands Hatch race on 4th October, and despite what the pundits forecast, they won again on Boxing Day, although closely pressed by Ashdown's Lola-Ford. For this race Frank Nichols had fitted two-stroke three-cylinder Auto Union (popularly known as DKW or "Deek") engines in two of his cars, which subsequently finished first and third, but Bill de Selincourt's Elva-Austin was fastest in practice—only to spin on the first lap of the race—so it would be



★

THE LOLA employs an all-offset layout to permit a low centre of gravity. The driver is offset to the left side, the engine and transmission to the right. Power unit is a Ford 105E engine mated to a B.M.C. "A" series gearbox.

★

unwise to assume that the 1,080 c.c. Auto Union is the power unit for the formula; furthermore, Ashdown's Lola, with its 997 c.c. Ford engine only moderately tuned, was virtually as fast on the straight.

Power outputs of over 80 b.h.p. from the Auto Union, and between 70 and 80 b.h.p. from both Austin and Ford, have been quoted by various tuners; of the latter two engines it would seem that the Ford should eventually prove superior. The B.M.C. unit can be enlarged to around 990 c.c., and fitted with special crankshaft, pistons, camshaft and valve gear, but a major restriction to power output is imposed by the three-part cylinder head, which must be retained to comply with the regulations. The 997 c.c. Ford, with its excessively short stroke, is basically a more advanced design, but requires special bearings (and probably a new crankshaft) for sustained high-speed running, and the shape of the combustion spaces is such that some tuning specialists are thinking of filling in the standard cylinder head with bronze or a similar material and completely reshaping it. For maximum output the Ford also needs extensive modifications of the more conventional type, particularly of cam profiles. Whatever engine is used this formula is certainly going to prove the truth of the old adage "Power costs money".

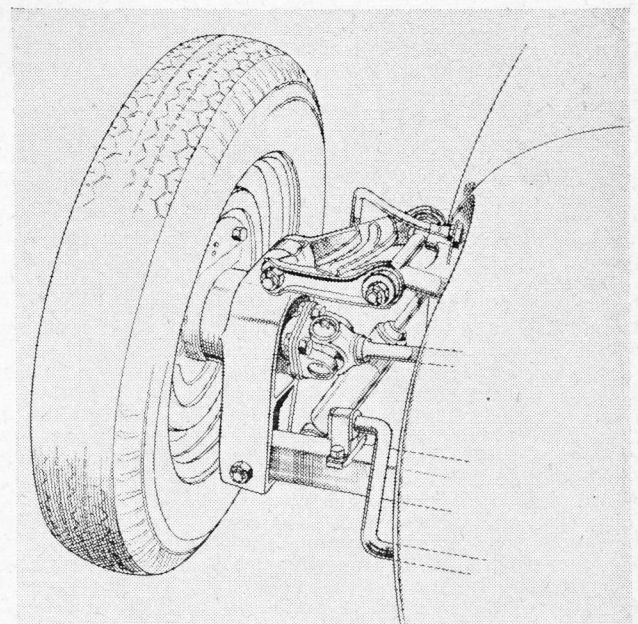
But the biggest surprise of the Boxing Day meeting was the disappointing form of the Coopers. Perhaps resting on their laurels after winning the Formula 1 and Formula 2 Manufacturers' Championships—particularly as Ian Burgess had done a 59-second lap of Brands Hatch with the prototype Junior car—they found on Boxing Day that their special

engines were considerably down on power, while the cars were obviously not handling well. During the following week a concerted effort was made to rectify this situation. It seems unlikely that the Junior Cooper, which has the same basic layout as the firm's other cars, will put up such a disappointing performance again, although it could well be that the limited power output will make it more difficult to drive "on the limit" than the Formula 2 Cooper, and Formula Junior races are going to be run very much on the limit this year.

★

CONTINENTAL: Suspension details of the Italian Moretti Junior 1100.

★



After continual engine trouble during testing, and an unaccountable lack of power during practice, the Lola-Ford went extremely well on Boxing Day, and in another lap might have overcome the disadvantage of starting from the back of the grid, although it is interesting that Ashdown did not record fastest lap. The Lola's structurally inelegant, all-offset layout does not seem to confer any disadvantages, at least at Brands Hatch, although power losses through the transmission may become noticeable on longer, faster circuits.

The Geminis were disappointing, particularly as they have performed well during tests, and the Lotus was too new for its potential to be judged. It arrived unpainted, untested, and with a virtually standard engine, and after practice was fitted with the engine from Graham Warner's Gemini, which had left the track when its bell-housing disintegrated. This also damaged the flywheel, so the crankshaft was hastily changed and the final bolts were tightened a few minutes before the race started. That so much could be done in less than three hours does vouch for the serviceability of the new Lotus, however, and with its small frontal area, efficient suspension and low centre of gravity it can be expected to go well once the chassis and engine have been thoroughly tested.

All these, together with two other British cars, not yet announced, and several home-built machines should ensure adequate diversity of shape, sound and colour for even the most casual spectator. Unfortunately, it is going to be very difficult for the home-built cars to compete on equal terms due to the cost of engine development, for the regulations virtually dictate that there cannot be a really cheap, successful Formula Junior car.

In general terms it would appear that participation in this category could well cost as much as, or more than, 1,100 c.c. sports car racing, particularly as engines become more and more highly tuned. There is some doubt at present about the amount of financial support which the formula will receive, but in general terms it can be expected to equal that provided in the past for 1,100 c.c. sports

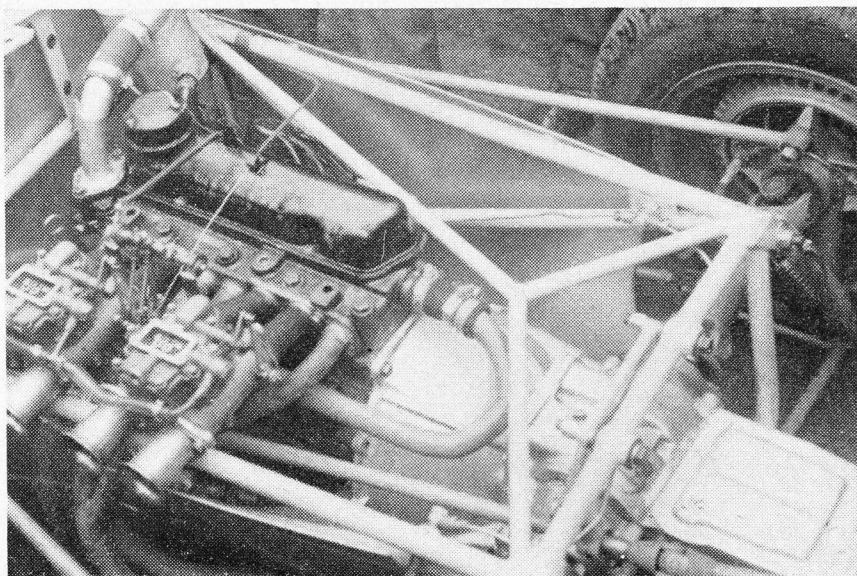
LOTUS rear-engined Junior car is powered by a Ford 105E engine with a Renault Dauphine gearbox/final drive unit behind it.

cars, which the Junior cars will presumably replace at many meetings.

While there are now enough different British makes for really first-rate Formula Junior races to be held in this country, it would obviously add to the interest if representative Italian, German and French cars could be brought over for certain events. So far nothing has been seen of Continental Junior cars on our circuits, despite attempts to entice Scuderia Madunina, an elaborate racing car transportation organization run by Marcello Giambertone, to Brands Hatch.

Even if the same thing happens this year, British and Italian cars are almost certain to be matched in Continental events, and it will be interesting to see the outcome of both high-speed circuits and those which place a premium on roadholding. Stanguellini have been timed at over 130 m.p.h. at Monza, which suggests that the extra power of the Fiat 1100 engine might be conclusive on long straights, but it seems to be generally agreed that the all-independently sprung British cars should have the advantage on short, twisty circuits.

Race organizers in this country are anxious to restrict the Junior category to the type of driver for whom Count



"Johnny" Lurani originally intended it, and thus it has been suggested that drivers who last year competed in a *Grande Épreuve*, or more than one Sports Car Manufacturers' Championship event, should not be eligible. This would leave the way open for the "up-and-coming" driver to obtain valuable experience in single-seater cars with a fair chance of success, and perhaps help

to keep the cost of this type of racing within bounds.

With engines of generally similar power output, cars of almost identical weight and drivers of broadly comparable ability, Formula Junior seems certain to provide close and interesting racing. As long as no single car or engine becomes dominant, this is a formula which could last for years.

CORRESPONDENCE

Herr Levy and the R.A.C. Rally

MR. WILCOX'S remarks do less than justice to Wolfgang Levy. Firstly, his car by its performance may have given Mr. Wilcox the impression that it was a G.T. coupé, but, in fact, it was a Production Touring Car. Secondly, Levy's class was certainly the largest, and possibly the "hottest", in the Rally, comprising no fewer than 39 crews and including "works" teams from B.M.C., Ford and Standard-Triumph. For a stranger in a strange land to defeat these native crews on their own terrain, to be one of the few drivers who visited the Braemar Control and to lose no marks elsewhere, in my view, thoroughly justifies the label, "excellent".

Finally, I cannot agree with Mr. Wilcox's implication that an expensive car should defeat a cheaper one. The results of rallies everywhere prove that it is the crew and not the price of their mount which determines the finishing order, and this observation is not confined to rallies. Which is the more expensive—the Cooper or the Ferrari?

JOHN GOTT.

ST. ALBANS, HERTS.

Timely Note

WINTER motoring is often classed as a hazardous pursuit. But it need not be. Many accidents we see during the wet or frosty days of winter are caused by the way in which drivers attempt to stop their cars in an emergency. Too often drivers slam on the brakes—and leave them on. The result: only too often a complete locking of all four wheels and an uncontrolled slide causing—probably—expensive damage to several cars.

When wheels lock you must immediately release your brakes and reapply them. Firm and frequent brake applications can result in safe speed reductions without skidding, giving tyres their chance to grip the road and do their job properly.

JOHN DAVY, Chairman and Managing Director,
J. Davy (Car Hire), Ltd.

215 BROMPTON ROAD, LONDON, S.W.3.

Siting the Grand Prix

I WOULD like to say a few words about the possibility of staging the British Grand Prix at Oulton Park.

With the transferring of the British Empire Trophy race to Silverstone, Oulton Park has only one really important event, the Gold Cup, while Silverstone has more than enough. This

step has, in addition, left northern enthusiasts with very few "big" races to visit. This overcrowding of races at Silverstone—there is a race there almost every week-end from March to October—strikes me as being rather selfish on the part of the organizers and the enthusiasts round Silverstone. What do other readers think?

In answer to Mr. Williamson, who stated that a Grand Prix at Oulton Park would result in a 1-2-3 victory for Coopers, I would only say that, although this might happen, it would show up the true skill of the drivers, as Oulton Park can be likened to a miniature Nürburgring, more than at Silverstone. Anyone who states that an airfield circuit is better than a true road circuit for both racing and watching must be speaking without appreciation of the facts.

P. E. RICKITT.

LYTHAM ST. ANNES.

Formula Junior

I REFER TO Mr. C. J. Lawrence's letter published in AUTOSPORT last week.

Whilst I agree that the regulations have not been well defined, I would point out that they were published in 1959, and that many cars have been built complying with these regulations. It is quite within the power of the scrutineers and organizers to stop any car competing which infringes the rules. I fully agree that a weighbridge must be at all meetings, so that the rule governing the minimum weight can be strictly enforced. To stipulate a maximum price as a step in the right direction would never work, as invoices are far too easy to produce.

This is an International Formula and no rules can be made by the R.A.C. but must come from the F.I.A. If there are to be changes in the regulations they should be published as soon as possible, but not become operational until 1961. Obviously we in England cannot have rules just to suit some people, which are going to penalize our cars and drivers on the Continent.

As a member of the B.R.D.C. am I, and many others, going to be told that I cannot go motor racing? My garage has spent a lot of time and effort producing a car, and other members have either done the same or have one on order. To ban B.R.D.C. members from the formula would, apart from being most unjust, suggest that all its members can go out and get a Formula 1 car and have unlimited bank balances. Starting money and prize money is a matter for the organizers, and the R.A.C. cannot dictate to the Continent. It is very unlikely that they will offer large amounts, and this alone will deter the top drivers competing.

TED WHITEAWAY.

WORPLESDON, SURREY.

ABINGDON LINE-UP—Some of the B.M.C. team drivers. From left to right, they are: Tommy Wisdom, Alick Pitts, "Tish" Ozanne, Erle Morley, Rupert Jones, Donald Morley, Tony Ambrose, Peter Riley and competitions chief Marcus Chambers.

the amount which can be carried, and Marcus Chambers has very wisely cut this to a minimum—all of it essential and none of it "fancy". The cars all have an identical set-up, headlamp flashing switches, rev. counters, Continental air-horns, foglamps, demisters, special clocks, adjustable seat backs for sleeping and two spare wheels. Have you ever tried weighing a Reutter reclining seat, or, for that matter, that invaluable instrument the Halda Speedpilot? B.M.C. this year are definitely out for performance through lightness and the crews realize that they will not have it so luxurious as some.

Choice of starting-point was a decision that took much thought and assessment of past runs and past results. We worked on the assumption that one

The Road to Monte Carlo—The Backroom Story

John Gott, the Team Captain of the B.M.C. Rally Team, tells something of the planning behind a "works" entry. This year he is a "non-playing captain" owing to his appointment as Chief Constable of Northamptonshire, three days before the "Monte" started

THIS afternoon the crews will be streaming into Monte and very soon now we planners will know whether our ideas and tactics have panned out and the mechanics who worked such long hours will know whether "their" cars are in the select 90 to contest the Mountain Circuit or whether some adjectival driver has clobbered them!

Naturally enough the limelight is full on the crews, but the better the crew the quicker they will be to tell you that their efforts are only the culmination of hours of hard work and careful planning by people who must stay in foggy England far from the Monaco sun.

Of all the rallies to plan for, the "Monte" is the most difficult, for chance enters so largely into the results and the chances are not equal for all. However, it is the job of those who control the destinies of a "works" team to foresee most of the snags and ensure that their cars and crews are as well-fitted as possible to surmount them.

The decision as to what cars to use was not too hard.

The Mini-Minor and the Austin Seven had recently come on the market, are some of the most talked-of cars for years, are supremely manoeuvrable, light to shift out of snow (a very important point), and, being a new design, are ripe to be tested by lead-footed rally drivers. It is my own private opinion that a rally driver in a real hurry over the roads he or she has to operate on can put more strain on brakes, transmission and suspension than any other type of driver. Times without number have

components which have survived the allegedly supreme test, racing, come apart very quickly in a tough Continental rally.

Thus for the "Main Force" it was either Mini-Minors or Austin Sevens with an Austin A40 for Pat Moss and Ann Wisdom, this being the car they won the Coupe des Dames in (and finished 10th overall) last year.

To cover the maximum number of classes, the cars were either entered in Group 1 (more or less dead standard), or Group 2 (some modifications). In theory the Group 1 cars can go faster on the easy sections as the Group 2 cars have a lower ceiling average speed to maintain, but to enforce this requires a large number of checks, which we thought improbable. We felt that the Group 2 cars have the better chance, and have planned accordingly.

Equipment is always a headache for Team Managers, but a small car limits

must plan for the worst possible weather. On this assumption one must avoid the Massif Central in France, roughly from Mauriac to Bourgoin (and anyone who ran from Paris in 1958 will tell you why!). That cut out Glasgow ("on paper", in my view the most difficult of all routes), Frankfurt, The Hague, Lisbon, Rome and Paris. Of the remainder Warsaw and Athens took too long to get to, and that left Oslo. "On paper" this was the easiest route of all and had the advantage that the crews would be accustomed to ice and snow by the time they got to Chambéry where they will certainly meet it.

Nevertheless, one must not put all one's eggs in one basket, so we split the B.M.C. entry between Oslo and Paris. This latter point was chosen because it is easier to get to Paris than Glasgow in bad weather, because there is no sea crossing for the crews, no Customs worries once one has started and be-

FINAL THOUGHTS: John Gott (left) has a last-minute discussion with some of the B.M.C. team before their departure. The others are (from left) Peter Riley, Tony Ambrose, Pat Allison, Ann and Tommy Wisdom.



SLIDING STAR: Pat Moss sharpens up her reactions on the skidpan under Robbie Slotemaker's expert eye. In the back of the sliding car—thoroughly at ease—is Ann Wisdom.

cause the first Paris starter does not leave until 8.35 a.m., 19th January, whereas crews from other starting points leave long before that, so that Paris starters had an extra night in bed, which might pay off big dividends on the Chambéry-Monaco section.

We were not, therefore, surprised to see that Oslo was the most popular starting point and that Norman Garrad, one of the most experienced of all Competition Managers, has several of his cars starting from there. For the record, Fords have decided on Paris and Glasgow, as have Standard-Triumphs. It will be interesting to see who has guessed right!

Incidentally, once you have elected for one type of car and one particular starting point, you cannot change it, so it is not much good trying to pick other people's brains by copying their starting point.

The next vital items were the choice of tyres and a survey of the course, otherwise known as a *recce*. Before Christmas we combined the two chores. 1959 made it pretty obvious that in a bad year, i.e., a year with plenty of snow and ice, no one was going to do well in the Monte without steel studs in the tyres. Dunlops had been doing a lot of work on these, but although their studs gave excellent results on ice, they were not so satisfactory on dry roads (none of last year's studs made in any country were, for that matter), and few crews had the moral courage to stop and change wheels when coming off icy roads on to dry ones.

Reg Daw, Dunlop's "gen" man in this particular field, gave a lot of thought to

this matter and came up with some brilliant new ideas for 1960. He tried them out in England and they worked, but he came along with the B.M.C. *recce* to see them in action in the field. As a result, our cars have steel-studded Durabands all round, as have the Standard-Triumph "works" cars, some of the Ford "works" cars and some of the Sunbeam "works" cars. If the British

"works" teams finish high in the rally, it will be in no small part due to Reg Daw and his boys, and I have the greatest respect for a genuine "boffin" like Reg who is willing to sit beside a driver testing out his ideas on an ice-bound pass trusting (without a murmur) to the driver's skill and the grip of his studs.

Many people think that *recces* are a "doddle" and a waste of time. I am convinced that no one wins a major rally these days without having done one. For this reason we took all the B.M.C. crews on this year's run. The boys and girls really had to work hard. We averaged 540 km. a day with long discussions at night. This resulted in each crew having a set of notes and the production of an itemized route card by which one could get round the Mountain Circuit without missing a turn. This was given to private owners driving B.M.C. cars who reached the last 90 crews.

Finally, the Regulations.

These have been sifted through and through in the French original, which alone count. Dubious points have been taken up with the Club and a ruling (not altogether satisfactory) obtained. Tactics have been decided upon and the crews briefed accordingly. No. 1 drivers had to do navigational exercises and No. 2 drivers had to do some difficult runs. One cannot afford specialization in a top crew.

On the way round, the crews will each receive, at selected control points, their rations in a plastic pack, and there will

BLACK ICE: Crossing the Col St. Roche on this treacherous surface during the B.M.C. "recce" is the Wolseley 6/99 which will be driven in the rally by Supt. Gahan and Sergeant Shillabeer.



"FORCE MAJEURE": A shot taken on the mountain circuit just before Christmas, when floods cut the main road near Luceram. The two workmen give scale to the size of the destruction.

Whether today's circumstances are parallel, we shall see. Under any circumstances I believe the smaller cars will be easier to drive, and in my opinion this will allow drivers that ordinarily wouldn't be capable, to obtain a rating they don't deserve. I believe that a Grand Prix machine should have a power to weight ratio that under a great number of circumstances met on the average circuit (if there is such a thing) will give it an excess of power. This factor of 'what to do with the excess' is a great separator of drivers and provides, in my opinion, a further measure."

What of the future? Obviously he would like to be the first American to win the World Championship. An American magazine (not a motoring one) ran an article on Phil a little while ago which stated that he was going to win the Championship "or die trying." What Phil said when and if he read this I have no idea, but being rather fond of living, as he is, I should think his remarks were interesting to say the least!

He is not too sure how long he will go on racing. "I have not set any particular age or time limit for myself. I believe that the way I feel is this. As long as I can continue racing and enjoy it, and as long as I can be reasonably successful at it without being overly dangerous, I think I shall continue. I have always believed that a driver affects his odds in relation to danger to a very high degree. Perhaps this is a delusion, but I believe it. If circumstances were to arouse a doubt as to the validity of this belief, I would consider retiring."

For 1960 Phil is once again in the Ferrari team. Last year was not a very good one for the Prancing Horse and no doubt he has a few tricks up his sleeve for this season, and Phil will, we hope, have as good a chance as anyone of winning that title. It is worth remembering that the late Mike Hawthorn thought the world of Phil's ability as a racing driver, and predicted that he would win the Championship.

Whatever happens, Phil will give a good account of himself. The son of the Santa Monica postmaster has come a long way since those junk yard days!

No. 14 of a Series.

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FERRARIS FOR ARGENTINA

THERE will be four Ferraris for the Grand Prix of Argentina on 31st January at Buenos Aires. Team will comprise Phil Hill, Wolfgang von Trips, Cliff Allison and Wolfgang Seidl, with the American Ritchie Ginther as reserve. Von Trips tried the new short-chassis car with side-tanks and five-speed gearbox at Modena. His best lap was 59.3 secs. (record, held by the late Eugenio Castellotti, is 58.8 secs.). Allison's best with the 3-litre sports car was 62.0 secs. The team leave by air on 23rd January.

GIANT KILLERS? The B.M.C. "recce" party stops for a roadside snack. Light is short, so picnic meals are the order of the day.

be supplies of Lucozade for those who want it.

Like all other Competition Managers, Marcus Chambers will be on hand to advise, commiserate (which I hope he won't have to do) and comfort.

Like all other "works" teams, everything that could be done for the crews has been, and now, as in the last war on the R.A.F. stations, people at base are watching for the crews to come home. I know that our Car Captains, a careful mixture of veterans (Tommy Wisdom and Nancy Mitchell have probably done more International rallies between them than anyone else in the entry list), brilliance (Pat Moss, Peter Riley, Ann Wisdom) and up-and-coming drivers

(Alick Pitts, the Morley brothers and "Tish" Ozanne) will do their damndest—and no one can ask for more!

One can only hope that Lady Luck rides with them, for on the "Monte" Luck is the most important element in victory.

Never let that be forgotten, whoever wins.

Profile—continued

"I don't have strong feelings one way or the other. I am aware that throughout the history of motor racing there have been frequent times when the formula called for a reduction in the size of the engines and there were those that prophesied that the sport was doomed.



ATTACHING rally numbers to her car at the Shrewsbury starting control is Pat Moss, who was accompanied by the brilliant navigator Stuart Turner on this occasion.

MUD—the bane of Rugby fans and balm of beauty queens—presented competitors in the 12th Welsh Rally with some sticky and intriguing problems as well as entertainment. Yet despite the mud, a few icy stretches, the roughness of much of the route and occasional thick fog patches in the Llandrindod Wells area both the winner and the winner of the opposite category put up extremely good performances.

Brian Harper, London Rally winner, in a Morgan Plus Four, had only 67 penalty points against him after the four sections of the 400-mile rally had been completed. On the regularity section he was only seven seconds outside an exact schedule. Close on his heels came Gloucester starter I. D. L. "Tiny" Lewis, driving a Triumph Herald, with only 105 penalty marks.

The first route card section of the rally brought the 120 entrants from Glou-



A Relentless Welsh Rally

Best Performance by Brian Harper (Morgan)

cester, Shrewsbury and Cardiff to Cross Gates, near Llandrindod Wells, without getting many people into any difficulty.

After this, however, the rally began to live up to its reputation in the "A" navigation section and to earn the winner's description: "A rally that puts a relentless pressure on vehicles and is tough on the crew with never a let-up."

The mountainous roads of mid-Wales proved too tough for some unlucky drivers and L. Murray, in a Ford Anglia,

left the road in a hurry when his front wheels broke away. The car, which had been turning sharply to go over a narrow wooden bridge, somersaulted three times and landed on its side in the river. The navigator climbed out unharmed and his driver escaped with an injured rib. Rally drivers seem to be born unbreakable!

There were plenty of others in trouble on this section and D. Hall-Garner in an Austin Seven had most of his petrol system ripped out on one of the rutted

tracks. Although not a prize winner he must be counted a strong contestant for the unofficial ingenuity prize. Turning out a sleepy garage proprietor he bought a length of hose and improvised a petrol system outside the body of the car that took him another 300 miles.

But the ingenuity of the route planner and chief marshal, Seward Ashcroft, was not exhausted and after a half-hour break for refuelling he had competitors roaring off in a north-easterly sweep towards the border counties.

The surprises on the "B" navigation section included a morass or two and several fords. In one instance the apparently "obvious" track at a fork landed the headstrong briskly in the river.

A final route card section containing a to-the-second regularity section brought the competitors back to Cardiff, where they performed the final test with creditable speed and accuracy for weary men and weary machines.

All the winning drivers paid credit to their navigators.

A national event, the Welsh Rally, now sponsored by *Television Weekly*, becomes more and more popular every year and was over-subscribed on this occasion. Many of this year's successful drivers have promised to come again as well as the "regulars", but some of them will have to bring different cars!

RALLY-HO.

Final Results

Outright Winner of the Wellsted Trophy and £50: B. Harper (Morgan Plus Four). **Winning Navigator (George Heaps Trophy):** R. Crelllyn.

Opposite Category Winner: I. D. L. Lewis (Triumph Herald).

Class Firsts: J. Casewell (A90); J. La Trobe (Volvo 122S). **Class Seconds:** J. Edmundson (Volkswagen); A. Dacre Lacy (Jaguar 3.4); G. Flint (Austin Sprite); Mrs. P. Mayman (Morgan Plus Four). **Class Thirds:** J. Flook (Triumph Herald); W/O B. Goodare (Ford Consul); R. Galpin (Austin Seven); R. Michalkiewicz (TR3).

Gloucester Start: I. D. L. Lewis. **Shrewsbury Start:** B. Harper. **Cardiff Start:** Dr. J. Spare. **South Wales A.C. Challenge Trophy:** W. Cawsey. **Team Prize:** Taunton Motor Club.



END OF THE RALLY for L. Murray came here when his Ford Anglia went off the road into a river. Neither of the occupants were seriously hurt, the navigator being unharmed!

A.C.s TO THE FORE. Dudley Coram raises the flag at the start of a race during the A.M.O.C. David Brown Trophy Meeting at Silverstone.

For 1959 the Northern section of the B.R.S.C.C. came up with a new course at Rufforth which was acclaimed as the best so far, and further improvements are already mooted for the coming season. The B.A.R.C. used Oulton Park for a members' meeting for the first time. This is a truly wonderful circuit but a driver should have some experience before venturing on to it; the complete novice, somewhat overawed by finding himself in a race for the first time, could hurt himself and others rather badly if circumstances proved too much for him. The meeting in question was a good one; the B.A.R.C. reversed their Goodwood policy and ran nothing

Seasonal Survey—Part Five

THE 1959 Club Racing season was probably the best yet. While our top-line drivers continue to enjoy their comparatively new-found supremacy in the International sphere the ranks of the clubmen, from which they once sprang, are being reinforced by an ever-increasing number of enthusiastic amateurs and the sport in these islands goes from strength to strength. The great majority of these drivers have obviously not set their sights any higher than the club races in which they compete for the sheer fun of it, but, equally certainly, there is among them a sprinkling of young men who would avidly seize any chance of climbing the ladder to fame, and it is a splendid thing that they have so much opportunity to gain experience and improve their technique. The early days of the 1959 season established men like Chris Bristow and Michael McKee as the nucleus of a rising generation and, as the year wore on, it became evident that there was quite a lot more talent around the club circuits; given another couple of seasons like the last there is a good prospect that, when the present

CLUB RACING

masters finally hang up their helmets, this country will be able to produce some worthy successors. To this end, Formula Junior may well prove to be a useful stepping-stone.

Over the past seven or eight years a

BY DAVID PRITCHARD

number of meetings have become established as annual fixtures. 1959 saw all the old friends in evidence once more, with a fair leavening of new meetings squeezing their way into the calendar. There is no evidence yet, however, that there are too many meetings for the number of potential competitors; quite the reverse in fact, for to find an entry list over-subscribed is the rule rather than the exception. Dwellers in the North of England have had cause to complain, in the past, that they were starved of racing, and great efforts have been made to locate suitable circuits.

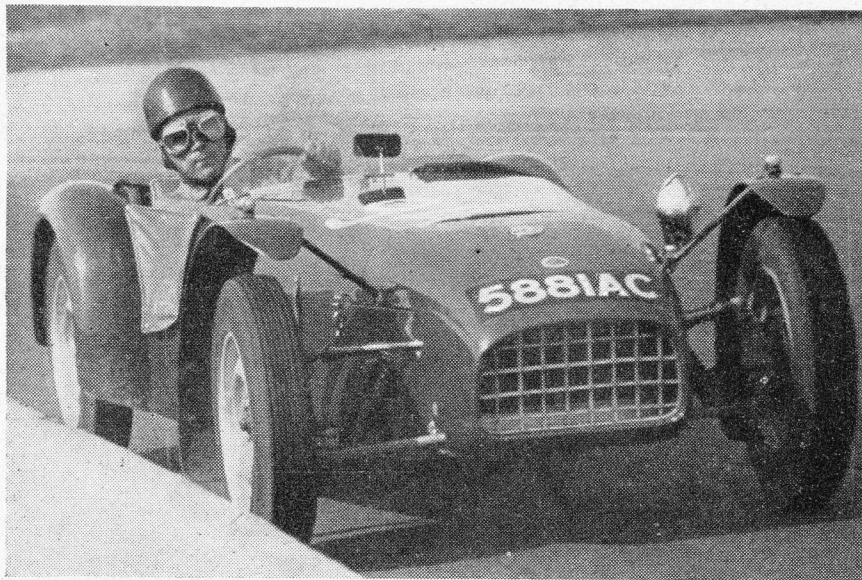
but scratch races, in which the drivers enjoyed themselves thoroughly. Another innovation in the North was a successful meeting run at Aintree by the Aintree Circuit Club; there was also a meeting at Oulton, near Newcastle, where Jimmy Blumer dominated the proceedings, and Thornaby and Catterick saw racing during the season under the auspices of the Darlington and District Club. Having got these additions to their normal fare, however, the North of England boys found themselves subjected to a series of Border raids when the Scots broke out of their fastnesses, swooped down on the unsuspecting English, gathered up a sizeable chunk of the booty and retired triumphantly to the other side of Hadrian's Wall.

The Scots have not been all that fortunate with motor racing at home, having had to stand by and watch one circuit after another snatched from their grasp. They were luckier in 1959, however, and secured Edzell for the first time. This is a splendid circuit with a magnificent surface, on which speeds of over 95 m.p.h. were recorded.

Racing continues to thrive in Ireland and the main feature is still the intense rivalry among the Irish Fords; Leprechauns are to be found, too, even in the Space Age. John Crossle produced the most successful Ford, while Malcolm Templeton with a 1,500 c.c. Lotus and Paddy Hopkirk with a Sprite notched up many successes with factory built machines. 1959 was also notable for the return of racing to Phoenix Park, where a circuit was used which had found favour in the eyes of Mike Hawthorn and was named after him.

Back in England, another new circuit came on the menu, this time in the West Country; at the beginning of August the Bristol M.C. and L.C.C., who used to run meetings at Lulsgate and later at Castle Combe, held an inaugural meeting at Whitchurch, just south of Bristol, and secured an impressive entry. The lap distance here is only slightly

LOTUS AT COFSE. L. Taylor takes his Lotus fast through Copse Corner during a race at the Sunbac Silverstone meeting.



FLEET ELITE. David Buxton leads Austin Nurse (Turner) and McKechnie and Peris (Sprites) through Shaws at Mallory Park.

over a mile, which does not leave much room for long and boring straights and drivers have a chance to demonstrate their skill. The future of this circuit is not at present known but it is to be hoped that it will stay with us; the West Country, too, has not been lucky in the past.

As far as the established circuits were concerned, Goodwood and Brands Hatch continued with the normal ration of their own particular types of meeting, which are as different as chalk from cheese; Silverstone, as always, was in use on almost every available week-end; Oulton Park had its normal customers in addition to the B.A.R.C., who also staged their usual meetings at Aintree; Snetterton was used by the 750 Club as well as by the regulars, and Mallory Park had its heaviest programme since it was opened, in the course of which we saw some of the finest racing of the season.

In this galaxy of races up and down the country almost every imaginable type of car was represented; it doesn't much matter what vehicle the keen clubman can lay his hands on, he is almost certain to find someone to race against on level terms. There were several newcomers to the circuits during 1959 which brought added interest to the categories affected. For instance, although there were still many A35s in circulation such as Robin Bryant's Barwell machine and the beautifully presented Cambridge Racing Team cars, they found new opposition from the A40s, those of George Shepherd and Geoff Williamson being prominent, and from the astonishing little SAAB which Chris Threlfall produced. A Herald which appeared at Silverstone exhibited surprisingly poor cornering characteristics. In the G.T. categories the Sprites had their first full season and proved extremely popular, while further opposition to the Turners which had reigned supreme the previous year came from the Berkeley B105, a fantastically fast little projectile which unfortunately proved a trifle brittle at times; at the other end of the scale the unlimited class was considerably enlivened by the presence of Sir Gawaine Baillie's monstrous Corvette, an awe-inspiring vehicle which was always handled with tremendous skill and courage.

In the sports-racing sphere, the ubiquitous Lotuses faced opposition from Lola, Elva, Tojeiro and even Kieft; the racing in the 1,100 c.c. and 1,500 c.c. classes was far more open than in previous years and, accordingly, that much more interesting. Since this is a category in which one is likely to find drivers who are hoping for recognition, this seems to be an opportune moment to look down the lists and extract a few names which have come into prominence during 1959. Having said that, I find that my first four were by no means unknown before that season but they have,



as it were, consolidated their position. Cedric Brierley was always a thorn in the side of the Lotus-mounted clubman when he was driving his own creation, the astonishing little Victoria-Climax; having got all he could out of this car, he sold it and appeared for the season just closed in an Elva-Climax, with which he continued to worry the Lotuses whenever the car hung together. He did not have the best of good fortune with his mount but it went well enough often enough to show that he is a driver of very real ability. A notable recruit to the Lotus ranks was Peter Arundell, who formerly drove a very innocent-looking and elderly M.G., whose bark was tremendous and whose bite was even more so; at the wheel of a potent Lotus he was always among the chief opposition to the fantastic Lolas of Peter Gammon and Bernard Cox, being a driver of considerable skill and great determination. Edward Greenall was another Lotus driver who showed that he was a power with which to reckon when things were going right for him. Fourthly, Chris Threlfall shot into the limelight by making the "old" Tojeiro-Climax go as never before, more than once leading the whole pack of snarling Climax-powered cars for a spell; he also shot into what used to be the photographers' stand at the Mallory hairpin on one occasion, but even Stirling Moss would

not claim that he never made a mistake. Having disposed of these four, one remembers men like G. H. Breakell, K. M. Francis, M. Niven, R. B. White, A. B. Rees, L. Bramley and J. B. Barton, all in Lotuses, exciting favourable comment, while Graham Eden drove a Kieft-Climax very impressively; at the end of the season Rees appeared at the wheel of a Lola and made a fine showing at Brands Hatch on Boxing Day. Our club programme was also used to broaden their experience by a promising pair of South Africans, Tony Maggs and Louis Jacobz.

One does not find newcomers in the ranks of the big sports-racers and the class was again dominated by John Bekaert. John is a fine driver who had already been "noticed" by Brian Lister during 1958, but he is a very hard-working and conscientious business man who would have to think extremely hard before taking up any offer which might be made and, for 1959, he remained a clubman and drove Derek Wilkinson's 3.8 Lister-Jaguar. This was a highly successful car which was not eliminated by mechanical failure until its last appearance, when a gasket blew; it did not, however, take kindly to steeple-chasing when John made his mistake and tried to put it over one of the jumps at Aintree. As in the previous year, John made one sortie into International



APRIL AT GOODWOOD. The three Austin-Healey Sprites of P. Goring, J. Smalley and D. Peris hurtle through the chicane.



LISTER LEADS JAGUAR. Peter Mould (Lister-Jaguar) leads Gerry Ashmore (D-type) during the Vanwall Trophy Meeting at Snetterton.

racing when Ecurie Ecosse picked him to partner Ron Flockhart in the T.T.

In the major club meetings one finds Formula 2 cars being driven by men who are not regular competitors in the International sphere; in this category Dennis Taylor with a Lotus was very impressive, notably at two Snetterton meetings, and Trevor Taylor drove a beautifully presented Cooper extremely quickly. (To digress, the Taylors prominent in motor sport have now nearly reached double figures, streets ahead of their nearest rivals the Hills, who can claim only Graham, Phil and Simon. Very confusing it must be for the spectators at times!) Returning to Formula 2, Tim Parnell has acquired a beautiful driving style and must surely be going places in the future (if his father will let him!), while young Stanley Hart, the son of ex-speedway rider Oliver, has all the earmarks of a "natural".

Five hundred c.c. racing was started just after the war with the idea of giving the poor man some sport. In no time at all it acquired International status and, inevitably, began to cost big money; it nevertheless served us extremely well as a cradle for top-line drivers and produced men of the calibre of Stirling Moss and Peter Collins. In the process, however, it became so completely dominated by the Cooper chassis and the Norton engine that it ceased to appeal as an International spectacle and it has now reverted to an item on the Club menu. The major race for the category, the 100-mile Commander Yorke Trophy Race at Silverstone, could have been incredibly dull but turned out to be a most exciting contest, producing a hammer-and-tongs battle between Tommy Bridger and Don Parker in which Tommy triumphed; he made a few selected appearances during the season with a similar result. In his absence, the chief opposition to Parker came from John Pitcher and Philip Robinson, and the J.A.P. boys were kept in the hunt by being allowed to use dope while the Nortons ran on petrol.

SIDE BY SIDE. A. V. Hegbourne (Tojeiro) and Martin Wills (Lotus) leave the hairpin together during the West Essex C.C.'s Double Twelve Trophy Meeting at Snetterton.

The real poor-man's racing nowadays is supplied by the 750 and 1,172 Formula races. Extremely close and exciting racing is now the order of the day but there is nearly always one car in each category which dominates the proceedings, with fierce scraps for the places going on behind it. 1959 was no exception, certainly as far as the 1,172 Formula went; Brian Hart in the attractive Terrier Mk. II swept the board, scoring 15 victories during the season and deposing from the throne Eric Broadley's original Lola, now owned and driven by Alan Wershat for the past two years. In the 750 Formula races the outstanding combination was Jem Marsh and his Speedex, but he did not have things quite all his own way. That wonderful little vehicle Simplicity, whether in the hands of its owner-constructor Jack French or of Arthur Mallock, was always a force to be reckoned with, but it was Roy Lee who put up the most staggering performance of the year at the West Essex club's Snetterton meeting in May, when he beat the Speedex in a 10-lap race by a bonnet after making a pit stop, and bettered his previous lap time by no less than seven seconds in the process. His fastest lap at 71.16 m.p.h. on the tricky 2.6-mile circuit is sufficient indication that the 750 Formula provides real motor racing with cars of very humble parentage.

The Vintage movement is as strong as ever and the Vintage meeting at Oulton

Park gives the historic racing cars their one chance of contesting a long distance event in the Richard Seaman Memorial Trophy race. In 1959, Douglas Hull got his revenge on Bill Moss when he brought the famous old 2-litre E.R.A. to the chequered flag, having solved the problem of keeping the universal joints in one piece. Having sold Remus, Bill was in Sid Day's car, which made a fine race of it for a while but could not last the distance.

Another category which, by its nature, does not bring to light new machinery is the Marque Sports Car race. Chris Lawrence won the series comfortably with his amazing Morgan; he also drove a Formula Junior car with success but his one appearance at the wheel of a Lotus was less impressive. Chief opposition in the Marque races came from Syd Hurrell, and from Bill de Selincourt who won the Brooklands Memorial Trophy.

In any club racing survey one must mention the two races which are "different", namely the two relay races which are held annually at Silverstone and never fail to be interesting. The David Brown Trophy race run by the Aston Martin Owners' Club is over a set distance of something over 200 miles and the 1959 winners after an exciting race were J. Graydon-Whitehead, P. D. Anders, A. T. Korczynsky and Mrs. Bluebelle Gibbs, driving Lotus Elevens. The 750 Club's Six-Hour Relay race was unlucky in not having its usual "Birkett circuit" and being condemned to use the normal 1.6-mile club circuit, half of which is splendid while the other half is a dead loss. Nevertheless, it was as good a race as ever and the verdict finally went to a team of Morgans which finished just 19 seconds ahead of a team of TRs, with Chris Lawrence and Syd Hurrell, taking the final stint for their respective teams, indulging in real Grand Prix stuff during the closing laps. The winning team consisted of A. G. W. Belcher, A. J. Blair, R. E. Meredith, P. H. G. Morgan, W. A. G. Goodall and C. J. Lawrence.

Finally, we come to the AUTOSPORT Series-Production Sports Car Championship, an annual feature designed to give the genuine amateur a chance to compete in a season-long championship series with an equal prospect of victory, whether his pocket will allow him to pay over £2,000 or under £1,000 for his vehicle. This



SNETTERTON AGAIN. D. Wilson (Toucan-Austin) follows hard on the heels of T. Lanfranchi (Austin-Healey) as they go through a corner at Snetterton.

does not always exactly work out in practice, but we have got fairly close to it and are continually striving for the ideal. In 1959, some of the contenders in the series got the opportunity to represent their country in an International contest which was also sponsored by this magazine; this was the World Cup event, fought out initially between Great Britain and Holland, but planned to include more countries in future years. The British team did not have the best of luck and they were soundly thrashed by the Dutchmen who are now in, we hope, temporary possession of the pot, but they gave a very good account of themselves as drivers. As team manager for our chaps both at Zandvoort and at Brands Hatch, where they raced under the admirable captaincy of Dick Jacobs, the thing that impressed me most was that Pat Fergusson, who normally gives the appearance of being the individualist *par excellence*, is not only a lion-hearted driver in the face of adversity but is at the same time a magnificent team driver. If asked to hold his horses and watch points when his car is in full song and rarin' to go, he will do just that, cheerfully and without question; on the other hand, he pulled what chestnuts remained to us out of the fire at Zandvoort in the later stages of the race when his car was crumbling about his ears, still without endangering his own neck.

Returning to the AUTOSPORT Championship, in which in 1959 there were five classes, it was again the tiddlers which collected most of the honours. Bob Gerard with a Turner emerged as joint champion with Dickie Stoop and the veteran Frazer-Nash, and the Sprite team of Paddy Gaston, Ken MacKenzie and Chris Tooley carried off the team trophy by a handsome margin. Paddy started in the Three Hours final as hot favourite for the individual title, being the only driver to have scored a maximum in the qualifying events, but he was robbed of his chances early in the race when the gearbox broke up. Dick Protheroe again had bad luck in the series, for which this time he had dug out his "Ancient Egyptian" XK 120 and made it go impossibly fast; it exhibited an unhealthy appetite for brake drums, however, but even then it was in a strong position in the final when a slower car performed



an unexpected manoeuvre in front of it and Dick lost several laps straightening out the resulting damage. Jack Sears also did less well than expected with his Austin-Healey after early promise, being put out of the running in the final by baffling fuel starvation. During the course of the qualifying events, these two often came up against a young man named Julian Sutton, who was not an entrant in the series but did extraordinary things with an Austin-Healey of very humble specification; he did not always go straight but showed tremendous promise for the future. In the 2-litre class John Tallis appeared on the circuits for the first time, with Michael Bond's old Frazer-Nash, and showed very definite talent, while John Mitchell (Ace-Bristol) and Tony Lanfranchi (two Frazer-Nashes and an Austin-Healey) were the two drivers who showed the most startling improvement during the season, starting like rookies and finishing like veterans. Bob Staples deserves a mention, not only as a capable driver but for being the only man known to be racing an A.C.-engined Ace.

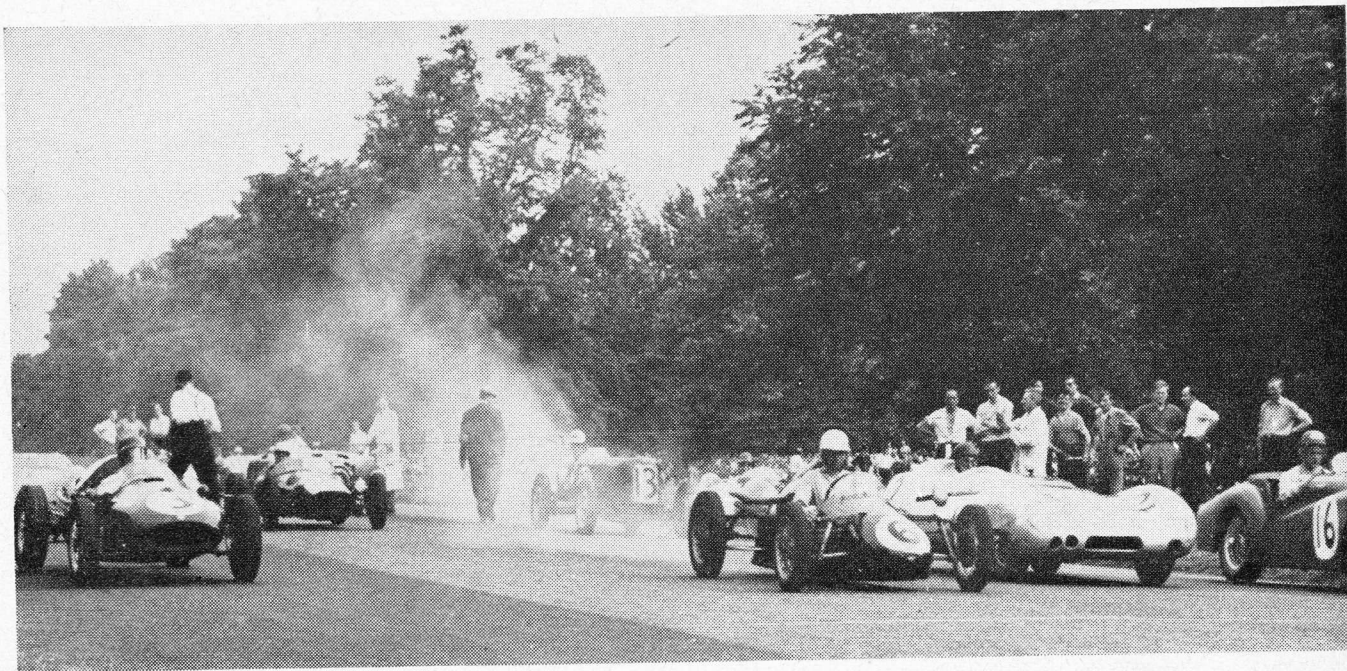
Without a doubt Jimmy Clark, who won the final Three Hours race in his Lotus Elite and was voted Scotland's No. 1 driver of the year, was in a class by himself. Several knowledgeable critics have proclaimed Jimmy as a potential Grand Prix driver and there is

no doubt that he has what it takes, but he is also pursuing a farming career with great application, and he is therefore another clubman who might resist the temptation to enter the big time. (Incidentally, he was also a prominent member of Ecurie Ecosse in the T.T., opening the batting with the Tojeiro-Jaguar which subsequently landed Masten Gregory in the bank when the brakes failed.) Had he been able to enter more races in the series he must have stood an outstanding chance of winning the championship; in five appearances he won four times and was narrowly beaten once, and that after losing the best part of a lap of Mallory Park replacing a loose plug lead.

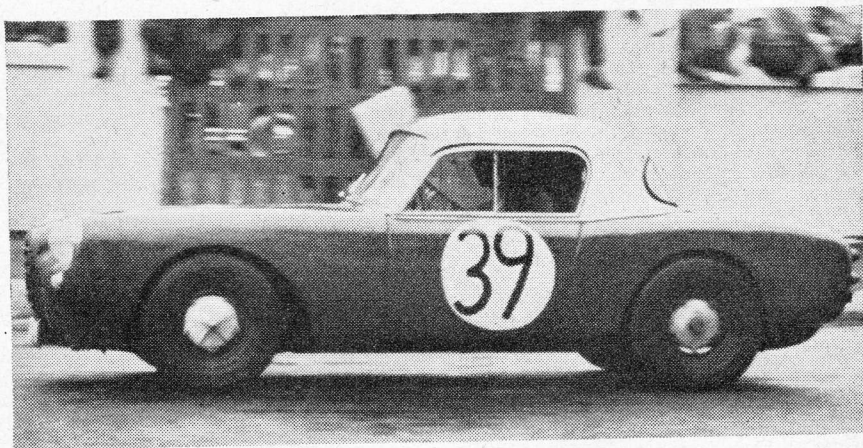
One of the unluckiest drivers in the championship was John Whitmore. Having scored just about all the points he could hope for in the qualifying races, he took his Elite to Monza for the G.T. races which preceded the Italian Grand Prix; there a brake-pipe fractured and caused the most horrifying crash among the trees at the South Curve, from which John fortunately emerged little the worse, but his car was a total loss. In that moment the hopes of one of the year's most promising drivers were shattered. Here was a man with a burning ambition to make a career of motor racing, able to devote his time to it if opportunity should present, young enough to have his best years before him yet old enough to have a mature approach to the sport, and with an outstanding natural driving ability. He put all the money he had, and a great deal which he didn't have, into a season's racing with the Elite, only to lose everything through no fault of his own. However, there were two anyway who recognized his ability. John Ogier entrusted him with his new 1½-litre Tojeiro-Climax, with which he created something of a sensation at Snetterton in September; Ian Scott-Watson of the Border Reivers gave him the wheel of the Lister-Jaguar when Jimmy Clark was away at Zandvoort and teamed him up with Jimmy in the Elite

CHAMPIONSHIP EVENT. Dick Protheroe (XK 120) leads Dicky Stoop (Frazer-Nash) at Snetterton, during an AUTOSPORT Championship race.

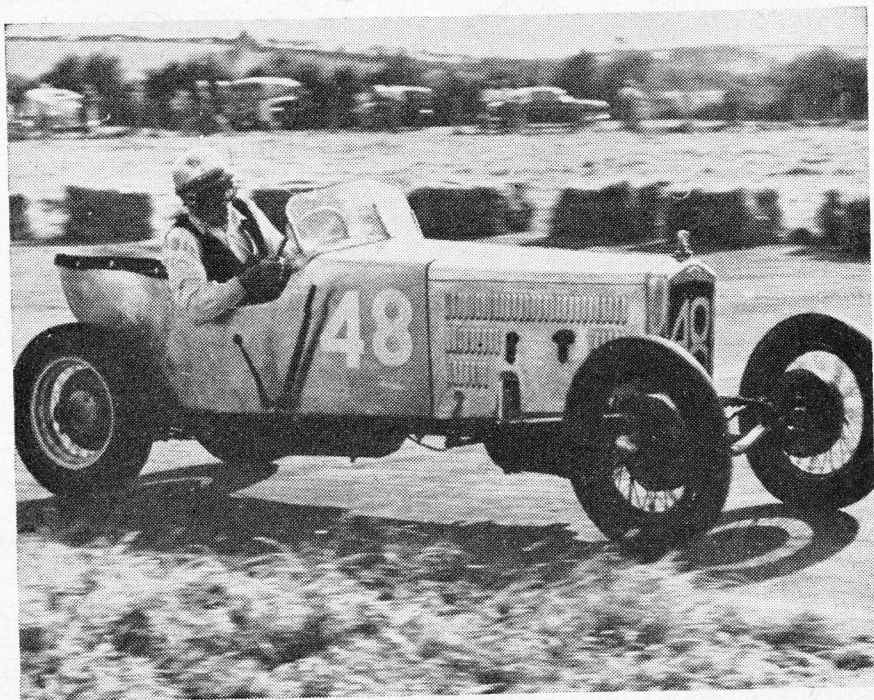




at Le Mans, where they finished with great credit. It is no mean achievement for a driver to get a wheel at Le Mans after only half a season of racing; if I were asked to pick from the club racing of 1959 a driver of the year, I would unhesitatingly nominate John Whitmore. At Brands Hatch on Boxing Day he appeared in a Mini-Minor on the front row of the grid for an all-classes saloon car race, but he was put out of the race by a flat tyre after three or four electrifying laps. Perhaps we shall be lucky enough to find him around the circuits in 1960, despite his financial disaster. In wishing him, and many more like him, their fair share of luck in the future, we look forward to another season of club racing and hope that it will provide us with sport as good as we had during the season just finished.



IRISH START (top). A bunch of Formula Libre cars on the starting grid at Phoenix Park. **LEINSTER TROPHY WINNER** (above) was Bob Jameson. **THE ONLY TRULY VINTAGE CAR** racing in Ireland (left) is this 1½-litre, "Chain Gang" Frazer-Nash, seen here in the hands of its owner, Lord Dunleath, at Kirkistown.



Monte Carlo—continued

lorry lying on its side nearly blocked the road.

From then on a clear night held all the way to the Barnby Moor control, where competitors arrived from 6 a.m. onwards.

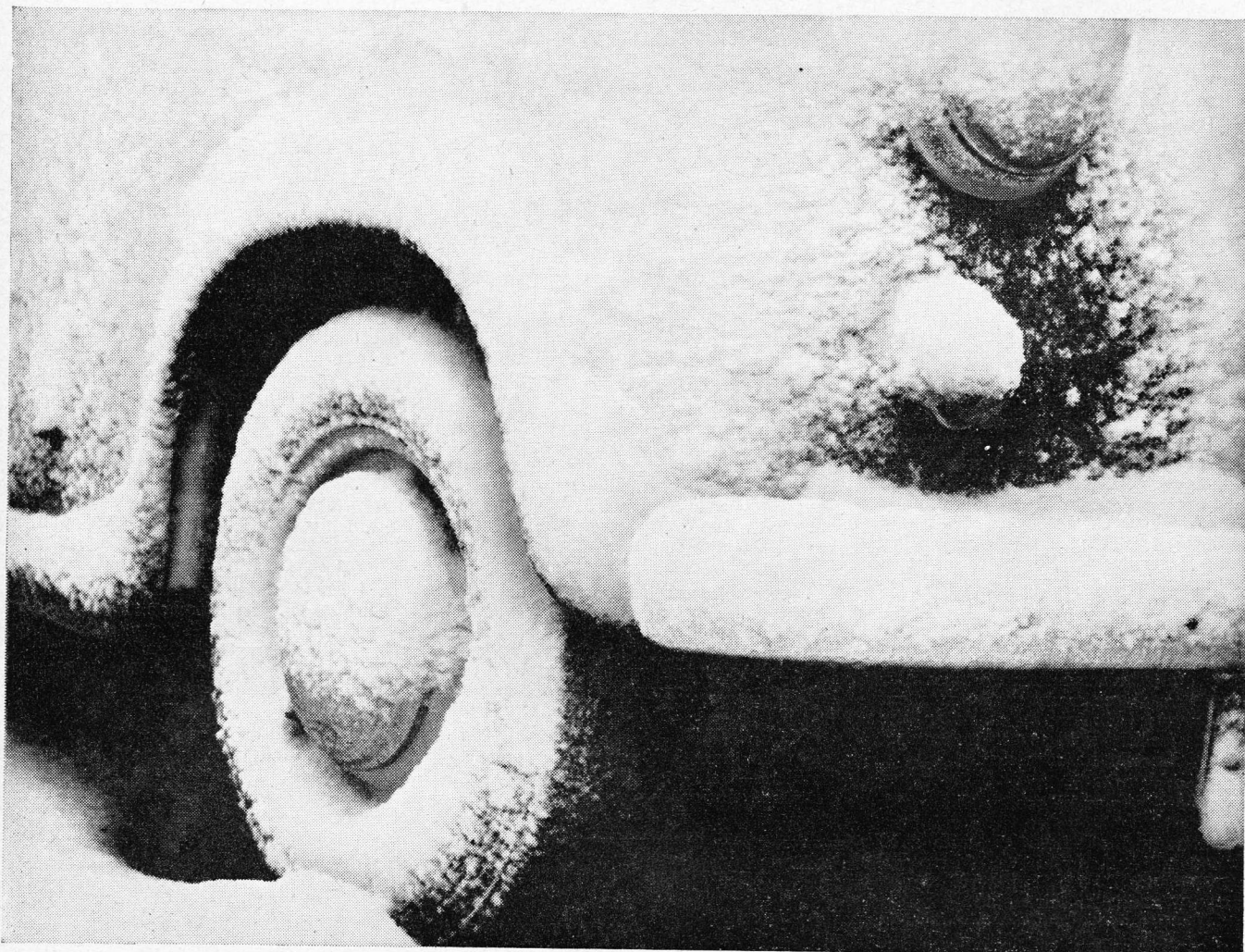
It was reported that R. E. Stokes/D. Rosedale (Riley 1.5) suffered dynamo trouble at Brough and drove throughout the night on side-lights only. The driver was vastly helped by Phil Walton (Jaguar), who guided him through by the lights of his own headlamps.

S. Carruthers/B. R. Tindle also had electrical trouble, losing all electrics before reaching Stranraer, and J. H. Hunt-ridge (Austin 7) spun on the main road at Michlesfield. J. R. David (Ford Anglia) overdid it at Gretna Green.

All cars left Barnby Moor on time. For later news see "Pit and Paddock"

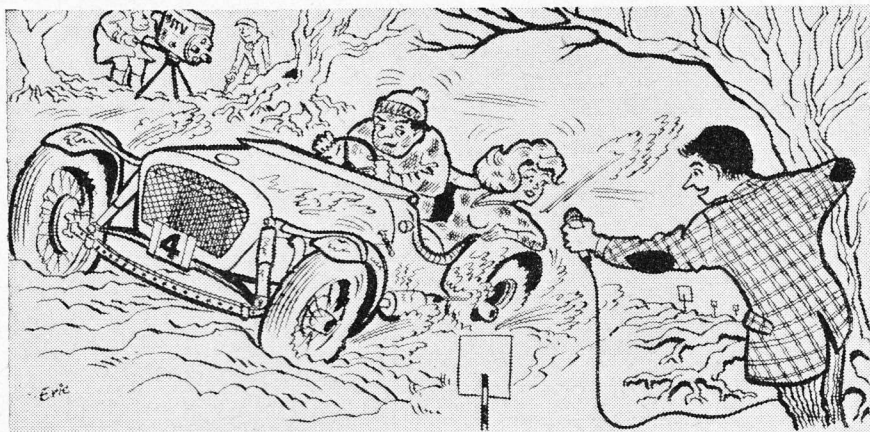
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The Brian Lewis Trophy Trial

First-Class Event Won by P. F. Highwood (Canhi)

AN unusually small entry turned out for the Maidstone and Mid-Kent M.C.'s Brian Lewis Trophy trial on Sunday, held this year on some of Percy Barden's eminently suitable ground near Maidstone. The previous week's heavy snowfall still lay thick upon the ground, providing a surface of hard frozen soil which quickly succumbed to the passage of cars to become, in places, a glutinous morass. The excellent total of 40 hills was climbed, making it a first-class day's sport. In spite of the many sections, organization was slick and there were no delays.

The entry was split into two halves, consisting respectively of odd and even numbered cars. As passenger in Bernard Dees's odd-numbered Cannon the writer was unable to see many of the excellent performances put up by those in the other half of the field so that this report must necessarily be restricted.

The result of the trial was a clear victory for Peter and Dorothy Highwood, who led throughout the day and built up a narrow lunch-time lead into a 13 mark win. Runners-up were Rex and Renée Chappell, with Bernard Dees and Martyn Watkins in third place.

First hill for the odd numbers started on a gentle gradient on, initially, a surface of frozen snow, leading to a hairpin left-hander. Then came an adverse-cambered slope leading to a sharp right turn, to finish with a steep, straight climb. Peter Highwood, first man up, made this look easy, but others were less successful. Norman Overton got no higher than 9, Gordon Holdrup reached 5, David Price 4 and Bernard Dees 3, while Tony Tickle's 750 Formula trials car was not on form, and stopped at 10.

The next hill was, by contrast, extremely muddy and wet, and started with a sharp bump before continuing on up a twisty course through trees. Highwood and Dees were among the best here, each succeeding in reaching 8.

Similarly difficult was the following hill, which provided a brook which had to be crossed at the start. From then on the

course turned right, ran steeply up a bank, turned right, up again, turned left and on to a difficult finish. The last corner proved to be the undoing of many people with its tricky camber.

The next hill was less complicated starting with a deep dip and continuing steeply up. Peter Highwood climbed it cleanly but few managed this. Similarly, scarcely anyone climbed beyond 6 on the next one, with two sharp corners, separated by a very difficult adverse camber, catching them out.

Then came another short steep one, albeit with a very tricky left-hander early on which made the judgment of the right speed on its greasy surface something of a problem. However, there were several cleans on this one, including good climbs by Highwood, Dees and Chappell.

On the next hill was that interesting problem—a steep step halfway up which required considerable power, yet a surface of wet mud took its toll of those

"What washing powder do you use, Madam?"

who pressed too heavily on the loud pedal. Peter Highwood was highest here, stopping at 2. The bulk of the entry stopped at 9.

A tight right-hand curve round a tree leading to a steep step were the difficult features of the next hill. Peter Highwood again reached 2 and again out-distanced everyone else. On the next hill both Bernard Dees and Rex Chappell equalled his performance, however, on a hill which started with a downhill plunge before climbing steeply and curving right on a surface of wet mud and leaves.

Then came a long one, starting with a downhill stretch, then continuing upwards, at first steeply, later on a more gentle gradient but following a twisting course. Problem here was to acquire sufficient speed to climb the steep part, aided by the down gradient, yet slowing sufficiently to negotiate the bends later on! Highwood and Dees both reached 1, and Ken Lindsay's was another fine effort, reaching 3.

And so the trial went on, a continuous effort on behalf of the leaders to equal the performances of Peter Highwood—a vain effort. All the hills—and as stated there was a total of 40—were interesting and the organizers contrived to make each one different from the next.

At lunch time Peter Highwood had a lead of just 10 marks over Rex Chappell, who was in turn comfortably ahead of Bernard Dees. Norman Overton was unlucky enough to have to retire.

Throughout the afternoon Highwood increased his lead, finally coming out on top with 137 marks lost to Rex Chappell's total of 150 and Bernard Dees's 174 at the end of a first-class trial.

MARTYN WATKINS.

Results

Best Performance: 1, P. F. Highwood (Canhi), 137 marks lost; 2, R. F. Chappell (Cannon), 150 marks lost; 3, B. H. Dees (Cannon), 174 marks lost; 4, F. Cole (Cannon); 5, M. R. B. Cannon (Cannon). **Team Award:** Dees, Cole and D. Paul.



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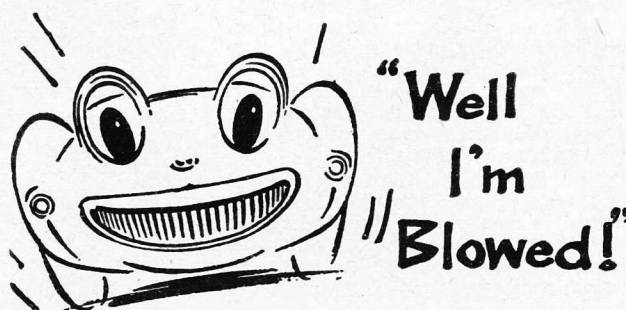
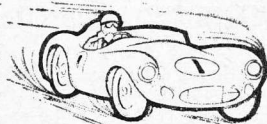
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Club News

By MICHAEL DURNIN

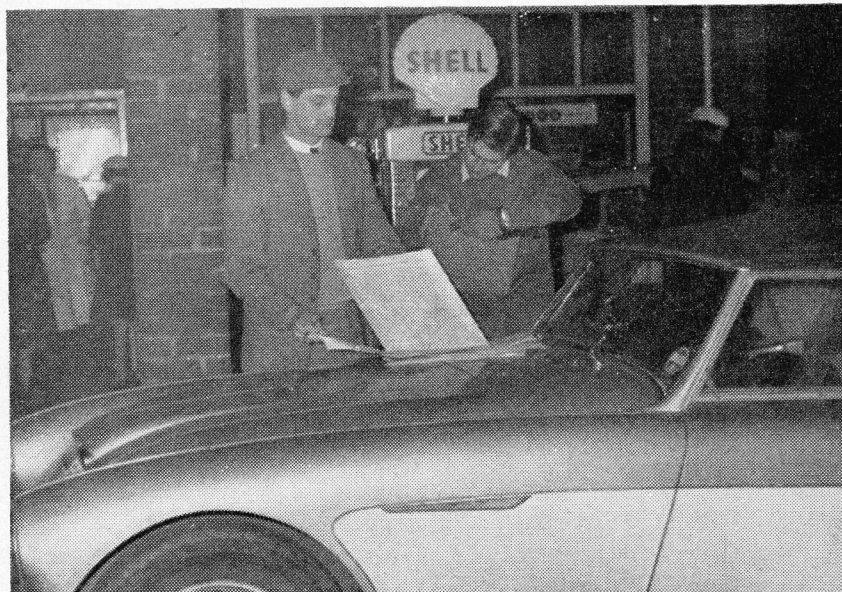
To start things off this week I have received this note from the London M.C. concerning the 1960 London Rally: "The 1960 'London' will be the tenth in this very popular series, and it had been our wish to mark this anniversary by inviting participation by some of our continental friends.

"The issue of an international permit to the L.M.C. by the Royal Automobile Club was, however, conditioned by quite unacceptable stipulations; foremost among these being that there must be a clear period of not less than four months between their own event and ours. Since its inception, the London Rally has always been run around the same date in September-October; the R.A.C. Rally varies over the whole calendar, though it now seems to be settling down to November. The L.M.C. was forced to refuse an international licence on these conditions; they pointed out that in order to obtain the required hours of darkness an autumn date was essential, that it would be impossible to organize the event for the Spring owing to lack of time and suggested an interval of two months.

"The R.A.C. Competitions Committee remained intransigent, however, though without explaining its reasons. The Council of the L.M.C. values the reputation of the London Rally too highly to risk a vain endeavour in circumstances outside its control at an impossible time of the year (March-July) and have wisely decided—in the interests of competitors, the Rally itself and the reputation of its organizing team—most reluctantly to revert to National status.

"Notifying the R.A.C. of this decision, the L.M.C. reserved the right to reopen the matter next year and trusted that it would by then be realized that its only object in making the application to 'go international' was the furtherance of British prestige in the field of international rally competitions, a prestige in which, numerically, the country now lags pitifully behind the rest of Europe.

"One thing is certain, however, the London Motor Club will spare no effort to make the tenth anniversary 'London' a really memorable one."



CHECKING his maps before the start of the South Wales A.C.'s 12th Welsh Rally recently is W. Wood.

ON the top of this week's pile comes a note from the **Mid-Surrey A.C.** regarding the joint promotion driving test meeting being run by them and the **East Surrey M.C.** at Park Road, Banstead, on 14th February: come to think of it, that's St. Valentine's Day—not that that has anything to do with it. Anyway, the event is a closed one and entries close on 9th February, secretary of the meeting being P. Benwell, 6 Beverley Road, Hampton Wick, Kingston-on-Thames. . . . Supplementary

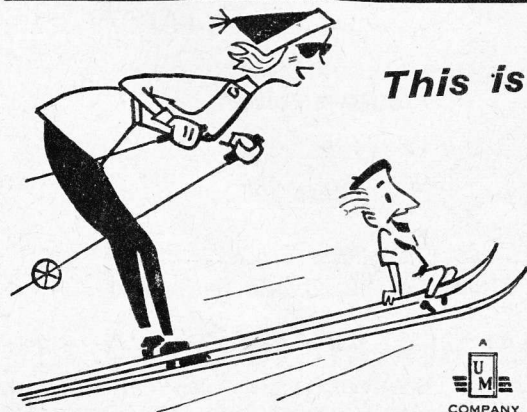
regulations are available for the **Warrington and D.M.C.** sixth Daffodil Rally on 7th February. The event is open to all member clubs of the North-Western Association, and entries close on 27th January. Secretary of the meeting, from whom regs. are obtainable and to whom entries should be sent, is R. J. Mann, 2 Waverley Avenue, Appleton, Warrington. . . . First speed event of the New Year has almost always been the Brands Hatch sprint of the **Surrey Sporting M.C.**, and 1960 is going to be no exception. Date for this year's event is 28th February, and invited clubs are B.A.R.C., B.R.S.C.C., London M.C., Seven-Fifty M.C., Mid-Surrey A.C., Club Lotus, Jaguar D.C., East Surrey M.C., Guildford M.C. and Vickers M.C. Classes have again been arranged for 1,172 and 750 Formule, for normal open and closed cars, for racing cars and for pre-1940 sports cars. Secretary of the meeting, from whom regulations are obtainable, is D. H. Barrett, 1k Ladbroke Road, Redhill, Surrey. . . . A standard production car trial is being promoted by the **M.G.C.C.** (South-west centre) with assistance from the **Seven-Fifty M.C.** and the **West Hants and Dorset C.C.** on 31st January. Start is at the High Post Hotel, Great Durnford, near Salisbury, Wilts, at 10.30 a.m.

Coming Attractions

31st January. *Seven-Fifty M.C./M.G.C.C./West Hants and Dorset C.C. Standard Production Car Trial, High Post Hotel, Great Durnford, near Salisbury, Wilts. Start, 10.30 a.m.*

7th February. *Hagley and D.L.C.C. Clee Hill Trial. Seven-Fifty M.C. Walsingham Cup Trial, Brands Hatch. Start, 10 a.m.*

14th February. *Mid-Surrey A.C./East Surrey M.C. Driving Test Meeting, Park Road, Banstead. Start, 1 p.m.*



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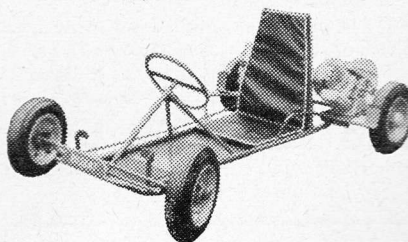
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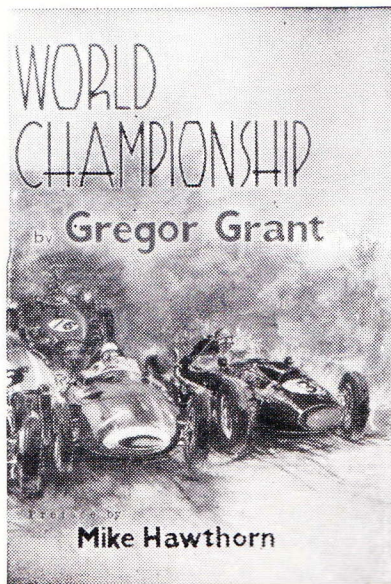
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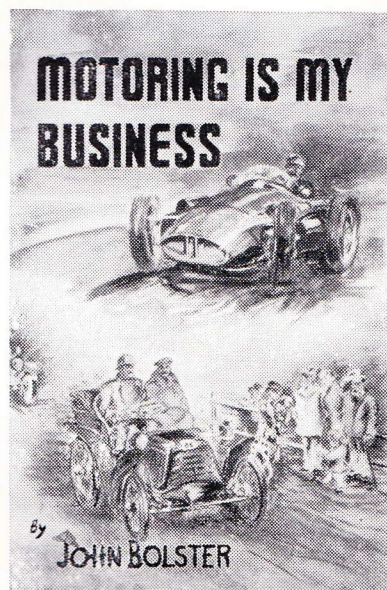
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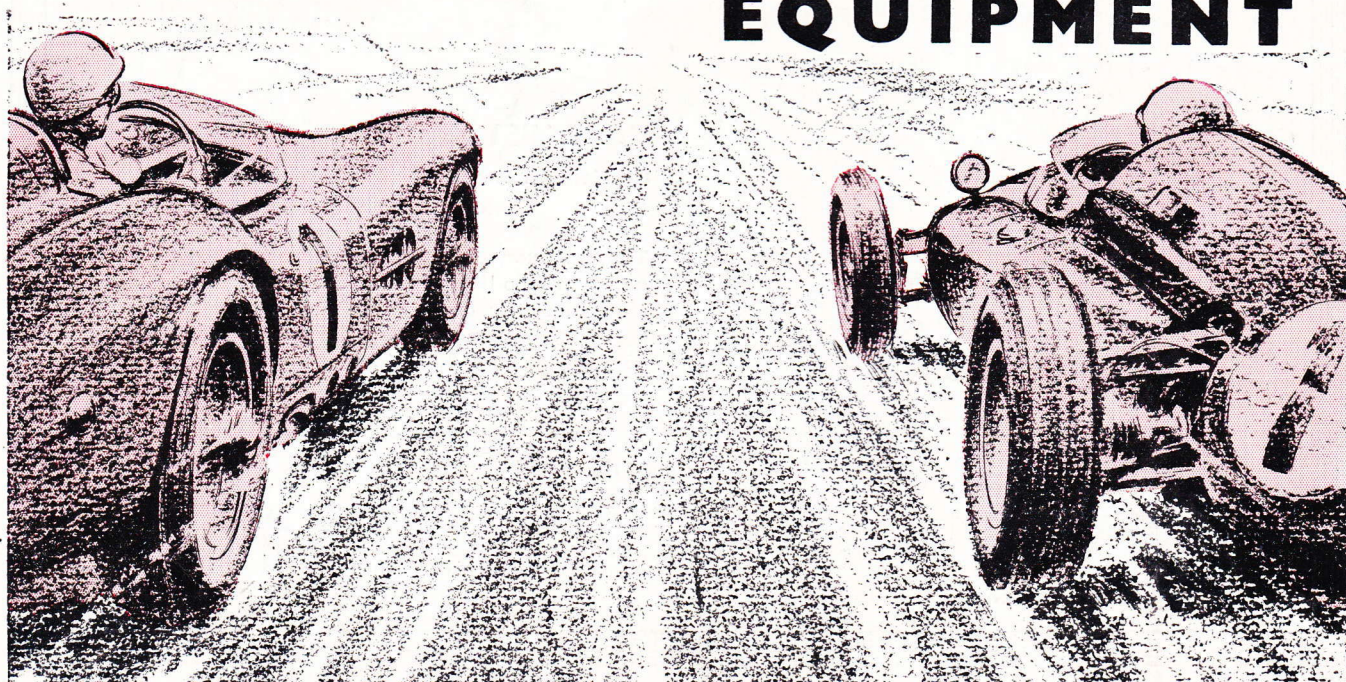


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