JANUARY 29, 1960

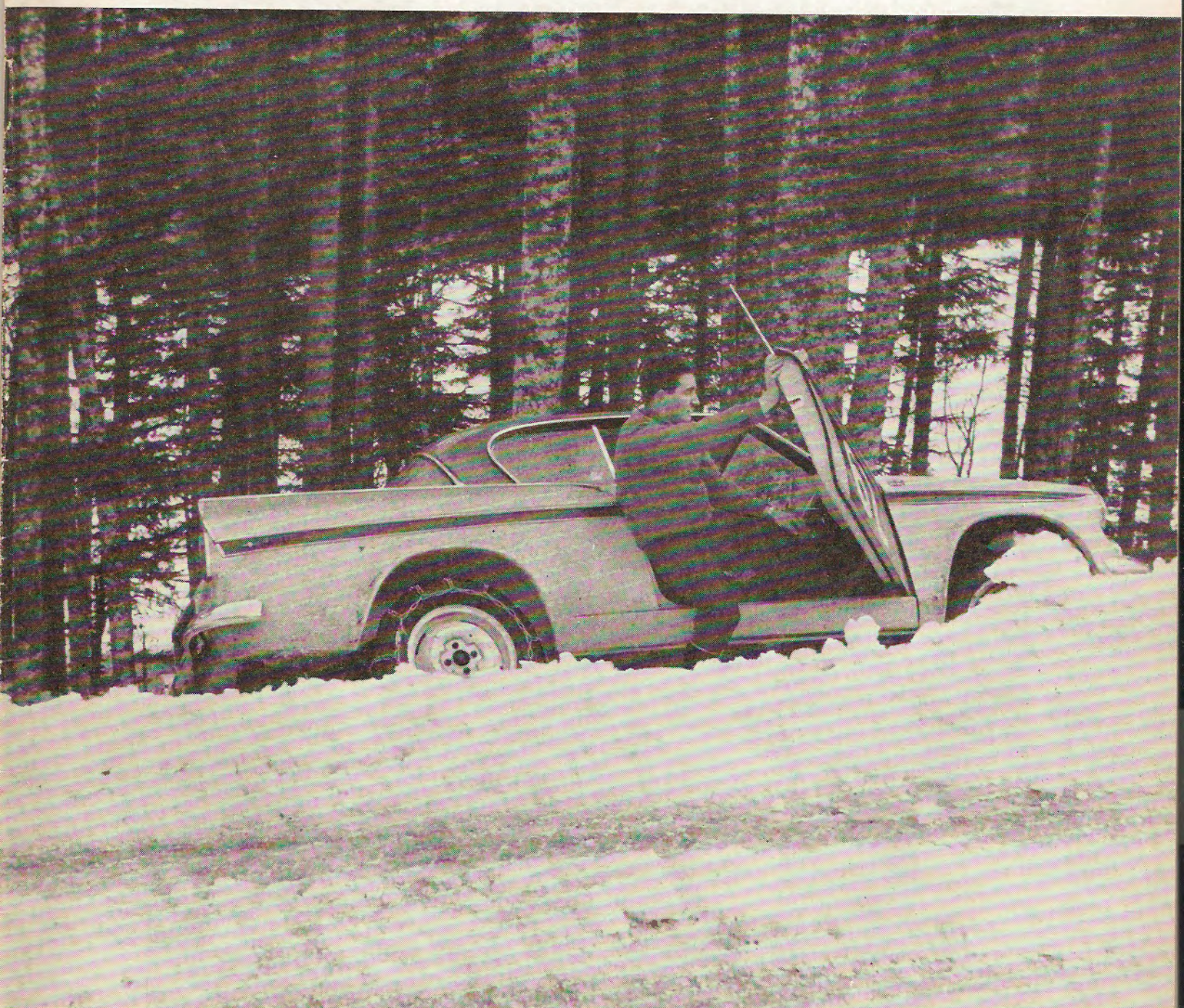
AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

CANADA
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EVERY FRIDAY
Vol. 20 No. 5

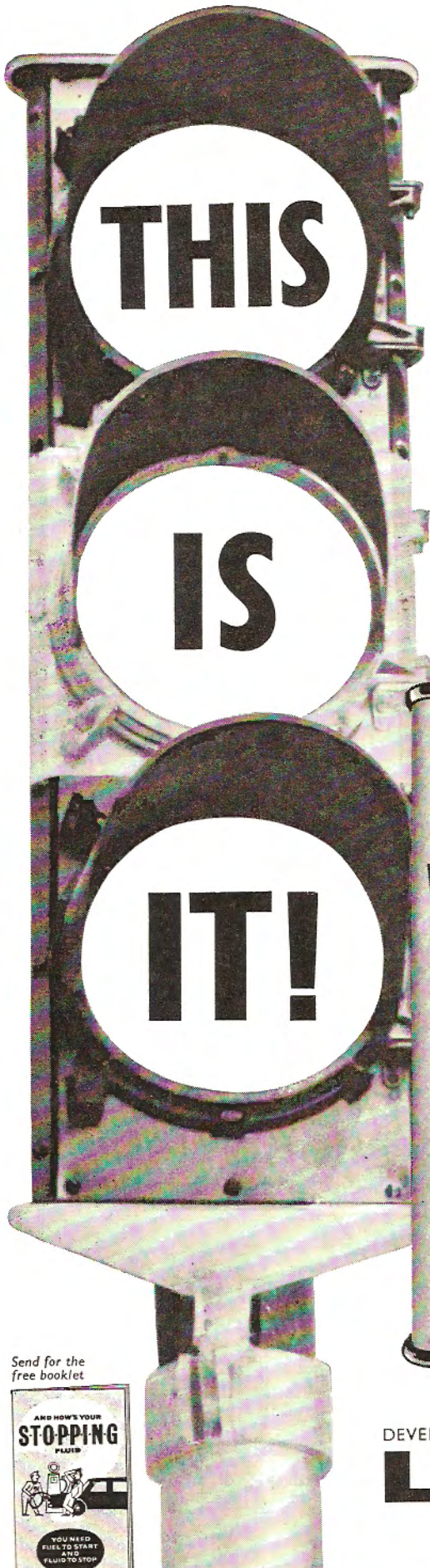
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IN THIS ISSUE

THE MONTE CARLO RALLY—FULL REPORT AND PICTURES

JOHN BOLSTER TESTS THE AUTO-UNION 1000S : PROFILE—RON FLOCKHART



ONE BRAKE FLUID FOR ALL LOCKHEED BRAKES

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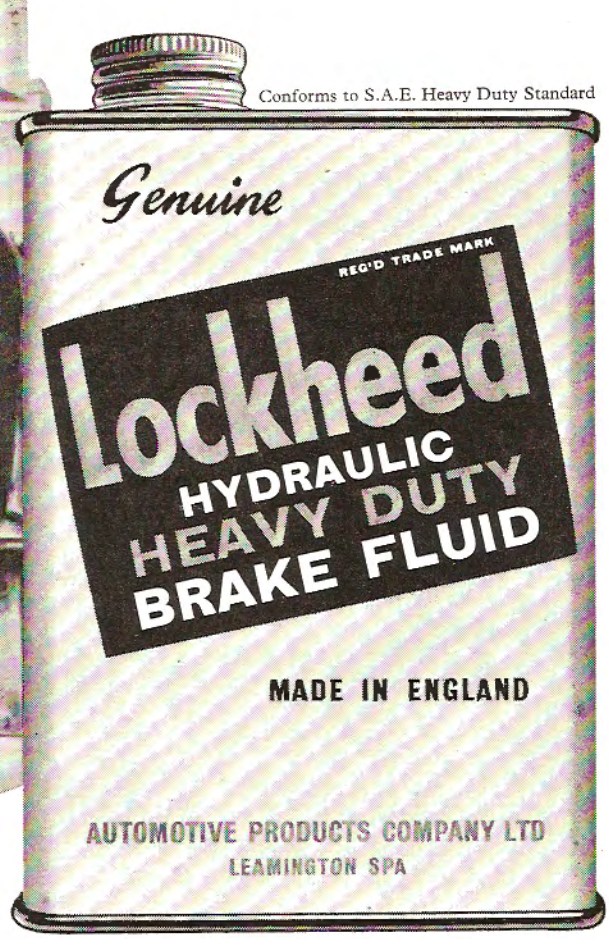
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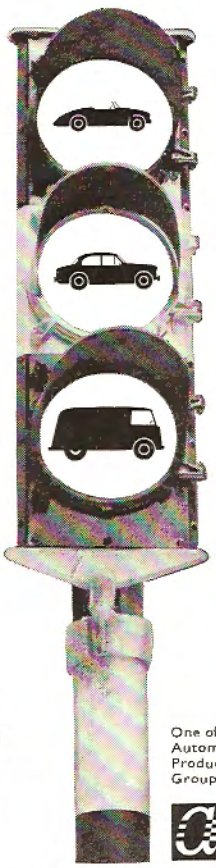
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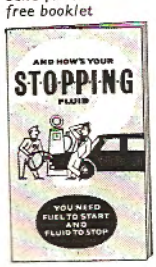
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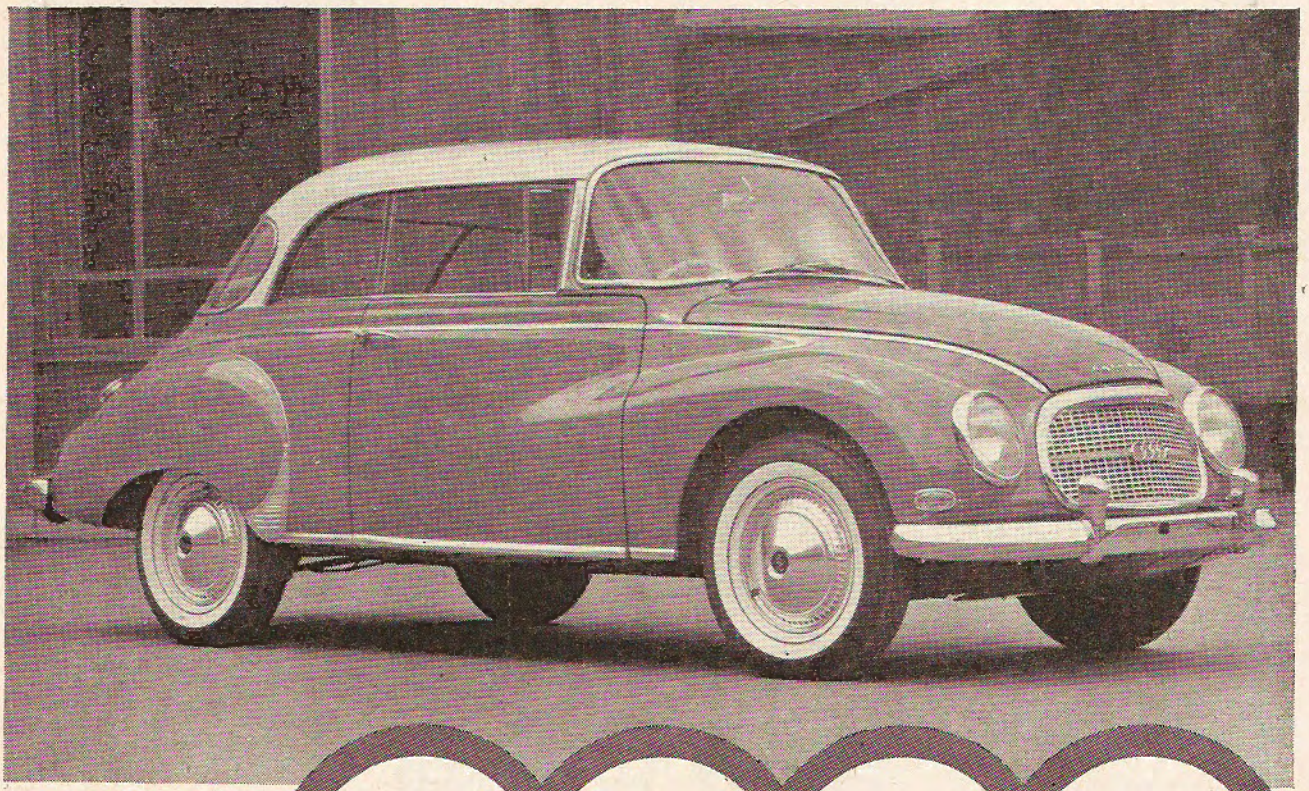
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CASTROL WINS MONTE CARLO RALLY

OUTRIGHT WINNER

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(MERCEDES-BENZ 220SE)

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1ST Pat Moss & Ann Wisdom **(AUSTIN A40)**

2ND Anne Hall & Valerie Domleo **(FORD ANGLIA)**

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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EDITORIAL

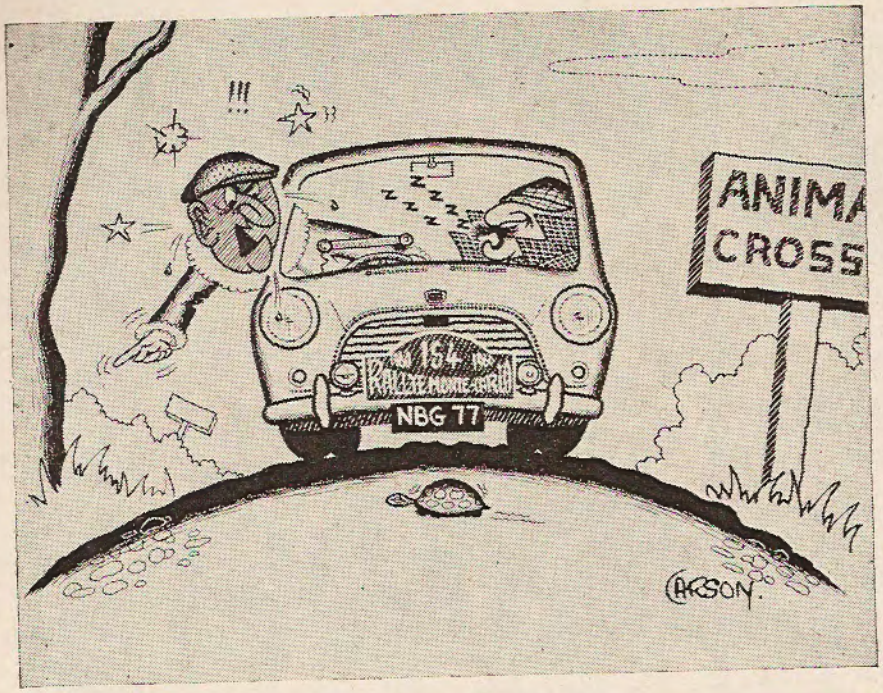
MERCEDES-BENZ AND SUNBEAM

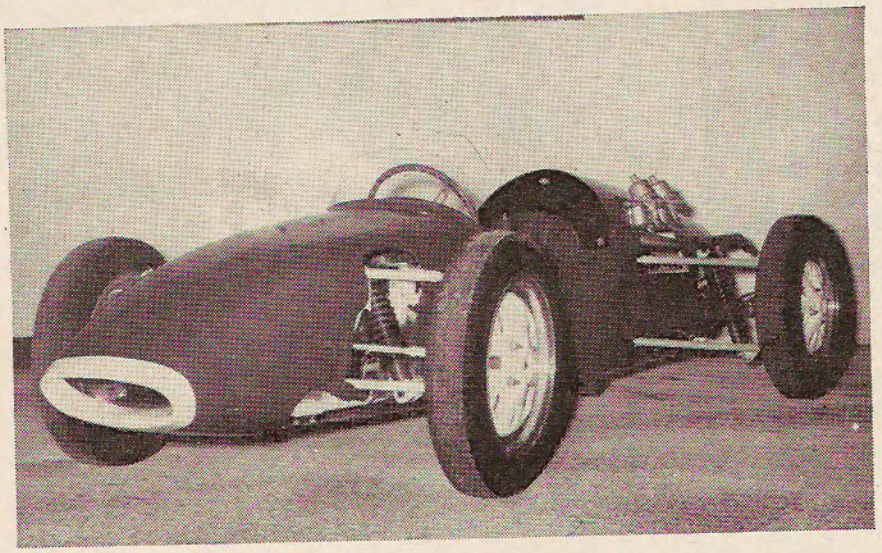
WITH the Mercedes-Benz 1-2-3 in the Monte Carlo Rally, and the highest-placed British entry the Sunbeam of Peter Harper/Raymond Baxter, both marques have received tremendous publicity for their products. Nothing quite like the performance of the Germans has ever before happened in the winter classic, and is the result of meticulous planning and extremely careful preparation. Many weeks were occupied in practising on both Chambery-Monaco and mountain circuits, and the entire operation was treated by Daimler-Benz like a Grand Prix. Fords also came out of the rally well, and B.M.C. again have reason to thank Pat Moss and Ann Wisdom, who won the Coupe des Dames for the second successive year with their Austin A40. The weather played havoc with many of the competitors from various starting controls, and on the whole it was a really first-class event. However, once again protests marred the end, and great confusion was also caused by erroneous lists of results. The extraordinary position whereby a French competitor was not allowed to take part in the final test, and was later found to be unpenalized, is without parallel in an International event—especially when he accepted a sum of money from the organizers in lieu of compensation. One cannot visualize what could have happened had this competitor put in a protest, and perhaps it was just as well that he agreed to accept a sum of money instead of filing a protest.

The sweeping Mercedes victory, of course, is almost incredible and is reminiscent of the all-conquering success achieved when German cars have entered motor-raciug. Preparation and planning are obviously not the whole auswer to this staggering performance, yet naturally played a very large part. The choice of starting point and route, together with the unusual decision to place "all the eggs in one basket" and run all three victorious cars from the same poiut, was either a lucky one or was determined by much painstaking research and calculation, and generally speaking no one has even thought seriously of luck playing any major part in the Mercedes set-up! In the Monte Carlo Rally above all other events, however, luck is widely accepted as being the biggest single factor governing success. Yet Peter Harper and Raymond Baxter's fine performauce in their Sunbeam, Pat Moss and Ann Wisdom's second successive Coupe des Dames, as well as fine efforts from several Ford drivers, must be bracketed with the Mercedes performance as being first class, well planned and well executed.

OUR COVER PICTURE

COME TO REST: Paddy Hopkirk climbs out of his Sunbeam after the car had gone off the road—permanently—on the snow-covered Col de Lachaux during the gruelling Monte Carlo Rally.





PIT and PADDOCK

the day before practice and return on the day after the race.

For the Grands Prix of Monaco, Europe (Italy) and possibly Casablanca (if it decides the World Championship), there will be additional week-end-only flights. For the Grands Prix of Holland, Belgium, France and Germany there will be extra-cheap day return trips. Flights to Le Mans will operate from London, Liverpool and Birmingham, leaving on Saturday moruing, 25th June, and returning Sunday evening, 26th June. Geneva and Paris motor show flights will be week-end returns and will leave from both Coventry and Londou.

Despite the low fares all Webbair flights are operated to an unusually high standard of safety, service and catering. Spirits, wines and cigarettes are offered with the compliments of the organizers throughout each flight, and on all but a few of the day trips five-course champagne lunches or dinners will be served. Also included in the fare is the cost of coach transportatiou between airport and city centre.

For most flights the aircraft to be used are Silver City four-engined pressurised 68-seat Hermes and Dan-Air twin-engined pressurised 49-seat Elizabethans.

In addition to basic air travel Webbair can also arrange spectator tickets, self-drive hire cars and hotel accommodation. There is also an easy payments plan enabling the cost of all these facilities to be spread over 12 months.

Further details are obtainable from John Webb Air Services, Ltd., 62 Brompton Road, London, S.W.3. Telephone: KNIghtsbridge 9336.

LEFT: New contender in the Formula Junior field is Ian Raby's Envoy, which is normally powered by the B.M.C. "A" series engine. Price complete, with standard B.M.C. engine, is £900; further details will be published in a future issue. BELOW: A 3-litre Ferrari sports car, shown with its 1960 full-size windscreen.

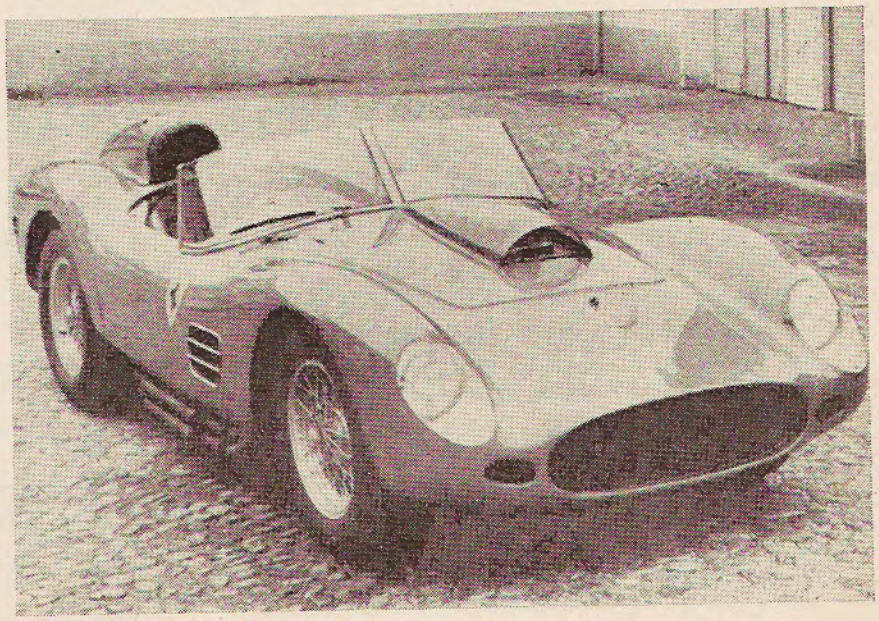
CHEAP FLIGHTS

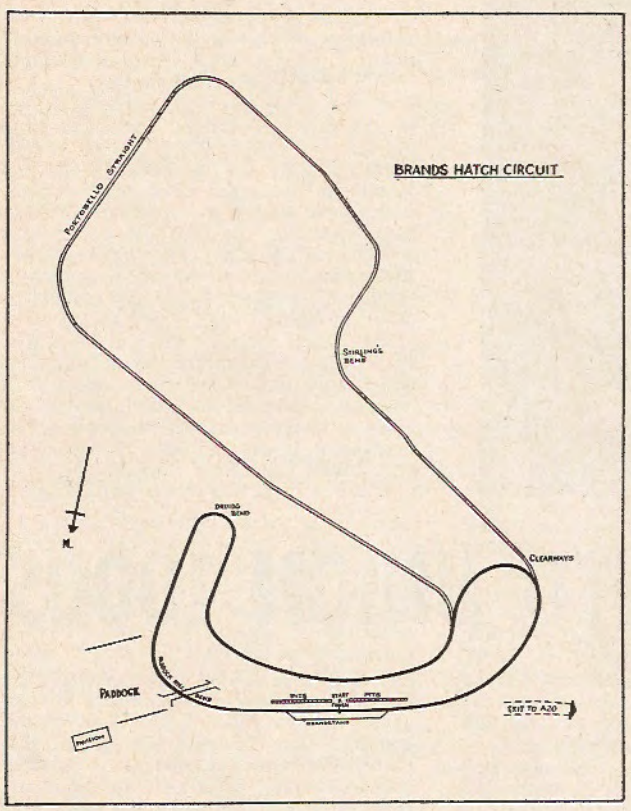
A SERIES of 36 low-fare special flights to 21 of the principal motoring events of 1960 has been arranged by John Webb and Alan Foster. Services will be operated in association with the British Automobile Racing Club and be known as B.A.R.C. Webbair ffights; participation, however, will be open to members of all British motoring clubs.

Already, it is certain that most of Britain's top racing drivers and team personnel will use the 1960 flights to European race meetings.

Among the 36 flights so far scheduled are trips to all the European races contributing to both the Formula 1 and Formula 2 world championships. Other flights will serve Le Mans, Nürburgring 1,000 kms., Europe v. America race at Monza, Isle of Man Senior T.T., B.A.R.C. meetings at Aintree and the Geneva and Paris motor shows.

For all Continental F1 and F2 races and the Nürburgring 1,000 kms. Webbair services will leave Gatwick Airport on





THE extended circuit at Brands Hatch, scheduled for completion in June this year, showing the siting of the pits.

New Brands Hatch Circuit

FULL DETAILS OF EXTENSION

BRANDS HATCH CIRCUIT, LTD., have issued further details of their new Grand Prix-type circuit schednled for completion in June, 1960.

The new circuit, which is already being constructed, measures about 2.7 miles and takes the form of an extension of the cnrrent 1.24-mile track which has been in use since 1954. The smaller present track will remain almost intact and will continne to be nsed for club and minor meetings.

The extension leaves the present track through a new 170 degree turn at the end of Bottom Straight. It continues in the form of a long fast straight incorporating a descent and rise at its furthermost end. Then follows a fast 100 degree right-hander, a short straight, and a further but slower right-hander. Finally another long straight, interrupted by a fast "S" bend brings the new track into the slowest part of "Clearways". The angle of approach however converts "Clearways" into what is expected to be a 100 m.p.h.-plus gentle right-hander. Resulting speeds past the main grandstand are expected to be aronnd 140 m.p.h.

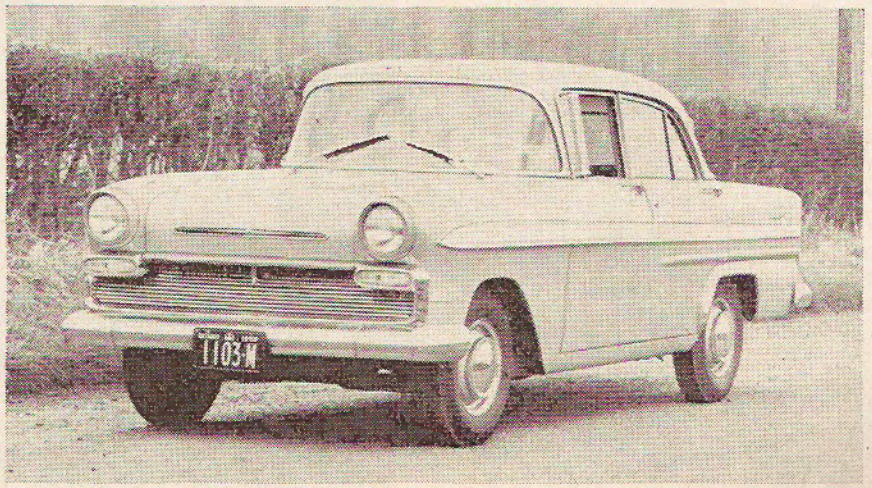
Permanent pits are to be constructed on the infield beyond the entrance to the Main Grandstand Straight; cars will pull off the track to enter the pit area.

The bump in the present circuit at the end of the main straight is currently being eliminated by raising the surface level all the way from the start line. Paddock Hill Bend is also being improved, and Druids Hill Bend re-surfaced.

The new circuit, which will have a minimum width of 30 feet, will be Britain's first Grand Prix road racing circnit south of the Midlands.

The first race at the longer track is expected to be an international motor cycling event on 9th July, 1960, while car racing will begin around the 2.7 miles on Angust Monday, followed at the end of that month by the International Kentish Hundred F2 event.

Lap speeds of around 80 m.p.h. are envisaged on the old track and in excess of 90 m.p.h. on the new circnit.



FOUR VERSIONS of the new Vauxhall Envoy are being produced for sale in Canada. All models differ in appearance from the Victor, on which they are mechanically based.

SPORTS NEWS

THE Derbyshire branch of the National Farmers' Union, by arrangement with the R.A.C., is to inform its members in advance of car rallies to be run in the county. The advance warning will allow farmers to keep their stock off roads, particnlarly those in the northern Peak District of the county, which are likely to be used by the rally drivers.

THE VAUXHALL ENVOY

THE Envoy—the variant of the four-cylinder Vauxhall being manufactured by Vanxhall Motors, Ltd., for sale in Canada—is being produced in four versions. All of them have a mechanical specification based on that of the Vanxhall Victor. The least expensive model is the Envoy Standard. The Envoy Special has more brightwork outside and additional interior fitments. The de lnxe model is the Envoy Cnstom, with separate front seats, leather or nylon upholstery and other distinctive features. The estate car is the Envoy Sherwood, the specification of which is largely similar to that of the Special.

All models differ from the Victor in appearance. The radiator grille, the bonuet emblem and the combined side lamps and flasher units all have a "horizontal" treatment which gives the car a low, wide look from the front. At the rear, the tail lamps, flasher units and reflectors are incorporated in distinctive clnster assemblies.

Down the side of the car is a broad "flash", tapered from front to rear, outlined by chrome mouldings. On all models except the Envoy Standard this flash is painted in a contrasting colour.

JACK BRABHAM (Cooper) won the Lady Wigram Trophy race in New Zealand last week-end. A full illustrated report will appear in a future issue.

OFFICIALS of the R.A.C. inspected a new 2¼-mile racing circnit at Darley Moor, Derbyshire, this week.

THE new Laystall F2 car will be driven by Henry Taylor this season. The machine is at present being modified to accommodate Henry's size 11½ feet!



OF PLEASING appearance, the Auto Union is in fact a bigger car than it seems. The grille is easily detachable for engine maintenance.

JOHN BOLSTER TESTS

THE AUTO UNION 1000S

THE seasoned automobilist may sometimes become a little *blasé* with conventional cars. Good they may be, and excellent value, but they seem all too much alike. For him, the car *par excellence* must be the Auto Union, for it differs from the everyday vehicle in almost every respect! Yet, it is a thoroughly well-made and practical machine, capable of performing the most mundane tasks in spite of its exciting specification.

The Auto Union is the big brother of our old friend the DKW. Of recent years, these cars have been imported in relatively small quantities and have not been readily available for road tests. Now, however, a go-ahead sales and service organization has been developed under the wing of Mercedes-Benz, and there will soon be a separate Auto Union building on the Great West Road.

For this, our first road test of one of these cars, a 1000S Coupé de Luxe was submitted. This is a two-door 4/5-seater, which has a more powerful engine and higher gear ratios than the standard model. It is not to be confused with the 1000Sp, which is a lower car with two seats.

The characteristic feature of the Auto Union is its three-cylinder two-stroke engine with only seven moving parts. There are no valves, water impeller, or oil pump, and the contact breakers for the three coils are driven direct from the front of the crankshaft, so there is no distributor. Thus, we have an engine without any chains, gears or camshaft. Unlike most two-strokes, a separate dynamo aud starter of conventional type are fitted.

This three-cylinder engine projects forward, ahead of the front wheels. As the radiator is behind it, and the grille is instantly detachable from the front of the car, the standard of accessibility is unusually high. The engine is in unit with the gearbox and final drive. The clutch is of the normal type, but the gearbox is syuchronized equally on the four speeds, which are all indirect. A free wheel may be locked at will, and the final drive is by spiral bevel.

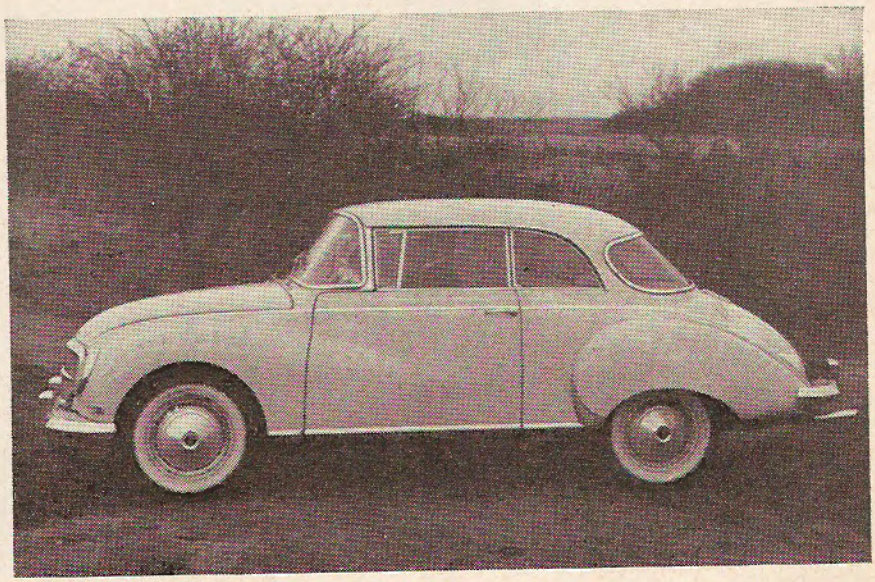
The driven front wheels are supported above by a transverse spring, with conventional wishbones below. Behind, a dead axle beam floats on trailing arms, with a high-mounted transverse spring. The brakes are hydraulic, and the cable-operated hand brake lever is horizontally pivoted under the facia panel. The actual chassis frame is a simple box section structure which is reinforced by the body.

Luxuriously appoiuted and with much fine detail work, the body repays the closest inspection. The screen, for example, is of laminated glass, and the side windows have rubber sealing inside and out—an unusual refinement. The winding rear windows disappear with a circular movement, but on closing their final action is to rise vertically against their seals, which is ingenious but effective. The heating and ventilating system is elaborate and can be controlled to a nicety.

On entering the car, one is at once struck by its great size, which might indicate an eugine of anything up to 2½ litres capacity. In fact, the power unit boasts only 980 c.c. Quite unlike earlier two-strokes, it is by no means a "slogging" engine, doing its best work at reasonably high revolutions. It always starts instantly from cold, and it is similarly responsive when hot, but when only half warm it tends to stall and may theu be a little awkward to revive. As is typical of two-strokes, the crankshaft is easy to spin, and the six-volt starter can turn it rapidly.

When a large car has a small engine, and that a relatively high-revving type, the gearbox assumes an unusual importance. In the case of the Auto Union one can only describe the gearbox in superlative terms, in spite of its column-mounted lever with an "upside-down" gate pattern. The ratios are ideal, the change is light, and the synchromesh is really powerful. Furthermore, the clutch is so smooth that jerks cannot readily be produced. The gears and final drive are completely silent, a curiously rare virtue these days. As there are no valves to bounce, the engine can be allowed to rev. to its heart's content, and the maxima given in the data panel can be exceeded without danger.

Incorporated in the transmission is a free wheel, coutrolled by a lever under the facia panel. This allows clutchless gear changing, and is also a potent help in securing fuel economy with a two-stroke engine. The brakes are smooth, powerful and do not fade, though a moderately high pedal pressure is required for emergency stops. They give



"LUXURIOUSLY appointed and with much fine detail work, the body repays the closest inspection," says Bolster.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Auto Union 1000S Coupé de Luxe. Price £1,232 4*s*. 2*d*. including P.T.

Engine: Three cylinders 74 mm. x 76 mm. (980 c.c.). Valveless two-stroke with thermo-siphon water cooling. Compression ratio 7.25 to 1. 57 b.h.p. (S.A.E.) at 4,500 r.p.m. Solex down-draught carburetter. Ignition by three coils.

Transmission: Single dry plate clutch. Four-speed all-indirect gearbox with column change and synchromesh on all gears, ratios 4.0, 6.09, 9.72, and 16.70 to 1. Free wheel with manual control. Spiral bevel final drive. Articulated half-shafts to front hubs.

Chassis: Box section frame with transverse leaf springs and telescopic dampers front and rear. Independent front suspension with lower wish-bones and rack and pinion steering. Tubular dead rear axle on trailing arms. Hydraulic drum brakes. Bolt-on disc wheels fitted 5.60-15 ins. tubeless tyres.

Equipment: 6-volt lighting and starting. Speedo-meter. Fuel and temperature gauges. Two-speed windscreen wipers and washers. Heating and demisting. Flashing direction indicators. Radiator blind. Cigar lighter.

Dimensions: Wheelbase, 7 ft. 8½ ins.; track (front), 4 ft. 2¾ ins., (rear) 4 ft. 5$\frac{3}{16}$ ins.; overall length, 13 ft. 10¾ ins.; width, 5 ft. 6¼ ins. Turning circle, 36 ft. Weight, 18½ cwt.

Performance: Maximum speed 83.3 m.p.h. Speeds in gears: 3rd, 68 m.p.h.; 2nd, 45 m.p.h.; 1st, 26 m.p.h. Standing quarter-mile, 22.4 secs. Acceleration: 0-30 m.p.h., 5.4 secs.; 0-50 m.p.h., 14.4 secs.; 0-60 m.p.h., 20.2 secs.

Fuel Consumption: 27.2 m.p.g.

complete confidence, and one has no qualms in using the free wheel at all times.

Another economy feature is the two-pressure accelerator pedal. If only the first light pressure is taken, there is quite adequate acceleratiou available and a cruising speed in the region of 65 m.p.h. When the pedal is pressed to the floor, rather better acceleration becomes available and a maximum speed of over 80 m.p.h. In the first case, and using the free wheel, a praiseworthy 30 m.p.g. might be expected, but full-throttle motoring on a solid drive could bring the consumption down into the lower twenties. For such a large, roomy car these figures are quite acceptable.

An extremely elaborate silencing system has been devised, both for the air intake and the exhaust. This is outstandingly snccessful, and the unusual silence at high cruising speeds is one of the car's best featnres. The absence of mechanical noise stems from the rednction in the number of moving parts compared with a conventional engine. The high gearing assists in this direction, and the three-cylinder two-stroke engine has an exhaust note which is similar to that of a four-stroke "six".

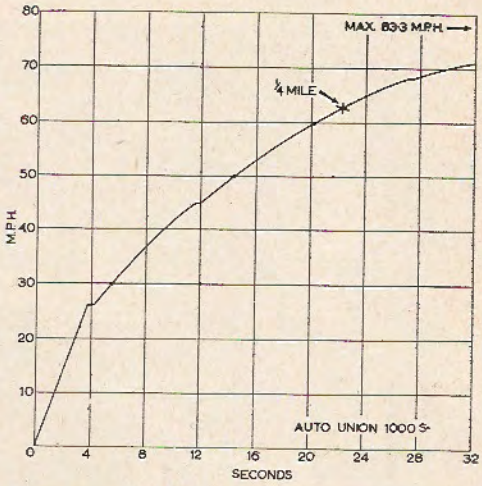
The steering of the 1000S is fairly heavy at low speeds, but it becomes qnite light and extremely positive at the higher velocities. The ride is fairly firm but not excessively so, and the road-holding is snch as to inspire confidence. There is less nndersteer than is normal with front-driven cars—indeed there is appreciable oversteer on a trailing throttle. In general, the steering and suspension characteristics are such as will make most drivers feel very much at home.

All the auxiliary equipment works well, and the heating aud ventilation system is worthy of praise. The head-lamps are large, but those on the test car were not outstandingly powerful, perhaps due to being out of focus. There is a "flasher" switch for over-taking, but the direction indicator switch is uot self-cancelling.

Less oil than usual is consumed by this two-stroke engine, and a mixture of 40 parts of petrol to one of oil suffices. The oil is poured in first, and the following petrol mixes perfectly, thanks to an ingenious device in the tank filler. The cap is secured by a key, which may seem a nuisance but avoids the tank being filled except under the owner's supervision. One soon forms the habit of bnying a pint of oil and five gallons of petrol at a time. Of course, there is no sump and no dipstick.

The Auto Union 1000S is an unnsual car of many virtues. It has a personality of its own that will not necessarily endear it to everybody, but many enthusiasts will enjoy it very much indeed. If you want to try a car that is completely different from any other, call at the Mercedes-Benz showrooms on the Great West Road.

Incidentally, the three-cylinder two-stroke engine of this car is the type which has been used with such success in the Elva Formnla Junior racing car. The racing tuning of a two-stroke is highly specialized work, but after the treatment one of these units has registered 92 b.h.p.!



ACCELERATION GRAPH

CRYSTAL PALACE THIS YEAR

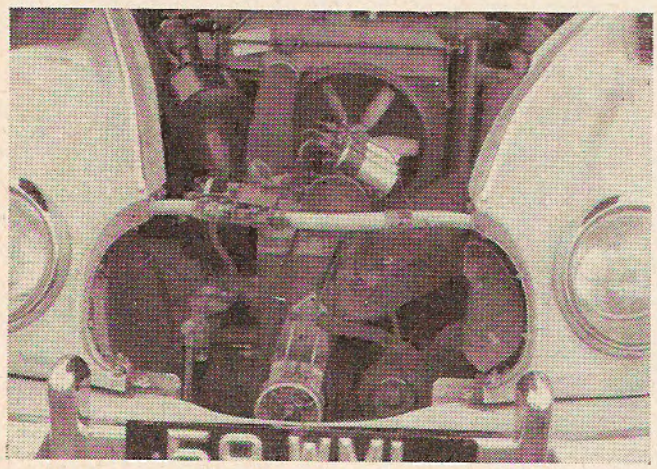
THE season for 1960 at Crystal Palace will follow the pattern established in recent years. The national (open) motor race meeting on Whit Monday (6th June), which usually attracts a crowd of 30,000, will this year be organized by the British Automobile Racing Club. Another car event may be held on a Saturday date still to be fixed. Details will be announced in due course.

MORE MOTORWAYS—BUT WHEN?

CYRIL MORGAN, Secretary of the British Road Federation, will report in "Motoring and the Motorist", on Friday, 5th February, at 6.30 p.m. in Network Three of the B.B.C., on recent announcements about more motorways.

Other items on this date will include a talk by Geoffrey Hancock, in which he will discuss the effect of export design features on cars sold in the home country.

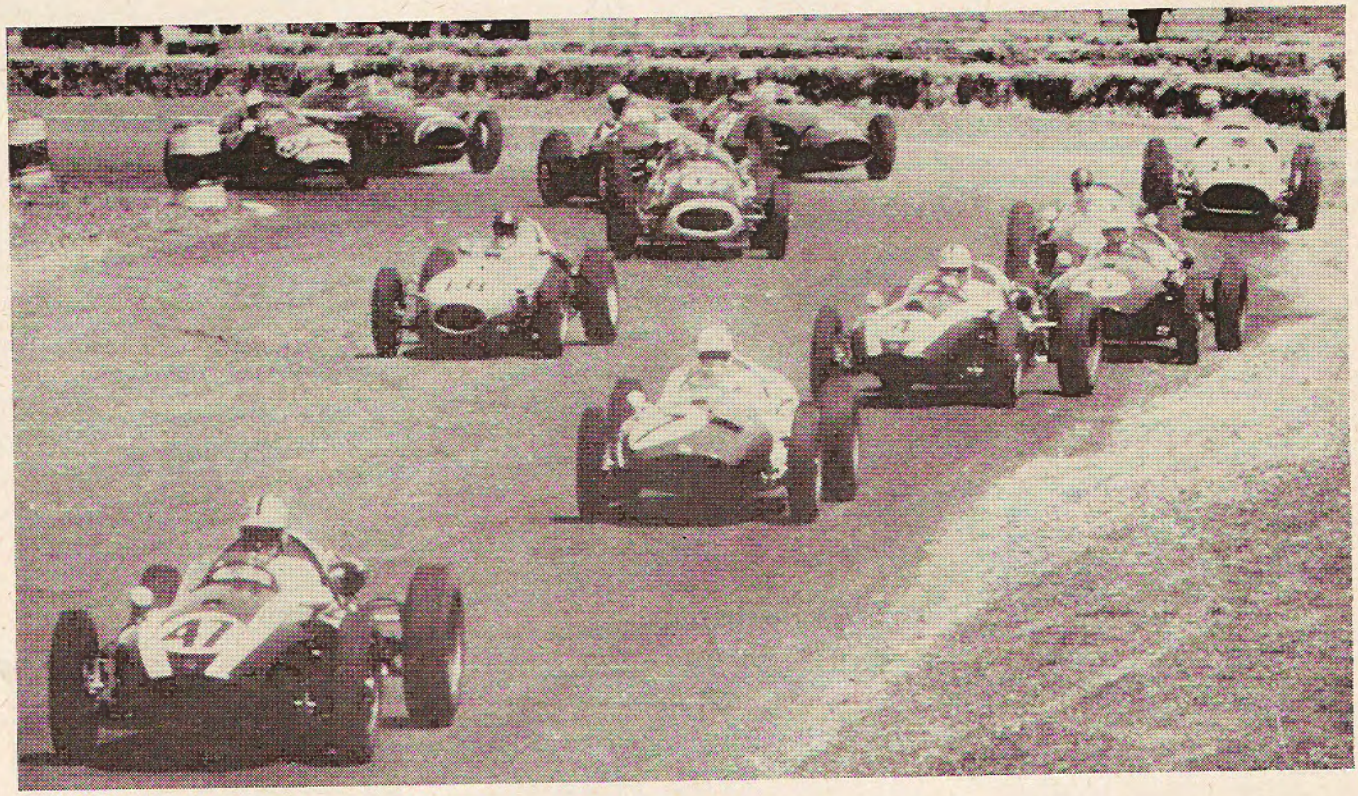
RALLY EQUIPMENT, LTD., of 295 Edgware Road, N.W.9, are pleased to announce that the well-known Ford tuning expert, R. J. A. (Bob) Yeats, has joined their Board of Directors with special reference to their tuning and development sections. Of especial interest to racing and rally motorists is the fact that this firm is now marketing a high-grade motor oil with molybdenum disulphide already added. This oil is prepared for Rally Equipment in the laboratories of a very well-known firm of lubricating specialists and is available in gallon cans, price 21*s*. 2*d*. per gallon.



WITH GRILLE REMOVED, and bonnet up, the little two-stroke engine is easily accessible.



THE SPARE WHEEL, too, is easily got at and there is a useful amount of space in the boot.



BRABHAM WINS NEW ZEALAND G.P.

Moss Again Fails to Finish—Fine Showing by Two Young New Zealanders

BY PETER GREENSLADE

FOR the third year running it was a Cooper-Climax that won the 150-mile New Zealand Grand Prix on the Ardmore circuit near Auckland, and for the third year running a new race record and a new lap record were set. The race was won by World Champion Jack Brabham with the works Formula 1 Cooper. The lap record went to Stirling Moss with the Yeoman Credit Cooper.

Brilliant team driving by Brabham and Bruce McLaren, who finished second with the other factory entered car, put paid to Moss's chances. All the same it was a real Cooper day—driving 2.2-litre Coopers the Australians Bib Stillwell and Stan Jones filled third and fourth places.

Fifth was a "foreigner", the brilliant New Zealander Johnnie Mansel with the ex-Moss, ex-Ross Jensen 250F Maserati. He headed off Australian Arnold Glass's 250F, and then in seventh place came 18-year-old Jimmie Palmer with a 1,960 c.c. sports Lotus. Pat Hoare with his 625 Ferrari was next.

The first 26 laps kept a crowd, estimated at about 44,000, on its toes as Brabham and Moss fought a wheel to wheel battle in which Brabham held the slightest of advantages most of the time. From flag fall McLaren shot into the lead, but Brabham, then Moss, passed him in the second lap so he sat back ready to pounce while Moss and Brabham fought it out in a "dice" that looked as if it must inevitably end in mechanical misfortune for one or the other. And that is just what happened.

Moss inched ahead of Brabham for laps 16 and 17, but the World Champion was not having any of that and he led again until Moss took him to lead at the end of lap 26. In the effort he set a new lap record of 1 min. 21.7 secs. The record remained, but Moss didn't. Within seconds he brought the red-nosed Cooper to a stop. There was a recurrence of familiar transmission trouble.

It was a tight-lipped Moss that walked back to the pits with broken sun goggles and a blood-flecked face—the results of flying stones kicked up in Brabham's slipstream.

After the excitement the crowd and Brabham settled down and McLaren proceeded to bridge the gap. In the last few laps the team-mates turned on the display which would have made John Cooper wince as McLaren tried to get the better of Cooper's No. 1 driver. However, it was not to be. Brabham crossed the line 0.6 sec. ahead of McLaren to win in 1 hr. 43 mins. 49.2 secs.—that was 4½ mins. faster than Moss's time with the 2,014 c.c. Rob Walker Cooper last year and added up to an average speed of about 86.6 miles an hour.

INTO THE LEAD goes Bruce McLaren, followed by Stirling Moss (No. 7), Jack Brabham (No. 4) and David Piper (No. 18) and the rest of the field.

Stillwell completed 72 of the 75 laps, Jones 71 and Mansel 70.

David Piper with the 1960 Formula 1 Lotus never held a threatening position but motored steadily in fourth place for 18 laps. Then he pushed his car to the pits. It was reported that the ailment was a broken drive shaft.

Ian Burgess with a 2.2 Cooper-Climax replaced Piper in fourth place, but his glory was short-lived. At the end of lap 23 he made his first pit stop complaining of a slipping clutch. Further visitations followed before he eventually had to retire.

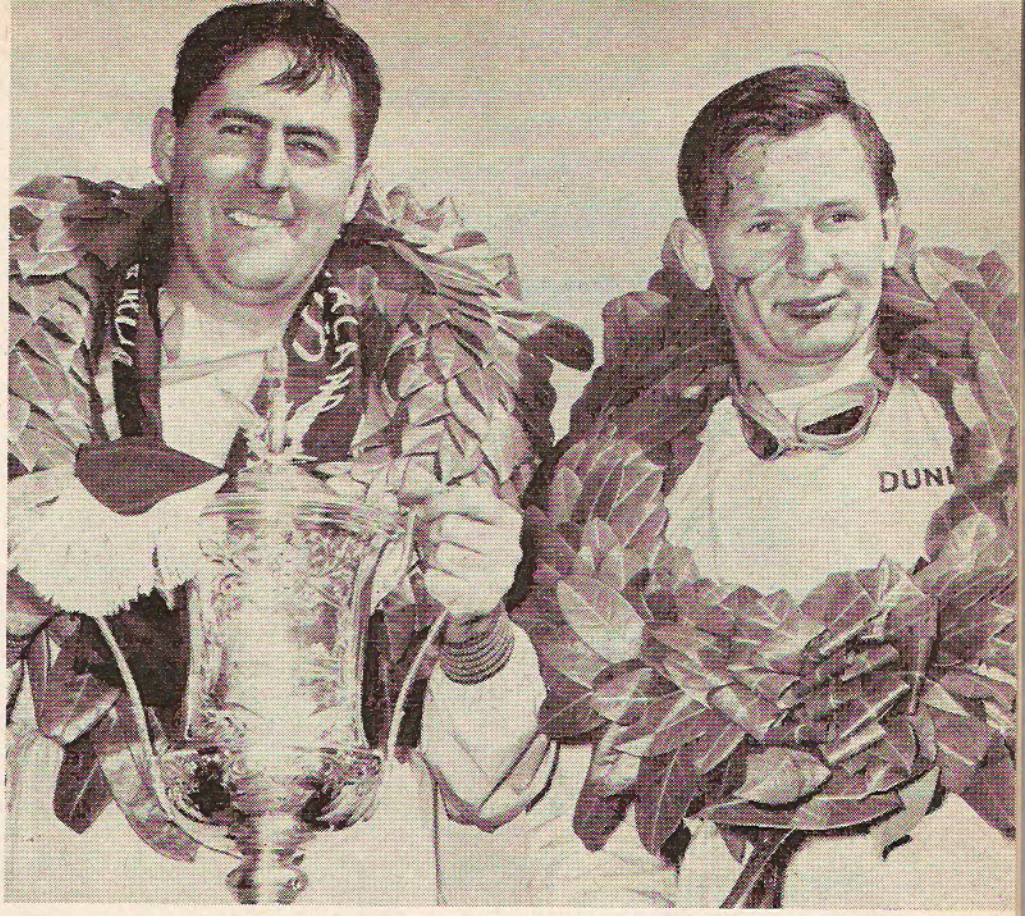
As things turned out, Brabham might have been lucky. Just before the start of the race he found that one of the cylinder head studs was loose. It was too late to do anything about it. During the race he lost most of the water and finished with an engine almost white hot, as well as a slowly deflating tyre!

But the long and short of it all was that the works Coopers were far too good for the rest of the field.

At the first training session Brabham, running on alcohol, came within one-tenth of a second of recording the first 90 miles an hour lap at Ardmore. His time, checked by three watches, was 1 min. 20.1 secs.

Moss did not appear as he was still awaiting the engine for his car which was being air-freighted from Sebring. But Brabham had given him something to think about as he had knocked 1.6 secs. off Stirling's 1959 practice lap record!

Ian Burgess settled down quickly to circulate consistently at 1 min. 23 secs.



HAPPY JACK, thoughtful Bruce. The winner and the second man home acknowledge the applause of the crowds after the race.

before putting in one at 1 min. 22.9 secs. But the biggest surprise of all was yonng Denis Hulme who, with a 1,960 c.c. Cooper, was reported to have managed 1 min. 23.1 secs. David Piper with the Formula 1 Lotus managed 1 min. 24 secs. and said he was satisfied. Bib Stillwell managed 1 min. 27.4 secs., Arnold Glass 1 min. 27.7 secs. with the 250F, and the Australian 1959 champion, Len Lnkey, 1 min. 29.3 secs. with his 2.2 Cooper.

The engine went into Moss's car that evening and he was out at the circnit for his one and only training session the following afternoon. His best time was 1 min. 20.4 secs.—a very creditable effort considering he was using a Cooper-Monaco motor and rnnning on 100-octane petrol. All the same he was a bit pessimistic and commented when he heard the time: "Not good."

Most worried at this stage was Bruce McLaren. His gearbox had packed up after a few slow laps the previons day, and he was busily engaged in rebuilding it with the aid of spares from Moss.

Burgess did not turn out for the final session, but Piper carved his time down to 1 min. 22.6 secs., while Stan Jones managed 1 min. 24.3 secs. to head off the rest of the Australians.

Now the New Zealanders were officially timed to determine their starting money, and Denis Hulme and George Lawton with 1,960 c.c. Coopers were fastest with 1 min. 25.2 secs. Next was Johnnie Mansel with 1 min. 26.4 secs.

Frank Shnter, who originally was down to drive Jones's 250F Maserati, took over Piper's 1,960 c.c. Lotns when the 250F conld not be shipped from Australia in time. Shnter was not officially timed but private watches recorded him between 1 min. 25 secs. and 1 min. 26 secs., which was a pretty good effort as Frank had never before seen a single-seat Lotus let alone driven one until the practice session.

Ross Jensen, the former New Zealand champion, was still without a drive, bnt Gavin Quirk kindly suggested that he shonld take over his disc-braked 250F Maserati and he managed 1 min. 28.9 secs.—the same time as young Jim Palmer with the sports Lotus.

Then everyone had a free day to make final preparations for the Satnrday which dawned fine and hot with the usual thousands of cars streaming out to the circuit.

Racing started early, but main interest centred on the Grand Prix qualifying heats, each of which was run over 30 miles to eliminate the slower cars.

In the first heat Moss shot to the front and held the lead for four laps. Then McLaren took him and hung on with Moss in his slipstream for the next eight. Then Moss went to the frout again and made his last lap the fastest —a reputed 1 min. 20.7 secs., although there is reason for doubting the accuracy of that.

Piper held third place from lap four to the finish while Jones was fourth.

Unluckiest man of all was Frank Shuter. He had been admitted to hospital the previous evening and undergone an operation for appendicitis. Arnold Stafford took over the smaller Lotus and circulated fairly quietly to get the feel of things.

Moss's time was 20 mins. 45.9 secs.

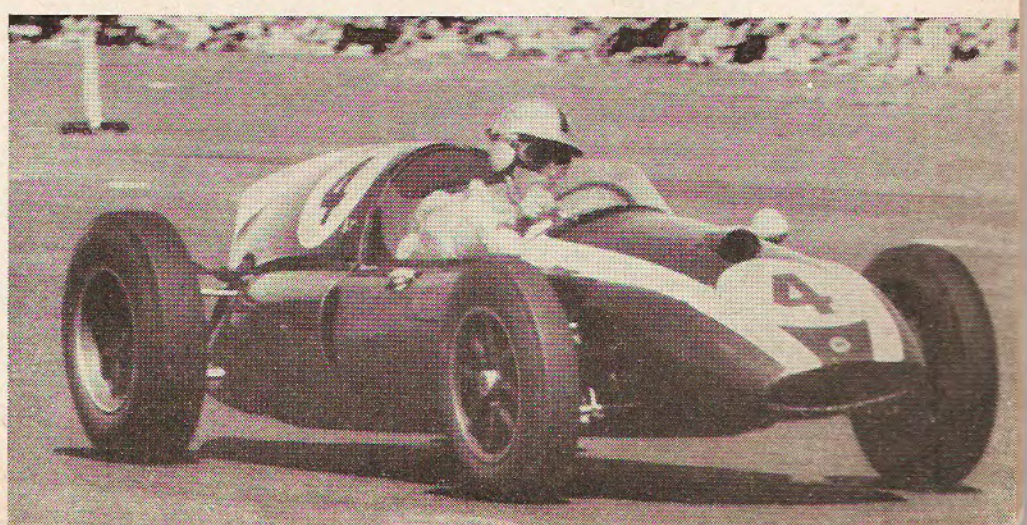
Brabham tore away in the lead in the second heat and opened np a fair gap on Burgess, while young Denis Hnlme cleared out from the rest of the field to hold a comfortable third. Then Hulme went out with transmission tronble to let Stillwell take over third running.

It looked as though the No. 1 Cooper man was going to play dncks and drakes with this field and then dramatically he was ont of it all. The fuel pump gave up and then the car caught fire. At abont 40 miles an honr Jack decided it was time to hop out. Then he realized that possibly the car wonld run into the crowd so he stayed with it nntil he had got it almost stopped. The fire was put out before any major damage was done, and Burgess came home winner of the heat in 21 mins. 36 secs. with Stillwell, Lnkey and Jensen next in line.

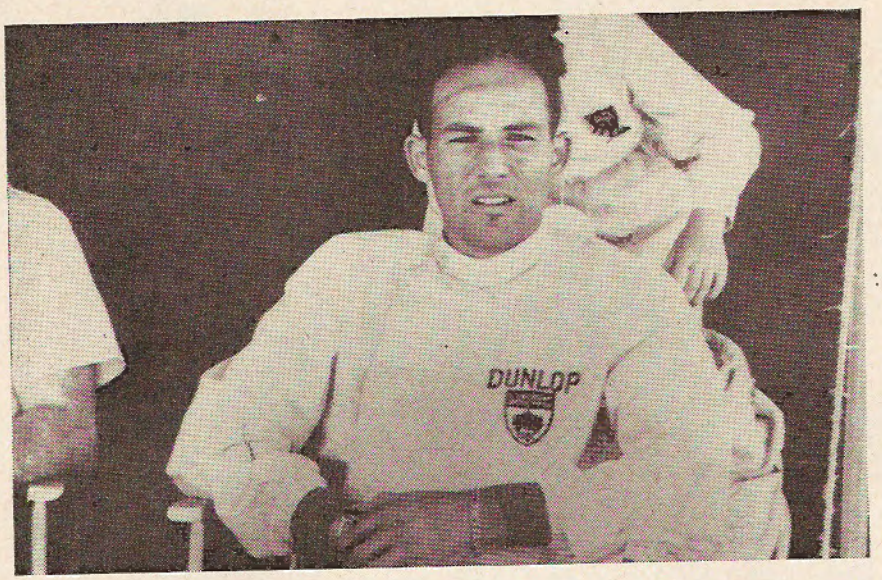
When they lined np for the start in the afternoon Moss was in the pole position and ontside him were McLaren, Piper and Burgess. In the second row were Ron Roycroft (Ferrari 4.5), Lukey, Jones and Stillwell. The third row was occupied by Glass, Ted Gray (Corvette-Tornado), Mansel and Jensen. Ken Harris (Monza Ferrari), Hoare, Palmer and Malcolm Gill (Lycoming Special) were in the fourth row. Lawton, Len Gilbert (Cooper-Bristol), Lionel Bulcraig (Cooper 1500) and Alan Freeman were in the fifth row. Brabham, Bob Smith (Snper Squalo Ferrari) and Stafford were in the back row. There was a space left there for Hulme but his crew was still putting a new crown wheel and pinion in his Cooper.

Brabham took advantage of the space vacant by the absence of Hulme to place his Cooper diagonally on the grid, the idea being to swoop round the outside of those in front of him rather than attempt to go through. This was unorthodox but, as subsequent events showed, most effective.

Some cars began to creep before the flag fell, but when it finally did McLaren made the perfect start and was followed by Stillwell and Bnrgess, while Brabham was also up on the outside. Moss was a little slow, but by the time they swept into the right-hander, College Corner, he was behind McLaren and Brabham was next with Piper, Burgess aud Stillwell on even terms.



JACK BRABHAM on his way to yet another victory.



NO JOY: Stirling Moss sits and contemplates his luck, or lack of it, after his retirement.

McLaren completed the standing lap at an average speed of abont 81 miles an hour and held a narrow margin on Moss, Brabham and Burgess with the rest well bunched but Piper's apple green Lotus prominent. Brabham now took Moss and McLaren and Moss went with him, so at the end of the second tour the order was Brabham, Moss, McLaren, Piper, Stillwell, Burgess. Then there was an appreciable gap to Mansel who had Jones, Roycroft, Jensen, Gray in the blue Tornado and Lawton right behind him.

Jack completed that lap at 86.7 miles an hour and the pace was really one to take the breath away. Next time ronnd the leaders were on equal terms and McLaren had dropped back a little, but not far, although there was not much daylight between him, Piper, Stillwell and Burgess. Bnt this group was well clear of Jones, now in front of Mansel, Roycroft, Jensen and Lawton. The Tornado had disappeared somewhere out on the circuit with a sheared magneto drive.

Brabham entered lap five about a length ahead of Stirling and the speed was up to nearly 88 miles an honr. McLaren was not far behind and he had moved away from Piper who had moved away from Stillwell, who was now on equal terms with Burgess. The other positions were unchanged although Glass in the bright red 250F was now beginning to show up. At this juncture Hulme came out and set off after them with the repaired 1,960 c.c. Cooper and Ross Jensen came to his pit complaining of intense vibration in the Quirk 250F. This was the first of several stops for him for the same reason and after the race the general conclusion was that a front wheel had locked when he braked to avoid another car and this had removed just enough rubber to put the wheel out of balance.

At the beginning of the seventh lap McLaren was 5.8 secs. behind Brabham and Moss and the other major positinns were unchanged.

Now the leaders began to lap the stragglers and they were really motoring. This was wheel-to-wheel stuff with Moss slipstreaming Brabham and getting the worst of it with grit flying in his face in places where the surface had started to cut up. The crowd was delighted. Now and again Moss would get up alongside Brabham but he could never qnite make it.

While this was going on Burgess moved up to fifth place behind Piper, and Roycroft began to drop back with the engine of the big blne Ferrari sounding rough.

At the end of the first 14 tours positions were nnchanged but the margin between Brabham and Moss and the third man McLaren was 8.4 secs., and these three had well and truly cleared out from Piper and the rest. Lawton was in the pits and so were Harris, with the Monza Ferrari, and Jensen (for the second time).

As Brabham and Moss started the 20th tonr they lapped the seventh man, Stan Jones. They had been clapping on the pace and, in fact, Moss had been in front for laps 16 and 17. All the same there was nothing in it.

At this stage Piper, looking rather hot and very sad, pushed his Lotus np to his pit and joined the spectators. The order was now Brabham, Moss, McLaren, Burgess, Stillwell, Jones and Mansel.

Two laps or so later Brabham and Moss had lapped everyone except McLaren and Burgess, and everyone wondered just how long this could go on. But Brabham was imperturbable. Moss was right with him but the Australian was not conceding an inch.

Freeman and Roycroft now visited their pits and Bnrgess also came in reporting a slipping clutch. Now the two leaders were 16.2 secs. ahead of McLaren.

Then came the drama. Moss scraped by Brabham in front of the grandstands on the pit straight having set the new lap record of 1 min. 21.7 secs. in the process. But before anyone had time to get his breath back the red and green Cooper ground to a halt.

One could almost hear the groan of disappointment above the roar of the engines as the most brilliant demonstration of wheel-to-wheel racing ever seen in this country came to an end. But it was the sort of thing that could hardly have lasted much longer.

While all this was going on Burgess's return to the pits was barely noticed and now the order was Brabham, McLaren, Stillwell, Jones, Lukey, who had been making a move, Mansel, Glass, Jimmie Palmer in the sports Lotus doing wonderfully well, and Hoare.

Denis Hnlme was going like a train making up time in the 1,960 c.c. Cooper, but, like the rest, well out of it all even at this stage of the race.

The crowd now settled down to watch a procession. In fact qnite a number of people decided that it was all over and they headed for home to avoid the inevitable Ardmore traffic jams.

After 35 laps there was 17 secs. between Brabham and McLaren. Then came Stillwell, Jones, Lukey and Mansel. Lukey went out after 40 laps with a motor that had been showing signs of sickness for some time. This let Mansel into the fifth place he held to the end of the race. From now on the major positions did not change. Bnrgess, who had made several pit stops, finally gave up after about 44 laps.

The rest of the race was withont incident. But, with about 30 miles left to go, McLaren began to move in on Brabham and he cracked on the pace in no uncertain fashion to circulate round at abont 87 miles an hour. It looked as though the crowd was going to be treated to a repetition of the Brabham-Moss duel and something of the sort did happen. Bruce got right in close and in the concluding stages almost slipped by, but Jack was not to be denied even though his car must have been giving him some moments with the slowly deflating tyre and the mounting engine temperature.

In the last lap but one McLaren really pushed him as they swept out of the left-hander into the pit straight. The tail of the leading Cooper whipped viciously, bnt Brabham held it and went on his way at undiminished speed to scrape home a bare 0.6 sec. ahead of McLaren.

The applause was deafening. Then in came Stillwell, Jones and Mansel in the black Maserati. Mansel, first New Zealand driver to finish under the rnles of the race, was given a tremendous and well-deserved reception.

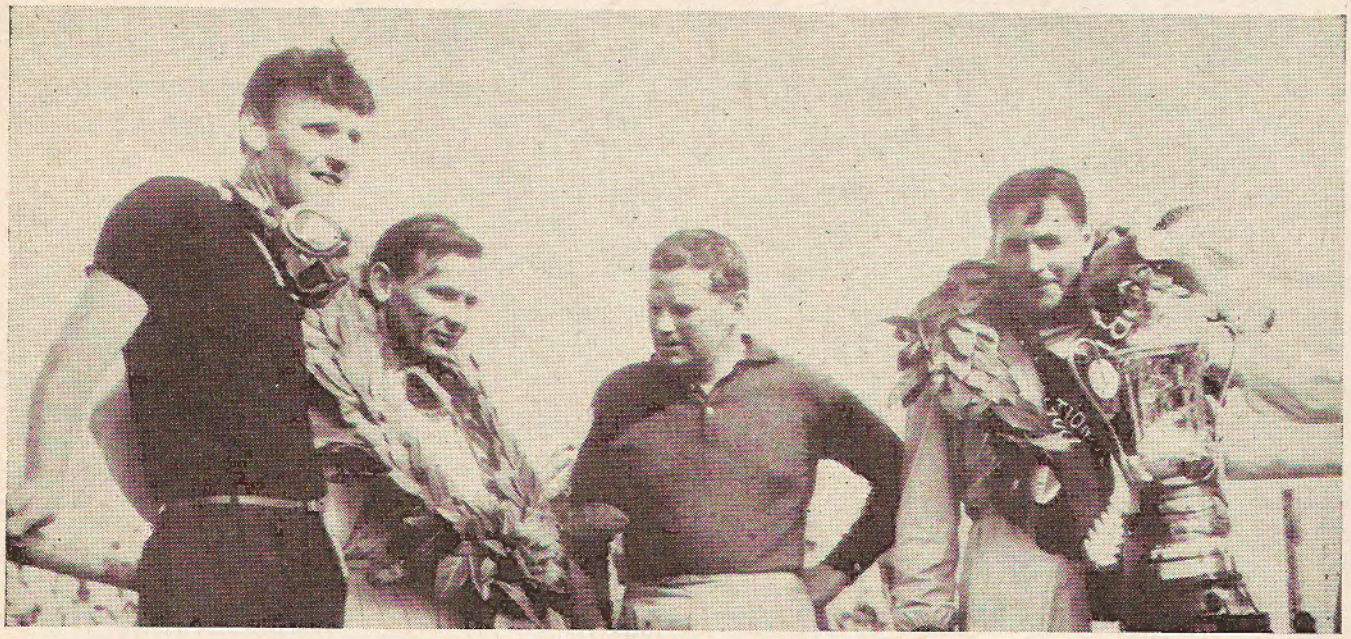
It was some time before the Cooper works men could get ont of the crowd and receive the congratnlations of Prime Minister Walter Nash. As the two of them made their way across the track arm in arm they were almost dancing.

It was truly an Anzac day and a Cooper day. Australians had taken four of the six major places aud New Zealanders two. Coopers had taken the first four places and Maseratis the next two.

Result

1, J. Brabham (Cooper-Climax), 1 h. 43 m. 49.2 s.; 2, B. McLaren (Cooper-Climax), 1 h. 43 m. 49.8 s.; 3, B. Stillwell (Cooper-Climax), 1 h. 44 m. 26 s., 72 laps; 4, S. Jones (Cooper-Climax), 71 laps; 5, J. Mansel (Maserati 250F), 70 laps; 6, A. Glass (Maserati 250F), 68 laps; 7, J. Palmer (Lotus), 68 laps; 8, P. Hoare (Ferrari), 68 laps; 9, R. Jensen (Maserati 250F), 66 laps; 10, D. Hulme (Cooper-Climax), 66 laps.

Fastest lap: S. Moss (Cooper-Climax), 1 m. 21.7 s.



TWO OF EACH: New Zealanders Johnny Mansell and Bruce McLaren stand on the rostrum with Australians Bib Stillwell and Jack Brabham.

The other major event on the programme was the 24-mile sports car race for the Ken Wharton Memorial Trophy and it resulted in a convincing win for the promising 21-year-old Auckland engineering student, Malcolm Gill with his recently acquired Lycoming Special.

Gill took the lead halfway through the first lap and increased it steadily to eventually come home nearly 1 min. ahead of Angus Hyslop's D-type Jaguar, which was some distance clear of the H.W.M. of Roly Levis and the Porsche of Ron Butler.

The promising 18-year-old Jimmie Palmer started favourite with his new 1,960 c.c. Lotus; he made a poor start, bnt had almost overtaken the field at the end of the first lap. But just past the pits the car slewed all over the track when the steering failed. It was only a very cool effort on the yonngster's part that averted tragedy. He managed to stop the car off the track.

Gill's time for the 24 miles was 18 mins. 55.3 secs.

ARDMORE AFTERTHOUGHTS

Moss reached New Zealand to find that there was no engine for the Yeomen Credit car. It was eventually located in San Francisco and reached New Zealand less than 72 hours before the race. Fitting operations came to a halt when it was found there was no throttle return spring among the parts. However, one was quickly produced. It was pirated from a 1915 Studebaker parked in the garage.

Maximum speed throngh the traps on the back straight was down on last year. Brabham and McLaren were fastest at 145 miles an honr. Moss and Burgess made 144, then came Hulme, Jones and Piper with 138.

As usual a nnmber of people landed aircraft right on the circuit (it's much easier than travelling by road). This year there were 18 aircraft and there was some excitement when one, attempting a take-off after the meeting, was caught by the wind and ended up in a ditch, fortunately without injury to its occnpants.

Prettiest car at the meeting was Christchurch veteran Hector Green's new R.A. The rear-mounted locally made engine is of 2,100 c.c. and all aluminium with twin overhead camshafts and twin ignition. Wet cylinder liners are employed. There are four Amal carburetters. Connecting rods and the hard-chromed crankshaft are of TR3 origin. There is a locally made three-speed gearbox. The chassis consists of four 1½ ins. square tubes. The wheelbase is 74 ins., front track 50½ ins., rear 48½ ins. Volkswagen components are used in the front suspension and the rear is by wishbones and coil springs with telescopic dampers. Disc brakes similar to the Dnnlop pattern, but locally made, are used with twin master cylinders and mounted inboard at the rear. Knock-on wheels of 15 or 13 ins. are nsed, depending upon the circuit. The car did not come to the start line at Ardmore as a snccession of New Zealand-made pistons proved to be its weak feature. Frontal area is exceptionally small and the car is much lower than most.

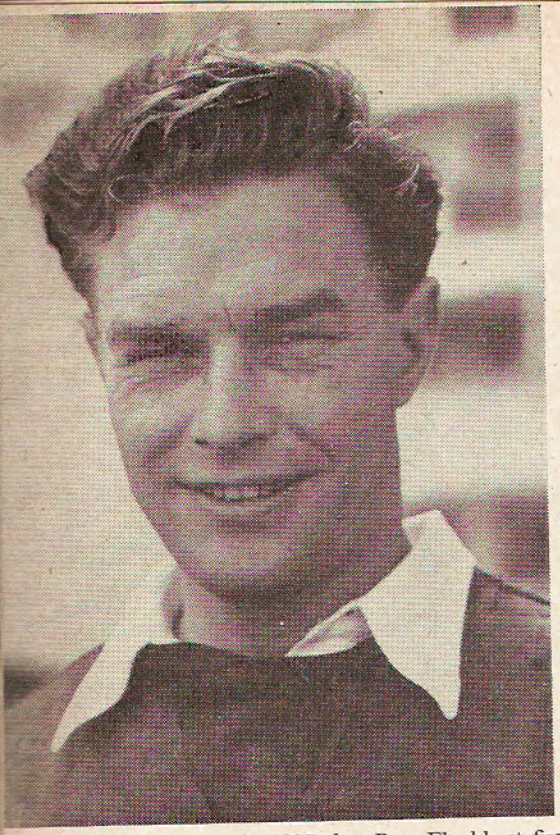
Oldest driver at Ardmore was 71-year-old Australian Lou Kingsley whose extra special Holden saloon is fitted with a Jaguar gearbox and brake booster. Development work on the motor has been carried out by Charlie Dean of Repco Research. It has covered more than 50,000 miles, mnch of it towing a caravan, but has recorded 16.9 secs. for the standing quarter-mile.

After the Grand Prix Bruce McLaren annonnced his engagement to Patricia Broad of Timaru. They met when Bruce was visiting his sister in the South Canterbury town during the 1959 season. There are no definite plans about the wedding date yet, but Patricia will be visiting Europe this season.

New Zealand's "driver-to-Europe" scheme which produced McLaren will be resnmed with real vigour this year. Two youngsters with one mechanic will make the trip. They are the 1,960 c.c. Cooper drivers, Denis Hulme and George Lawton. The mechanic is Feo Stanton, who has proved himself in this sphere and also as a racing and pit manager. This will be an excellent trio. The boys show promise of following in McLaren's footsteps and with Stanton will be good New Zealand ambassadors.



RETIRED AGAIN: Stirling looks thoughtful as he discusses his retirement with onlookers.



PROFILE — RON FLOCKHART

By Christopher Nixon

IT was in 1927 that Ron Flockhart first started racing. Of course, he was only four years old at the time and it wasn't real racing. The vehicles were called gniders—a sort of gravity powered Go-Kart—made out of some bits of wood and old pram wheels. Even at this stage Ron showed great promise, and simply by leaving bis braking later than his competitors, he won many a race. This, of course, meant considerable wear and tear on the brake linings, *i.e.*, the soles of his shoes. "One day I completely wore out a new pair of shoes. That day will live in my memory for ever—and so will the belting my father gave me when he found out!"

Ron was born in Edinburgh on the 16th Jnne, 1923, and is "100 per cent. Scottish", having Irish, Highland and Lowland Scottish and Scandinavian blood in his veins. Being a mere "Sassenach", I fail to see how this makes him 100 per cent. Scottish, but seeing that the Editor and Mike Durnin both come from the other side of the border, I will say no more about that!

After completing his education at Daniel Stewart's College, Ron left in 1940 to go to Edinburgh University. He wanted to get a permanent commission in the R.A.F., but his parents didn't like this idea. However, he did become one of the fonnder members of the Edinburgh University Air Squadron.

He took his degree in 1943 and gained a B.Sc., all the while dispatch riding for the Home Guard while he tried again to get into the R.A.F. He then realized though that with his qnalifications he wonld be pnt straight into a grounnd job and wonld never fly, which was what he wanted to do. His parents wished him to go into the Navy, which was more or less the "family service".

Ron didn't like the idea of the Navy, however, and if he conldn't fly he certainly wasn't going into the Air Force. So he went into the Army and was commissioned in R.E.M.E.

The autumn of 1944 found him working on recovery in the mountains of Italy. "In some ways the risks I've rnn in recent years don't compare with those we ran in Italy. There were mines, booby traps and snipers everywhere. I recommend war as a primer course for politicians!" From Italy Ron was moved to the Middle East, by this time a captain attached to the 7th Royal Horse Artillery.

It was in Italy, by the way, that Ron had his first taste of flying. "We did a swap with some members of the South African Air Force. We gave them a jeep and a Standard utility vehicle and in return we obtained the nse of a Piper Cub; unofficially, of conrse!"

He did a lot of motor-cycle sport both in Italy and the Middle East. There were scrambles, speedway and sand racing and Ron did a lot of all three up nntil his demob in 1947.

Back in Blighty once more he went back to Edinburgh and resumed his engineering where he had left off. He bought a motor-cycle (he had had one at the age of 16—a 250 c.c. Royal Enfield Bullet) and proceeded to compete in trials, scrambles and sand races again.

There followed the inevitable shunt, and because of this and the ensuing family pressure he forsook two wheels for four, and in 1948 he purchased a M.G. TC, and "for a while I behaved myself."

It was at this time that he took np gliding and obtained his A, B and C glider pilot's licences. He then went on to take his pilot's licence in a Tiger Moth.

One day a friend persuaded him to enter the M.G. in a rally. "We did all right, but the car had no 'oomph' in the special tests. So we boosted the engine considerably and in 1948 and '49 I took part in lots of club events. It was in 1949 on the sands at St. Andrews that I had my first taste of 'real' racing. I entered two handicap events and won the first. I was leading the second when the officials got themselves in a terrible mnddle. The resnlt was that I didn't win but neither did anyone else."

After its "souping" the little M.G. would do a gennine 104 m.p.h. "Not so long ago I drove a TC at 84 m.p.h. I realized then what a hero I'd been!"

By 1950 the car was no longer practical for racing so Ron sold it and in 1951 he bought one of the new J.P. mnlti-tubnlar chassis, built to the then very active Formula 3 class. Into the chassis he put a 1,000 c.c. Vincent Black lightning engine.

He had no transporter so his father's car was commandeered to tow it to the circuits. He raced mostly in Scotland but he did go to Dnndrod for the Ulster Trophy Meeting where Farina won the main event in an Alfa Romeo. Ron won the up to 1,300 c.c. racing cars event from a gaggle of Irish specials and one Peter Collins in an 1,100 c.c. Cooper, which blew up in the race. Another up and coming yonng man at that meeting was J. M. Hawthorn, who won a handicap event. This race, says Ron, was the real start to his racing activities.

At the end of the season he sold the car and in partnership bought the original E.R.A., R.I.A. In 1952 he went back to Ulster again. Competing in the race that year were Fangio and Moss (B.R.M.s), Bira (4½ litre Osca), Hawthorn (2-litre Cooper-Bristol), Taruffi (Thinwall Special), Giraud-Cabantous (Lago-Talbot) and Phi-Phi Etancelin (Lago-Talbot).

In practice before the race the car stripped the crown-wheel and pinion. After all-night work the car was repaired but there had been no time for fuel-consumption tests. As a resnlt the car ran out of fuel when in third place behind Taruffi and Hawthorn. This was hard luck indeed, but, as Ron says, "There are no 'ifs' and 'huts' in motor racing, only hard facts and chequered flags."

Shortly after this event his business partner bought out Ron's share in the car, and Ron decided to go motor racing on his own. He managed to buy Raymond Mays' 2-litre E.R.A.—R4D. He raced this for the remainder of the season and gained a few wins and places, and then in the winter of 1952-53 he took the car to bits and rebuilt it with "one of the best friends I've ever had, Willie McVee. When I first met him he was my director's chauffeur. He proved to be a very fine racing mechanic indeed."

Besides rebuilding the car they made a bns into a transporter-cum-caravan.



RON'S PRINCIPAL HOBBY is flying, and he uses his own aircraft for travelling to pretty well every European circuit.

"This meant a hell of a lot of hard work and I was most anti-social during the winter. Anyhow, came the spring of 1953 and we went motor racing, starting off with the Easter meeting at Goodwood. This year, I think, was the swan song of the classic racing cars."

All in all, it was a good season. Ron competed in approximately 17 events, finished in 15, was placed in 13 and made six fastest laps or B.T.D.s. That season was the last in which he actnally raced his own car, for at the end of the year he was approached by the Alfred Owen Organization, which asked him to drive the B.R.M.s and also assist in an engineering capacity.

Ron agreed to this proposition and so 1954 found him driving the Mks. I and II B.R.M.s in *Formule Libre* races. In 1955 his mother died and Ron did very little competition, but at the end of the season David Mnrray asked him to join Ecurie Ecosse. David had first approached him in 1952, bnt after a certain amonnt of discussion he had decided to run his own cars. This time, however, Ron accepted and signed up for 1956.

It was at Rheims that year that Ron's considerable knowledge of things mechanical came into its own. Driving the Ecurie Ecosse D-type in the 12 hour sports car race, a half-shaft sheared on the last lap when he was in fourth place. "I realized that there was a little bit of power still being transmitted through the ZF differential to the rear wheels, so I kept going very very slowly and just managed to cross the line, still in fourth place."

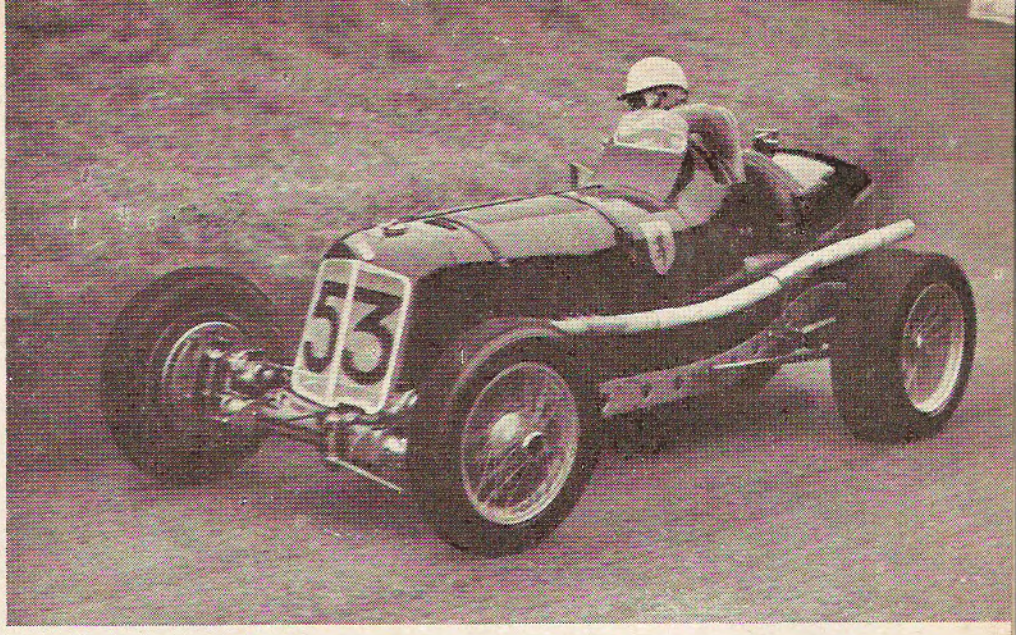
The Scots are by nature a warm-hearted, kindly race, and Ron is no exception, being a very open and charming personality. He is a man of many interests, the main one being flying. "In 1954 I acquired, at remarkably low cost, an Auster. This has been my principal hobby ever since, and I fly it to pretty well every European circuit."

His other interests are serious reading, folk lore, Highland dancing and—pass me that dictionary, mother—ethnology. Also, althongh it is perhaps not very prudent to mention it at the present time, he is very fond of walking in the Highlands. "Before this walking craze," he growls, "I was proud of my 40 miles a day over heather tracks, but now. . . ."

As far as food goes Ron says that racing "has taught me to appreciate the Continental ideas on food. I think one must maintain a balanced diet, with not too much over-rich stuff." He doesn't smoke at all and drinks "in so far as it is sociable".

He is very particnlar about "driver preparation" before a race. "I like to get plenty of sleep and before the event I try to eat something which will absorb any fnmes and gas. In a race I keep as mnch area of skin covered as possible and I *always* wear goggles, even in rain. I jnst coat the lenses with ex-R.A.F. anti-dim grease, and I reckon that I can see just as well as with a visor. Also I find that it is easy to get rain or oil on the inside of a visor, and it is difficult to get rid of it."

Ron feels that the top line drivers should be as helpful to the clubs as possible. "Motor clubs are the background of motor racing. When a driver has got as much enjoyment out of racing as I have, I feel that he should do his best to put something back into the sport. Therefore I go to as many club functions as I can. If it wasn't for the immense enthusiasm of some of these clubs, racing as we know it today just wonldn't exist."





NEW RECORD at Bo'ness in 1953 went to the 2-litre supercharged E.R.A., here being cornered with considerable verve (above). RIGHT: A remarkable wartime photograph of a bursting shell—only a few yards away! Ron was the cameraman.

The 1961 Formnla constitutes "a very badly informed decision by the F.I.A." says Ron. "Everybody concerned with it seems to be completely ont of touch. To my mind the important things are incompetent drivers and oil on the circuit. Cutting down the size of the cars won't make one jot of difference. We have got to ask ourselves. 'Whither racing?' I think we mnst get the Americans in. The more competition the better.

"I think that since Fangio relinquished the title the World Championship has diminished in stature—it is getting a little tarnished. To my way of thinking the best method is that used by the American professionals. A sponsor, driver and mechanics go throngh the season as a team and it is the team that wins the title. This wouldn't work over here, nnfortunately."

Ron's most amusing incident happened during the 1955 Mille Miglia when he was driving an Austin-Healey. "A bunch of kids threw what turned out to be a lump of paper into the road. I swerved to avoid it and the car went backwards through a bridge and into the river below, where we landed upside down. I was not hurt and scrambled out from underneath it. As soon as I surfaced I was dragged to the bank by a couple of Italians. I lay there feeling rather dazed whilst they chatted animatedly.

"Now I had learned a bit of Italian dnring the war and I was able to understand most of their conversation. One said 'Where do yon snppose he keeps his money?'

"'In his hip-pocket, I shonld think,' said the other.

"That was enough to bring any Scotsman round and I leapt to my feet and told them off in my best Army Italian. They were most npset!"

What of the future? Well, first things first, Ron recently became engaged to Gillian Tatlow. Gillian is a B.O.A.C. Air Stewardess, and you will appreciate that to be a stewardess a girl must have charm, intelligence, beauty and withal a delightful personality. True to this code Gillian has charm, intelligence, beauty, and if I go on like this much longer Ron is likely to get certain ideas into his head which could be distinctly unhealthy for Nixon, so we will leave it at that!

What with Ron flying (aud I nse that word advisedly) about Europe doing his motor racing and Gillian shuttling back and forth across the Atlantic they don't see as much of each other as they would wish and, indeed, having got engaged, it was some time before they could get

(*Continued on page* 152)



Mercedes-Benz Dominate "Monte"

Remarkable 1-2-3 in General Classification for German works entries—Peter Harper/Raymond Baxter (Sunbeam) Highest British Competitors—Coupe des Dames for second succesive year to Pat Moss/Ann Wisdom (Austin A40)

DAIMLER-BENZ A.G. celebrated their official return to competitive motoring with a sensational 1-2-3 in the general classification of the 29th Monte Carlo Rally and, of course, the highly prized manufacturers' team award. The outright winners, Walter Schock and Rolf Moll, put up a perfect display on the extremely difficult mountains test which concluded the event. Their 220S Mercedes-Benz dropped only 30 secs. on the double circuit, a truly remarkable exhibition of precision driving.

Second and third places were also filled by Mercedes-Benz 220S, namely, Bohringer/Socher and Ott/Mahle respectively. It was significant that the team started from behind the Iron Curtain from Warsaw. Thorough planning and organization went into this effort, with Karl Kling making his début as Alfred Neubauer's successor. The team had spent over six weeks in Monaco covering countless laps of the final classification test, at every possible imposed average speed.

Peter Harper and Raymond Baxter (Sunbeam Rapier) in fourth place were the best of the British entries, wiuning the Frankfurt starting control award and their class. Sunbeams on the whole did extremely well, with one of the new Alpines taking first place in the G.T.

BY GREGOR GRANT

Photography By George Phillips

category. Baxter courageously went through the entire mountains test suffering from severe nausea, but played a major part in timing and navigating Harper.

The Coupe des Dames went to Pat Moss aud Ann Wisdom (Austin A40) for the second successive year. Anne Hall (Ford Anglia) lost her chance wheu wheel nuts fractured during the classification test, while Greta Molauder (SAAB) dropped countless marks.

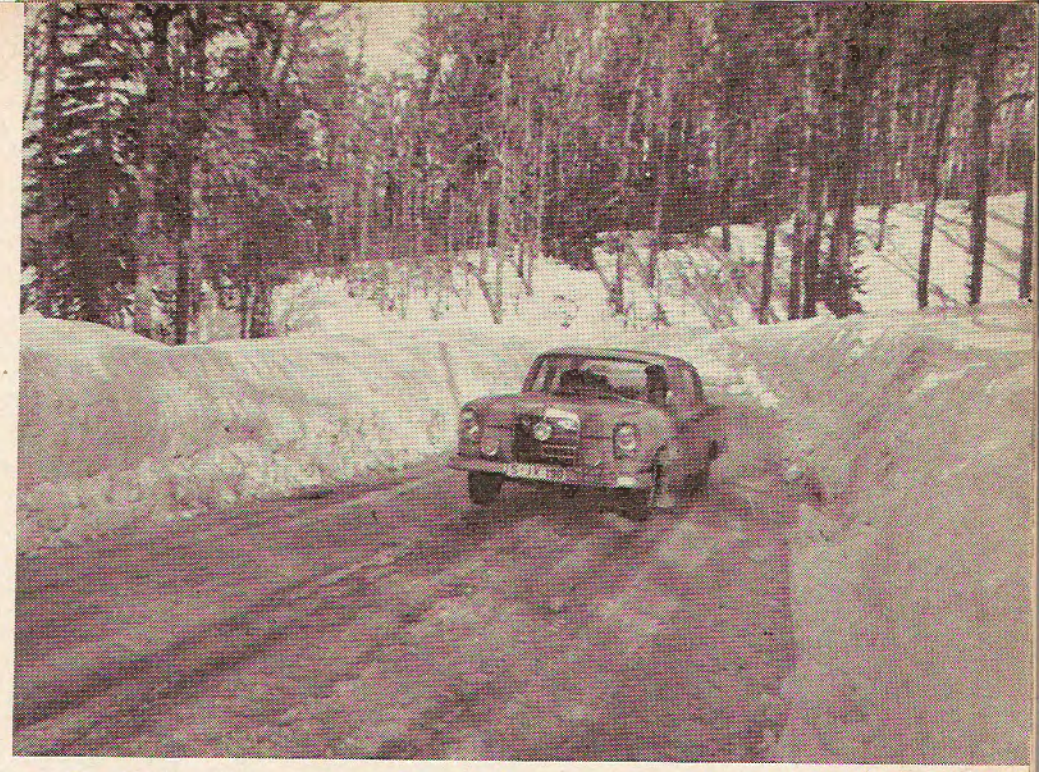
Best British crew, finishing fourth in General Classification, were Peter Harper/Raymond Baxter (Sunbeam Rapier). Here Harper negotiates a hairpin bend shortly after leaving Chambery.

Denis Scott/Ken Armstrong (Ford), one of the 10 unpenalized competitors on the road section, went off the road and lost a couple of hours before they were hauled out. Peter Jopp/Les Leston (Sunbeam) broke a half-shaft at Pugier-Thenier, near the end of the test, whilst unpenalized Edward Harrison and Dick Habershon (Ford) retired after a brake pipe fractured.

Class awards went to Schock/Moll (Mercedes-Benz), Harper/Baxter (Sunbeam), Bremer/Vainola (SAAB), Levy/Linzenburg (DKW), Peyrot/Marion (Citroën), Feret/Rambaut (Renault Alpine), Quilico/Michot (DKW), Ericsson/Blomgren (Alfa Romeo), Backlund/Falk (Sunbeam Alpine), Augias/Rolland (Peugeot), Handley/Harvey (Ford) and Sjostrom/Hermansen (Volkswagen).

Following Harper, the best British performauces were Sutcliffe/Crabtree (Ford), sixth; Ray/Bleakley (Sunbeam), 11th; Pat Moss/Ann Wisdom (Austin), 17th; Adams/McMillen (Sunbeam), 19th; and Cuth Harrison/John Harrison (Ford), 20th.

There was quite a remarkable situation when, due to an error in calcula-



VICTORIOUS CREW was that of Schock/Moll (Mercedes), seen travelling fast and on time over a tricky surface of ice and frozen snow on the Col de Lachaux.

tions, the Volvo of Barbier and Margo was debarred from taking part in the final test, and was subsequently discovered to have arrived at Monaco unpenalized. The organizers persuaded the Frenchmen to accept 2,500 New Francs as compensation, for a protest could have led to countless complications.

On the whole the rally was a severe test of crews and cars, with the presence of snow and ice on many sections causing incidents and loss of marks. At Chambery only 63 competitors out of the 169 survivors were unpenalized, but by the time the cars reached Monte Carlo only 10 could claim clean sheets. Only one competitor got through from the Rome start, the Chardonnet/Pinier Citroën.

I started in a Sunbeam Rapier from Frankfurt with David Dixon and Mike Durnin, with Peter Harper and Raymond Baxter (Sunbeam) the only other British entrants. The AvD were most hospitable, and gave competitors a supper-party on the evening before the depart. Non-starters whittled the entry to 12, and we set off on a cold, clear morning following heavy falls of snow. It was easy going on the autobahn before striking off for the Nürburgring, but there was ice on the snow-covered Eifel mountain roads, accompanied by thick fog. From the famous circnit it was hard going to Liège, particularly in the Ardennes where fairly heavy snowstorms were experienced accompanied by slippery roads. The Witthoft/Stenfert Lloyd and the Unger/Knoop Mercedes were penalized for lateness at the Belgian city. On the way out of Liège on the road to Bastogne, I slid on an icy road and finished up in a field. The car was driven ont np a steep bank, and a damaged front wheel changed. One or two other competitors nearly followed us into the field, as somehow or other the direction board had been shifted to the wrong side of the road. It was easy going to Luxembourg, but care had to be taken on icy roads. Tempelmann/Blankanegal (DKW) revolved on a slippery incline near Bastogne, and were forced to retire with damaged snspension. The Frishkorn/Beste NSU Prinz was wrecked after colliding with another vehicle near Arlon, so the Frankfurt contingent was fairly early reduced to 10.

Icy roads were experienced in the Moselle, and some parts of the Vosges were quite tricky, with snow-covered roads most of the way to the passage control at Colmar. This was followed by the treacherous Col de la Schucht to Gerardmer, where Ronnie Noble and his B.B.C. television crew gave us all quite a reception. All arrived within the time allowance, and then set off on the long haul to Cambrai where it was raining push-rods. We had the wretched luck to have a tyre burst a few kilometres from the start; much time was lost changing a wheel, as the spare had its chains in place, and great difficulty was experienced in loosening the retaining clips. Black ice rather defeated an attempt to get to Boulogne on time, where we clocked in two minntes behind schedule. We now had no spare wheels, so decided to go on to Blois where David Hiam of Dunlop's had the punctured tnbe replaced. Many parts of this ronte were slippery, and a high wind on the road to Abbeville tended to blow the smaller cars off-course.

The road to Bourges was fairly easy, but once in the Massif Central the fnn really started. David got into a slide going down a slushy and icy hill out of La Courtine, and the Rapier shot over a bank and came to rest in deep snow at an acute angle. It looked impossible to retrieve, but other competitors rapidly came to our aid, including Leslie Brooke, Prince Frederik-Karl, Rob Slotemaker, Karl Richardson, Jimmy Shand and Siegfried Eikelmann. Despite the risk of lateness, these sportsmen pushed and tugged in an effort to get us back on the road, and also lent a hand when Frank Ward's M.G.A dived into a ditch on the opposite side. It was to no avail, and onr car was later retrieved by a party of people from La Courtine, and Peter Easton/John Whitmore, whose Sunbeam Alpine had pranged at Usset, also came up to lend a hand. Considerably behind time we diced on to Mauriac, but later had to abandou owing to wiper failure caused through some untraceable short-circuit. It was a hard decision, but with heavy rain and then dense mist, it was quite impossible to see without wipers, and we would have been well over the hour lateness.

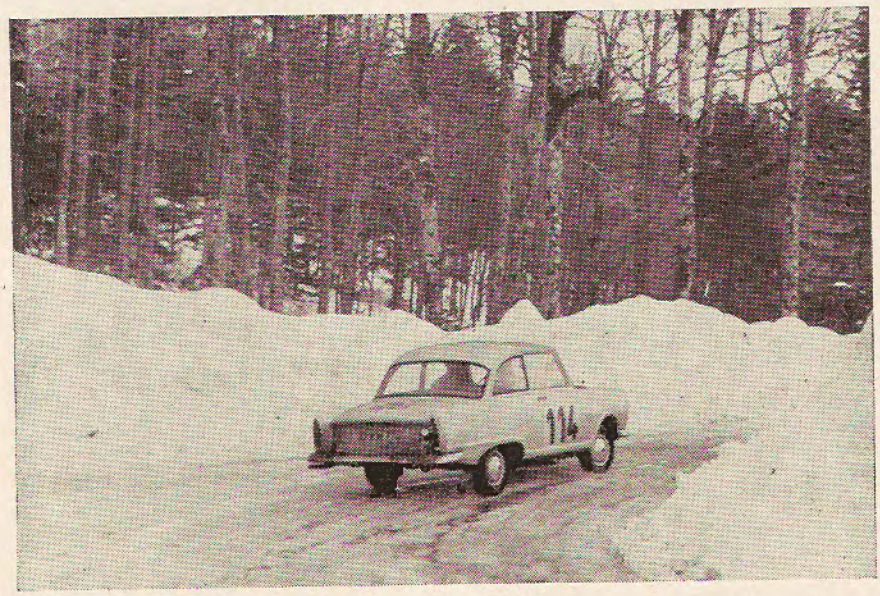
The Glasgow people had a fairly rough Channel crossing; thc McLennan/Hendry Morris was retired and 71 cars left the port en ronte for Blois in good order. After Bourges, the Pinder-Smith/Johnson 3.4 Jaguar had trouble with fuel blockage.

Wintry conditions prevailed in the mountains after Bourges, and about 44 kilometres from the city, Keith Ballisat/Stuart Turner spun on the ice near Ste. Amande with their Triumph Herald, and crashed rather badly. Both were taken to hospital with suspected rib and leg injuries. Many crews dropped marks due to the treacherous roads, and 27 carried penalties by the time Figeac was reached. The Cotter/Ward Sunbeam was retired, and Pinder-Smith/Johnson finally abandoned with their ailing Jaguar. At Saint-Flour the Bennett/Taylor Morris fell out. Conditions were not too bad in this area, bnt no one could take a chance of easing up,



DURING the final test the Mercedes of E. Bohringer/H. Socker passes a group of photographers, the driver holding a slide on the frozen snow.







BOASTING a large number of lights, the Norwegian Ford entry of Kristiansen/Erichsen swings through a bend during the Mountains test (top, left). CENTRE: Ice and slush form the surface for the DKW shared by Wolfgang Levy/Otto Linzenburg. BELOW: At speed on the Col de Turini as dusk sets in is the Yeoman Credit Ford Zephyr of Sydney Allard.

with always the likelihood of snow and ice on the mountain roads.

The Paris brigade, 40 strong, was one less at Cambrai when the Mme. Texier/Mme. Tardieu Dauphine was abandoned with engine trouble. Skating-rink surfaces to Boulogne caused penalties for Marchaud/Penham (Ford), La Rose/Hebel (Renault) and Colucci/Scialom (Alpine Renault). Joy Cooke and John Dorsett had a most uncomfortable trip with a broken windscreen on their Anglia, and had the prospect of several hundred kilometres before a replacement could be obtained. Pat Ozanne/Nicky Gilmour went out with their Mini-Minor at Blois, and two more retirements bronght the total of runners to 36. Joy Cooke and Dorsett found the odds too great and, shivering with cold, decided to pack up and thaw out at Mauriac.

Of the Rome starters, only Chardonnet/Pinier (Citroën) were nnpenalized by Bourges. Even such doughty rallymen as Laroche/Radix (Porsche) had acquired penalties, whilst Morin/Labet (Renault) abandoned after going over a bank on the way to Dijon.

The Lisbon folk experienced very bad conditions, and the 31 starters were considerably reduced after Mauriac had been reached. Marcel Becquart/Jacques Blanchet skidded on a glass-like bend near Millau and ended up with a smashed front-end against a telegraph pole. Da Silva/Moreno (Simca) never reached Mauriac, and heavy rain which froze immediately caused cars to slide in all directions on the mountain roads. Practically everyone was penalized heavily, and Gacon/Ganot (Porsche) were three minutes late at Mauriac.

By St. Flour, even more crews were late, and when the 15 survivors clocked in at Le Puy, all had been penalized.

From Peter Jopp came news of the Oslo starters; he and Les Leston, of course, were in a Sunbeam. When the first car, the Mini-Minor of Naucy Mitchell aud Pat Allison, left the crowd-lined roads, they were to lead the rally from the most northern starting point. The roads out of the city were well cleared, but in the short run to the Norwegiau-Swedish border, the temperature was well below zero, and a light layer of snow had fallen. After crossing the frontier, crews had to change to the left-hand side of the road in Sweden, and the snow became mnch deeper, with ruts to make things more difficult. The Dutch-entered Alfa Romeo of Van Niewenhuizen/Moggre collided with a lorry on the brow of a hill; unfortunately van Niewenhuizen succumbed to injuries. It would appear that the car may not have been on its proper side of the road, as the crew had just left the frontier.

Approaching the first control at Gothenburg, the roads became much clearer, but care had to be taken owing to the ruts left by frozen snow. In the case of Nancy Mitchell, the small-diameter wheels of her Mini-Minor

FLOODS and snowy mountains form a background for the Barbier/Margot Volvo on the Col de Grimone, with a B.M.C. "baby" car in pursuit (top, right). CENTRE: Willi Tak's Mercedes kicks up the slush and ice on the Col de Lachaux. BELOW: Swinging the A40 through a hairpin bend are Pat Moss/Ann Wisdom, who again won the Ladies' Cup.

proved to be a heavy handicap. After an off-road excnrsion she would not have been able to carry on had not "Pop" Jopp and Ian Baillie (Sunbeam) come to her rescue and pulled the little car back on to the road. It was pretty obvious that these "baby" cars were not ideally suited to wintry conditions. "Pop" Jopp, making up time after assisting "Mitch", ran into a road sign with slight damage to his Rapier. This was nothing compared with the damage sustained when co-driver Ian Baillie crashed on the autobahn between Hanover and Frankfurt, where heavy lorries lay all over the place, and competitors had to drive on the centre between the dual-carriageway, and then go on the wrong side in order to get past. Happily the crew was uninjnred, but the Rapier was too badly bent to continne.

However, the time allowance for crossing the German frontier gave all ample time to reach the Hamburg control, and it was only a matter of ensuring that the maximum rally average speed was not exceeded. Difficnlty was anticipated in finding one's way throngh Hamburg, but a fleet of police cars was on the outskirts of the city to pick np and guide the rally cars. This control was most popnlar with the crews, and already-heavily-laden cars had even more space occnpied by gifts of food and drink. In fact, at the German controls, we received sufficieut food to feed an army.

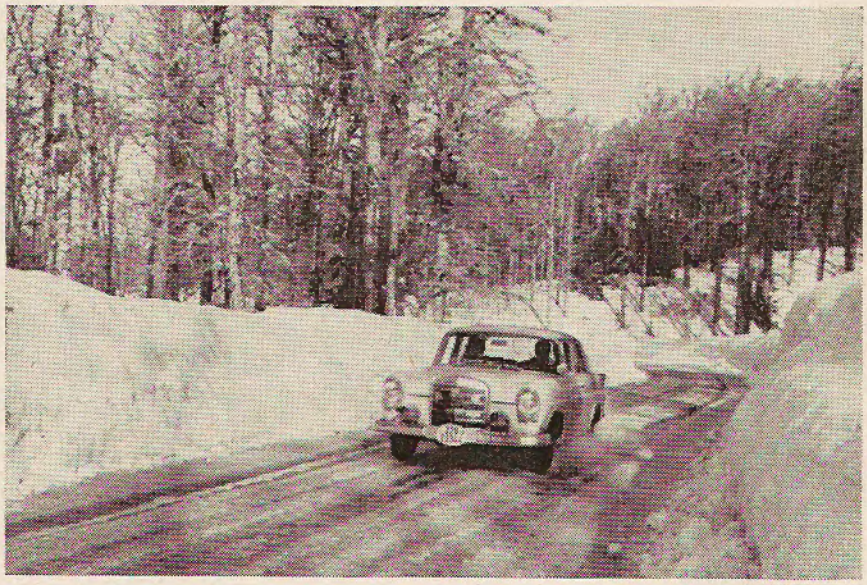
Of the 88 crews which had originally taken the depart, 15 had abandoned and seven had lost marks. The British contingent was all present and correct, and none had incurred penalties.

In the forest areas around Nürburgring the snow was very deep, and a high wind caused blizzard-like conditions with consequent drifts. Nancy Mitchell and Pat Allison must have lost their way somewhere, for they were late at Liège. Eventually they had to retire after reaching Chambery, being over their maximum one hour lateness. In Liège the over-efficient organizers had cars crossing an imaginary line at their exact starting time, causing traffic confusion and making for totally unnecessary hold-ups for other road users. One would think that this could well have been avoided in such a large city, with folks going abont their ordinary business.

From Frankfurt the Oslo people had been joined by the Warsaw contingent, and we learned at Liège that Gatsonides had retired his Austin Seven with a slipping clntch, thus depleting the chances of the B.M.C. teams.

The weather in northern France was much better than was expected, and the long haul from Chaumont back to Dole did not take as much toll as was anticipated. This was in direct contrast to the St. Claude to Chambery stage, where icy roads and fog caused many delays. The main-line level crossing at Aix-les-Bains proved another obstacle, and we had to sit for some time waiting on the









SWEEPING out of a tunnel near Grandage to an admiring audience of small boys (one side) and adults (the other side!) is the Sunbeam of J. E. Bullough/G. Lomax.

Paris express thundering past. This resulted in a dice into Chambery, where we had 30 minutes' break before starting the Chambery-Monaco stage, learn the whereabouts of the previously unknown controls, and do as mnch servicing to the cars as was possible.

Leaving from about 7 a.m., crews encountered crowds of workers in the narrow streets of the town, many losing valuable minutes before the start of the climb of the Col du Granier. The early folk found that parts of the Col were like glass, and many came to a standstill. Several had to fit chains, and with cars slipping and revolving in all directions, there were many delays. The Selzer/Stock Citroën blocked the road for some time, and definitely caused several crews to lose time. We saw many people pushing their cars in an effort to obtain traction, some of them appeared to have been there for some time.

On this stage a passage control canght out many competitors who were endeavouring to make Sassenage on time, and quite a large number incurred heavy penalties for exceeding the rally maximnm average speeds.

The Chambery-Monaco section was split up into seven stages, with varying maximum speeds according to category. For example, the 76.5 kilometres from Chambery to Sassenage had an ideal time of 1 hr. 23 mins., with maximum permitted speeds of 50 secs. per kilometre, 53 secs. and 55 secs. for categories 1, 2 and 3 respectively.

Amongst the British crews who were fairly well placed on arrival at Monaco were Pat Moss/Ann Wisdom (Anstin A40), Adams/McMillen (Sunbeam), Ray/Bleakley (Sunbeam), the Harrisons *père et fils* (Ford), Scott/Armstrong (Ford), Lewis/Nash (Herald), Sutcliffe/Crabtree (Ford), Riley/Jones (Austin 7), Wisdom/Hay (Austin 7), Corbishley/Roberts (Triumph), the Morleys (Mini-Minor), the McLaughlins (Ford), Allard/Holmes (Ford) and Brinkman/Silverthorne (Ford), the two Yeoman Credit entries, Pitts/Ambrose (Mini-Minor), whose car looked as if an explosion had taken place amidships, Vard/Jolley (Simca) and Cuff-Miller/Croft (Ford). A really fine effort was that of the two Jaguar apprentices, Stephens and Corbett, who brought their Sunbeam Rapier through with the loss of only 10 minutes—and this was their first International rally!

Sunbeam's No. 1 team received a setback when the Paddy Hopkirk/Jack Scott Rapier left the road and was stuck in the snow, but Peter Jopp and Les Leston got through after a delay following an off-road excursion. Peter Harper and Raymond Baxter were well placed, despite the loss of about nine minutes at Chambery, due to being involved in a collision with another vehicle.

The three Mercedes-Benz 220 SE entries from Warsaw had all arrived at Monaco without incident, and were already being discussed as possible winners of the team prize, if not the actual rally. Fords had two complete teams in the running. At Monte Carlo it was learned that Luigi Villoresi, who had crashed with his Fiat-Osca from the Rome start, was not seriously injnred. The accident occurred near Belgrade, on ice-covered roads, and was apparently caused by two lorries spinning ronnd in front of the Italian. Ken Fraser (Morris Mini-Minor) eventually turned up from Warsaw, with a home-made plastic windscreen. He had tried to keep going after his screen shattered, but had to give in owing to intense cold.

The arrivals at Monaco totalled 152, and were made up as follows:—

Athens	15	starters	2	arrivals.
Oslo	93	„	63	„
Warsaw	24	„	16	„
Lisbon	36	„	9	„
Glasgow	74	„	31	„
Paris	42	„	22	„
Frankfurt	14	„	4	„
The Hague	9	„	4	„
Rome	7	„	1	„

A really bad luck story was that of Rob Slotemaker (Herald). On the way down to the finish, after an unpenalized run in the Chambery-Monaco section, he ran over a large stone on the road, and holed his radiator. The Dutchman made every effort to reach Monaco, but had to abandon. Alex Gacon wrecked his Porsche on the Col du Granier, but he and Renet Ganot escaped injury. Trantmann lost much time after hitting a boulder which had fallen on the road, but continued after straightening out his Citroën.

Several lists were issued before it was agreed which of the highest-placed 90 competitors should take part in the mountain regularity test. Nine crews had lost no marks at all, which meant that 51 had been penalized on the Chambery-Monaco section. It was significant that, of the nine, seven were from Paris, one from Glasgow and one from Oslo. They were Henri Marang/Jacque Badoche (Citroën), Edward Harrison/Dick Habershon (Ford), Denis Scott/Ken Armstrong (Ford Anglia), Tiny Lewis/Tony Nash (Herald), Raymond Quilico/Raphael Michot (DKW), Carl-Otto Bremer / Esko Vainola (SAAB), Maurice Peyrot/Roger Marion (Citroën), Fernad Schigler/Bermody (Peugeot).

There were angry scenes ontside and inside the "Permanence" as lists continued to come out and immediately be cancelled. The electronic brain had gone haywire it seems, and crews were being listed which had never reached Monte Carlo at all. Even when the final sheet was issued, it had to be amended to include Tommy Wisdom/Jack Hay

(*Continued on page* 148)



ER, EXCUSE ME . . .! A little indecision is apparent at the top of the Col de Lachaux. The Citroën is that of Andersen/Nielsen; the Volvo that of Unnerud/Busch.



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OTHER AWARDS

Riviera Cup

Moulins Cup

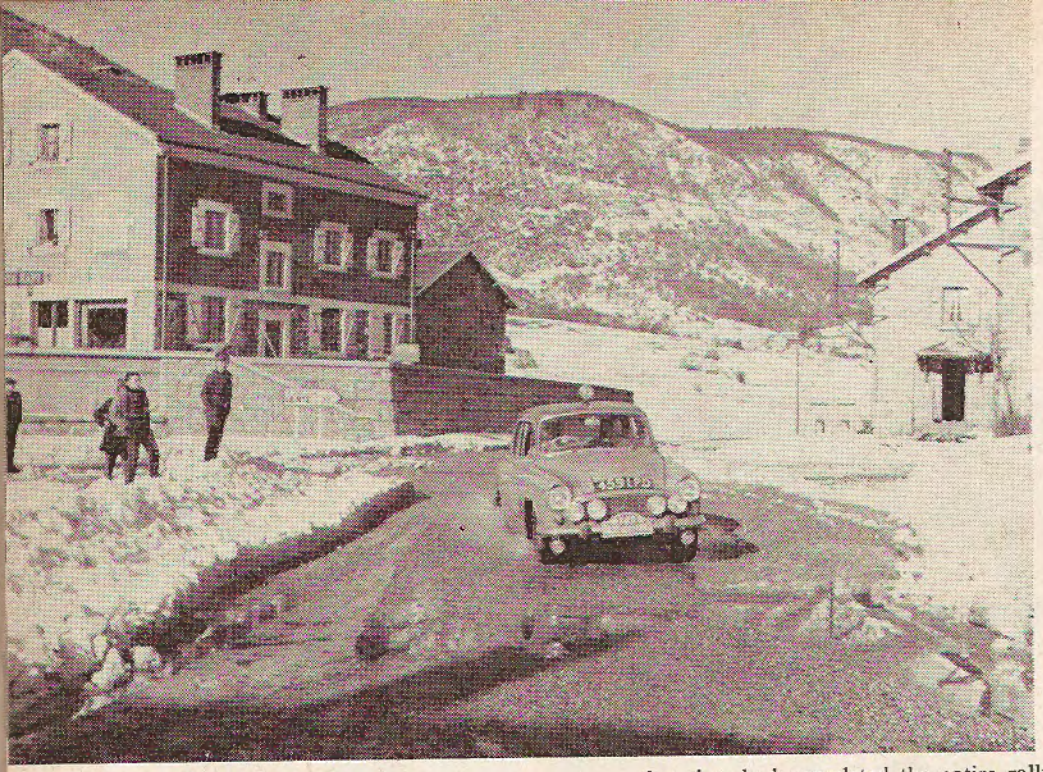
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FRENCH CAR, BRITISH DRIVER: Over cleared roads through Vassieux en Vercours goes the Simca of Peter Bolton and Gordon Shanley, who were among the Glasgow starters.

"Monte"—*continued*

(Austiu Seven) and Cuth Harrison/John Harrison (Ford). With three crews *ex aequo*, 93 actually qualified, but Boucher's Renault was a non-starter.

After a day's "Rest", which, for the majority, meant practising on the circuit with borrowed cars, the 92 cars were sent off at two-minute intervals for the mountain test. There was something of a panic when Ronnie Adams broke his throttle, but some lightning repair work by the Rootes boys got him to the start line on time.

The weather was fine and dry when the first car left at midnight. From time to time news filtered through as cars reached the various controls. Denis Scott/Ken Armstroug (Ford) had to retire when their car became stuck between boulders, after skidding on ice. Reports had it that the Mercedes-Benz team were being circulated like clockwork, and that Schock/Moll were most impressive. Peter Harper was doing much of the navigating as well as driving, giving Raymond Baxter the opportunity to recover from his nausea.

Gradually the cars returned to Monaco, several bearing the scars of contact with solid objects. Féret (Alpine) was the first to arrive, having taken 12 hrs. 40 mins. 30 secs. to complete the double circuit. He was followed some three minutes later by Augias (Peugeot). The Handley/West Ford was the first British arrival, just behind Wolfgang Levy's DKW. Then came Peter Riley's little Mini-Minor, Pat Moss's Austin A40, the Mini-Minor of the Morleys, and Peter Harper's Sunbeam in qnick succession. Tiny Lewis also arrived safely with his Herald, but reckoned that he had dropped several million marks. Anne Hall looked disappointed, and no wonder after losing time changing a wheel. Alex Pitts's Mini-Minor looked something like a bell tent, with such extensive damage to the bodywork. Tommy Wisdom and Jack Hay (Austin Seven) thought that they had dropped many marks, and the Stephens/Corbett Jaguar apprentices were thrilled to think that they had coupleted the entire rally with their Sunbeam.

After the usual delays, the provisional results were issued, and the Mercedes-Benz 1-2-3 caused consternation. Nothing like this achievement had ever happened in a Monte Carlo rally.

There were the usual protests, which caused the prize-giving to be postponed, and the results which appear in this issue can be regarded only as provisional. Anyway, the Schock/Moll Mercedes-Benz victory is certain, as is also the position of Harper/Baxter as highest-placed British entry with their Sunbeam Rapier.

It was also announced that the Royal Automobile Club Challenge Trophy had been awarded to the superbly equipped Vauxhall of Bill Banks/Sam Croft-Pearson, who also won the Concours de Confort. To the Trigg/Miller Sunbeam from Glasgow went the "Securite Rontier" prize, with Bill Banks runner-up.

LIST OF ENTRANTS IN THE MOUNTAIN REGULARITY TEST

Ingier/Hagen (Volvo), 0 marks lost; Peyrot/Marion (Citroën), 0; **Scott/Armstrong (Ford),** 0; Schligler/Beroldij (Peugeot), 0; Marang/Badoche (Citroën), 0; **Lewis/Nash (Triumph),** 0; Bremer/Vainola (SAAB), 0; **Harrison/Habershon (Ford),** 0; Quilico/Michot (DKW), 0; Chardonnet/Pinier (Citroën), 10; **Mrs. Hall/Miss Domleo (Ford),** 30; Morel/Lemerle (Volvo), 30; Levy/Linzenburg (DKW), 40; Hansson/Lundberg (Volvo), 40; Callbo/Hogland (Volvo), 50; Andersen/Moller (Volvo), 50; Mmes. Molander/Lundberg (SAAB), 50; **Corbishley/Roberts (Triumph),** 70; Skotvedt/Prydz (Volvo), 70; Schock/Moll (Mercedes), 80; **Wisdom/Hay (Austin),** 80; Blacklund/Falk **(Sunbeam),** 80; Weiner/Kragewski (Simca), 90; **Harper/Baxter (Sunbeam),** 90; Carlsson/Carlsson (DKW), 90; **Morley/Morley (Morris),** 90; **Stephens/Corbett (Sunbeam),** 100; Tak/Swaab (Mercedes), 110; **Riley/Jones (Austin),** 110; Hamann/Lichtenberg (Mercedes), 110; Mmes. Vanson/Derolland (Simca), 130; Noren/Fjelldal (Volvo), 130; Ott/Mahle (Mercedes), 130; Kuhner/Holder (Mercedes), 140; Bootz/Winke (DKW), 140; Trautmann/Chevron (Citroën), 150; Engseth/Midttun (Volvo), 150; Verrier/Umbricht (Citroën), 160; Serre/Pontier (Panhard), 160; Gorris/Wiedouw (Citroën), 160; Andersson/Ohlstrom (Mercedes), 160; **Vard/Jolley (Vauxhall),** 160; **Allard/Holmes (Ford),** 160; Lier/Walter **(Sunbeam),** 160; Syberg/Nielsen (Volvo), 180; **Sutcliffe/Crabtree (Ford),** 180; Bohringer/Socher (Mercedes), 190; **Ray/Bleakley (Sunbeam),** 190; Féret/Rambaud **(Alpine),** 190; **McLaughlin/McLaughlin (Ford),** 190; Gjolberg/Martinsen (Skoda), 200; Coltelloni/Alexandre (Citroën), 200; Selbach/Wagner (DKW), 200; Sjostrom/Hermansen (Volkswagen), 220; Gulbrandsen/Dobbertin (Borgward), 220; **McCracken/Mrs. McCracken (Ford),** 220; **Brinkman/Silverthorne (Ford),** 250; Hartmann/Isenbugel (Lloyd), 260; Delling/Dodd (Volvo), 270; Macchi/Marti (Skoda), 290; Mlles. Soisbault/Spiers **(Triumph),** 290; Thrana/Ulleberg (DKW), 300; **Adams/McMillen (Sunbeam),** 300; Dooijcs/Vaandorp (Porsche), 310; **Cuff-Miller/Frost (Ford),** 320; **Misses Moss/Wisdom (Austin),** 330; Augias/Rolland (Peugeot), 330; Eikelmann/Falk (DKW), 340; **Pitts-Ambrose (Morris),** 340; Bouchet/Bichat (Renault), 350; Mauret/Lecailler (Citroën), 370; Rosenblatt/Bulter (Simca), 370; Nottorp/Hellberg (Citroën), 370; **Kaye/Thompson (Singer),** 390; Ericsson/X (Alfa Romeo), 390; Hermansen/Kongsgaarden (Volvo), 390; **King/Sproxton (Ford),** 390; Hopfen/Mennell (DKW), 400; Kristiansen/Nagelerichsen **(Ford),** 410; Ardouin/Debris, (Citroën), 440; Gudim/Kolstad (Skoda), 470; Heyse/Rathlen (Fiat), 480; Samsing/Floyswik (DKW), 490; Courtes/Julien (Citroën), 490; **Meredith-Owens/Bradley (Riley),** 490; Melvin/Fodin **(Sunbeam),** 490; Blanchon/Perrier **(Ford),** 520; **Jopp/Leston (Sunbeam),** 560; Grimm/Krim (Fiat), 580; **Handley/Harvey (Ford),** 580.

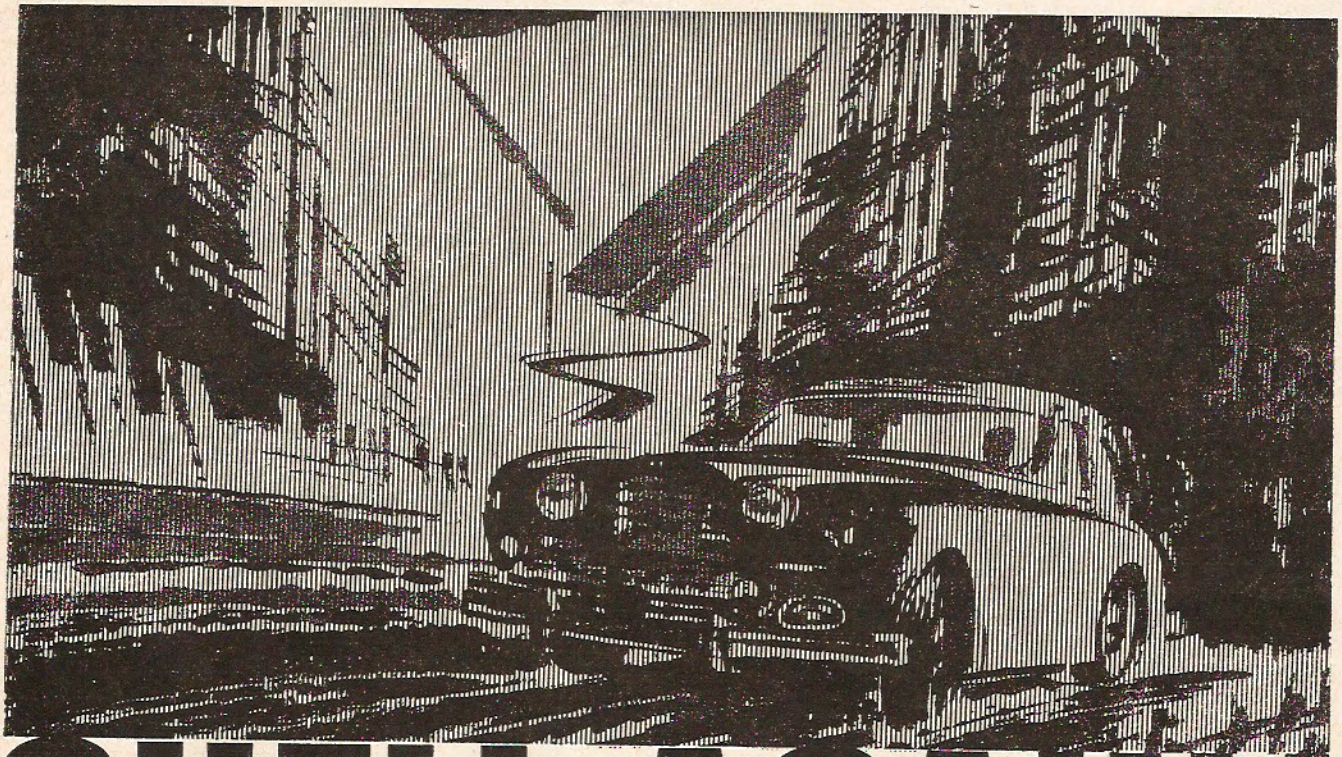
PROVISIONAL RESULTS
General Classification

1, Schock/Moll, D (Mercedes), Warsaw, 110 marks lost; 2, Bohringer/Socher, D (Mercedes), Warsaw, 298; 3, Ott/Mahle, D (Mercedes), War-

(*Continued on page* 150)



FINAL: A decisive end to the Rallye was reached by Marcel Becquart and Jacques Blanchet, whose Triumph was wrecked in a crash near Millau.



SHELL AGAIN!

MONTE CARLO RALLY

LADIES' AWARD

1st AUSTIN A40 Miss P. Moss, Miss A. Wisdom

2nd FORD NEW ANGLIA Mrs. A. Hall, Miss V. Domleo

3rd SIMCA Mme. Vanson, Mme. Derolland

TOURING CARS UP TO 2000 c.c.

1st SUNBEAM RAPIER* P. Harper, R. Baxter
(Also 4th in Rally Outright)

2nd SUNBEAM RAPIER* W. Lier, H. Walter

4th and 6th SUNBEAM RAPIER*

GRAND TOURING CARS 1300-2000 c.c.

1st SUNBEAM ALPINE* R. Backlund, N. Falk
(Subject to official confirmation)

All using Shell with I.C.A. ***Also using Shell X-100 Motor Oil***

YOU CAN BE SURE OF SHELL

Monte—*continued*

saw, 650; 4, **Harper/Baxter,** GB **(Sunbeam), Frankfurt,** 749; 5, Tak/Swaab, NL (Mercedes), Warsaw, 754; 6, **Sutcliffe/Crabtree,** GB **(Ford), Glasgow,** 815; 7, Lier/Walter, CH **(Sunbeam),** Lisbon, 844; 8, Quilico/Michot, F (DKW), Paris, 863; 9, Bremer/Vainola, SF (SAAB), Paris, 880; 10, Marang/Badoche, F (Citroën), Paris, 928; 11, **Ray/Bleakley,** GB **(Sunbeam), Paris,** 1,019; 12, Coltelloni/Desrosiers F (Citroën), Paris, 1,034; 13, Lévy/Linzenburg, D (DKW), Oslo, 1,090; 14, Bootz/Vinke, NL (DKW), Oslo, 1,134; 15, Ericsson/Blomgren, S (Alfa Romeo), Oslo, 1,182; 16, Andersson/Ohlstrom, S (Mercedes), Oslo, 1,189; 17, **Pat Moss/Ann Wisdom,** GB **(Austin), Oslo,** 1,202; 18, Feret/Rambaud, F **(Alpine),** Lisbon, 1,238; 19, **Adams/McMillen,** GB **(Sunbeam), Lisbon,** 1,338; 20, **Cuth Harrison/John Harrison,** GB **(Ford), Paris,** 1,350; 21, Gjolberg/Nartinsen, N (Skoda), Oslo, 1,361; 22, Carlsson/Carlsson, S (DKW), Oslo, 1,543; 23, **Riley/Jones,** GB **(Austin), Oslo,** 1,554; 24, Selbach/Wagner, D (DKW), Oslo, 1,609; 25, **Corbishley/Roberts,** GB **(Triumph), Glasgow,** 1,616; 26, Macchi/Marti, CH (Skoda), Oslo, 1,728; 27, Swahn/Sager, S (Volvo), Oslo, 1,752; 28, **Meredith-Owens/Bradley,** GB **(Riley), Glasgow,** 1,776; 29, Verrier/Umbricht, F (Citroën), Paris, 1,813; 30, Gorris/Wiedouw, NL (Citroën), Oslo, 1,823; 31, Backlund/Falk, S **(Sunbeam),** Oslo, 1,826; 32, Peyrot/Marion, F (Citroën), Paris, 1,955; 33, **Morley/Morley,** GB **(Morris), Paris,** 2,011; 34, Hansson/Lundberg, S (Volvo), Oslo, 2,094; 35, Nottorp/Hellberg, S (Citroën), Oslo, 2,096; 36, **Anne Hall/Valerie Domleo,** GB **(Ford), Glasgow,** 2,101; 37, **Stephens/Corbett,** GB **(Sunbeam), Glasgow,** 2,158; 38, Mmes. Vanson/Derolland, F (Simca), Warsaw, 2,184; 39, Schliger/Beroldy, F (Peugeot), Paris, 2,257; 40, **King/Sproxton,** GB **(Ford), Glasgow,** 2,288; 41, Hamann/Lichtenberg, D (Mercedes), Frankfurt, 2,314; 42, Augias/Rolland, F (Peugeot), Lisbon, 2,330; 43, Callbo/Hogland, S (Volvo), Oslo, 2,444; 44, Weiner/Krajewski, PL (Simca), Warsaw, 2,470; 45, **J. McLaughlin/I. McLaughlin,** GB **(Ford), Glasgow,** 2,506; 46, Hermansen/Kongsgaarden, N (Volvo), Oslo, 2,584; 47, Delling/Dodd, USA (Volvo), Oslo, 2,627; 48, Dooijes/Vaandorp, NL (Porsche), Oslo, 2,690; 49, Serre/Pontier, F (Panhard), Paris, 2,702; 50, Samsing/Floysvik, N (DKW), Oslo, 2,703; 51, **Melvin/Fodin,** GB **(Sunbeam), Glasgow,** 2,798; 52, **Handley/Harvey,** GB **(Ford), Oslo,** 2,810; 53, Courtes/Julien, F (Citroën), Athens, 2,990; 54, Hartmann/Isenbugel, D (Lloyd), Oslo, 2,996; 55, **Wisdom/Hay,** GB **(Austin), Paris,** 3,011; 56, Morel/Lemerle, F (Volvo), Warsaw, 3,080; 57, **Lewis/Nash,** GB **(Triumph), Glasgow,** 3,198; 58, Rosenblatt/Butter, NL (Simca), Oslo, 3,238; 59, **Allard/Holmes,** GB **(Ford), Oslo,** 3,284; 60, Andersen/Moller, N **(Volvo), Oslo,** 3,476; 61, Mmes. Molander/Lundberg, N (SAAB), Oslo, 3,525; 62 **Brinkman/Silverthorne,** GB **(Ford), Oslo,** 3,548; 63, Gulbrandsen/Dobertin, N (Borgward), Oslo, 3,686; 64, Syberg/Nielsen, DK (Volvo), Oslo, 3,770; 65, Ardouin/Debris, F (Citroën), Oslo, 4,289; 66, Sjostrom/Hermansen, S (Volkswagen), Oslo, 4.539; 67, **Kaye/Thomson,** GB **(Singer), Paris,** 4,616; 68, Kuhner/Holder, D (Mercedes), Warsaw, 4,620; 69, Thrana/Ulleberg, N (DKW), Oslo, 4,787; 70, Noren/Fjelldal, N (Volvo), Oslo, 4,966; 71, Kristiansen/Nagelerichsen, N **(Ford),** Oslo, 5,031; 72, **Cuff-Miller/Frost,** GB **(Ford), Oslo,** 5,499; 73, **Pitts/Ambrose,** GB **(Morris), Paris,** 5,907; 74, Hopfen/Mennell, D (DKW), Oslo, 5,912; 75, Eikelmann/Falk, D (DKW), The Hague, 5,942; 76, Engseth/Midttun, N (Volvo), Oslo, 5,946; 77, Skotvedt/Prydz, N (Volvo), Oslo, 6,099; 78, **Vard/Jolley,** EIR **(Vauxhall), Glasgow,** 7,060.

Key: GB, Britain; D, Germany; CH, Switzerland; NL, Holland; DK, Denmark; S, Sweden; F, France; SF, Finland; PL, Poland, N, Norway; EIR, Ireland.

List of Competitors Arriving at Chambery, showing Penalties.

ATHENS: Trautmann/Chevron (Citroën), 0 marks lost; Courtes/Julien (Citroën), 170.

OSLO: Mrs. Mitchell/Miss Allison (Austin), 1,750; Nystrom/Lundgren (Ford), 30; Anderssen/Moller Halvorsen (Volvo), 30; Swann/Sager (Volvo), 0; **Miss Moss/Miss Wisdom** (Austin), 0; Skotvedt/Prydz (Volvo), 0; Nottorp/Hellberg (Citroën), 200; Ingier/Hagen (Volvo), 0; Delling/Dodd (Volvo), 0; **Handley/Harvey** (Ford), 60; Unnerud/Busch (Volvo), 10; Hansen/Hansen (Ford), 20; Gulbrandsen/Dobbertin (Borgward), 0; Samsing/Floysvik (DKW), 200; **Bryant/Pratt** (Ford), 100; Askersrud/Borch (Ford), 90; Whitmore/Romer (Sunbeam),340; Kristiansen/Nagel Erichsen (Ford), 20; Josefson/Ostrom (Sunbeam), 150; Gudim/Kolstad (Skoda), 70; Andersen/Nielsen (Citroën), 120; Prince Bourbon Parme/Petersen (Lloyd), 460; Carlsson/X (SAAB), 0; Syberg/Nielsen (Volvo), 0; Heyse/Rathjen (Fiat), 40; Noren/Fjelldal (Volvo), 0; **Sunley/Pigott** (Sunbeam), 160; **Hopkirk/Scott** (Sunbeam), 0; White/MacAdam (Simca), 140; Karlsson/Karlsson (DKW), 0; Hermansen/Kongsgaarden (Volvo), 0; Jensen/Larsen (Austin), 730; Nielsen/Rottebolorum (Volvo), 68; **Brinkman/Silverthorne** (Ford), 0; Gulbrandsen/Stensrud (Mercedes), 0; Engseth/Midttun (Volvo), 150; Loffler/Johanson (Alfa Romeo), 30; **Jopp/Leston** (Sunbeam), 30; Van Der Meeren/Pennings (Porsche), 160; **Allard/Holmes** (Ford), 0; Andersson/Ohlstrom (Mercedes), 0; Selbach/Wagner (DKW), 0; Gorris/Wiedouw (Citroën), 0; Ericsson (Alfa Romeo), 150; Andersen/Heick (Fiat), 480; **Cuff-Miller/Frost** (Ford), 60; Hansson/Lundberg (Volvo), 0; Gjolberg/Nartinsen (Skoda), 30; Henriksen/Bernnelsen (Hillman), 510; Grimm/Krim (Fiat), 30; Mme. Rosquist/Mme. Liff Struve (Volvo), 350; Macchi/Marti (Skoda), 50; Rosenblatt/Butter (Simca), 0; Ardouin/Debris (Citroën), 10; Geil (Ford), 750; Thrana/Ulleberg (DKW), 0; Mme. Mollander/Mme. Lundberg (SAAB), 0; Hartmann/Isenbugel (Lloyd), 10; **Fraser/Holmes** (Sunbeam), 30; Sjostrom/Hermansen (Volkswagen), 0; Bootz/Vinke (DKW), 0; Selzer/Stock (Citroën), 160; Poll/Bouwmester (Porsche), 0; Spjuth/Solberg (Alfa Romeo), 0; Dooijes/Vaandorp (Porsche), 0; **Riley/Jones** (Austin), 0; Backlund/Falk (Sunbeam), 0; Hopfen/Mennell (DKW), 110; Levy/Linzenburg (DKW), 0.

WARSAW: Sochacki/Osinski (Simca), 0; Maurel/Lecailler (Citroën), 0; Weiner/Krajewski (Simca), 0; Bohringer/Socher (Mercedes), 0; Timoszek/Bielak (Simca), 70; Kuhner/Holder (Mercedes), 0; Vidner/Mansfeld (Skoda), 0; Tak/Swaab (Mercedes), 0; Schock/Moll (Mercedes), 0; Wierzba/Zaton (F.S.O.), 1,210; Mme. Vanson/Mme. Derolland (Simca), 0; Fousek/Horsak (Skoda), 540; Ott/Mahle (Mercedes), 0; Schrimpi/Hartinger (Skoda), 380; Varisella/Repeta (F.S.O.), 550; Lobies/Pietri (Cirtroën), 80; Morel/Lemerle (Volvo), 0; Netusil/Bobek (Skoda), 530.

LISBON: Manuel Augusto Palma (Jaguar), 450; Prince Metternich-Hohenlohe (BMW), 1,240; Gacon/Gannot (Porsche), 100; Blanchon/Perrier (Ford), 360; **Adams/McMillen** (Sunbeam), 510; Lier/Walter (Sunbeam), 30; Feret/— (Alpine), 150; Koettgen/Schwanberg (Lloyd), 970; Francisco Marques/Barros (Alfa Romeo), 400; Aury/Houel (Citroën), 220; Augias/Rolland (Peugeot), 0;

GLASGOW: Haddow/Mowat (Sunbeam), 690; **Bolton/Shanley** (Simca), 420; **Bullough/Lomax** (Sunbeam), 910; **Meredith Owens/Bradley** (Riley), 340; **Margulies/Bigger** (Austin), 640; **Heppenstall/Knowles** (Morris), 100; **Sutcliffe/Crabtree** (Ford), 0; **Trigg/Miller** (Sunbeam), 990; **Crawford/Brass** (Sunbeam), 200; **Mrs. Hall/Miss Domleo** (Ford), 0; **Fotheringham Parker/Humphreys** (Sunbeam), 190; **Kirkham/Gradwell** (Ford), 750; **Lewis/Nash** (Triumph), 0; **MacLaughlin/MacLaughlin** (Ford), 140; **Haddon/Norman** (Jaguar), 300; **Gahan/Shillabeer** (Wolseley), 1,090; **Corbishley/Roberts** (Triumph), 70; **Walker/Burgess** (Ford), 60; **Vard/Jolley** (Vauxhall), 90; **O'Connor/Rorke/Cuff** (Jaguar), 10; **Wilson Spratt/Bayliss** (Austin), 500; **Banks/Croft Pearson** (Vauxhall), 100; **Brierley/Todd** (Triumph), 440; **King/Sproxton** (Ford), 280; **MacCracken/Miss MacCracken** (Ford), 160; **Marsh** (Singer), 440; **Bent/Marshall/Richards** (Riley), 180; **Hill/—** (Ford), 250; **Stephens/Corbett** (Sunbeam), 0; **Walton/Martin** (Jaguar), 610; **Sims/Jones** (Morgan), 40; **Pickering/Pickering** (Sunbeam), 160; **Lee/Craven** (Riley), 780; **Jackson/Baguley** (Ford), 690.

PARIS: Morley/Morley (Morris), 50; **Walker/Dimblebee** (Vauxhall), 740; Verrier/Umbricht (Citroën), 120; Quilico/Michot (DKW), 0; **Ray/Bleakley** (Sunbeam), 0; Barbier/Margo (Volvo), 0; **Harrison/Habershon** (Ford), 0; Boucher (Renault), 0; Mlle. Soisbault/Mlle. Spiers (Triumph), 160; **Pitts/Ambrose** (Morris), 220; Bremer/Vainola (SAAB), 0; Feugier/Penon (Peugeot), 0; Sarayac (Simca), 80; **Scott/Armstrong** (Ford), 0; **Kaye/Thompson** (Singer), 160; **Harrison/Harrison** (Ford), 0; **Wisdom/Hay** (Austin), 40; Coltelloni/Desrosiers (Citroën), 0; Thuner/— (Triumph), 10; Peyrot/Marion (Citroën), 0; **Milton/Milton** (Ford), 650; Schligler/Beroldy (Peugeot), 0; Serre/Pontier (Panhard), 120; Marang/Badoche (Citroën), 0.

FRANKFURT: Rebetez/Rousselle (Lloyd), 530; Hamann/Lichtenberg (Mercedes), 100; "Munchberger"/Brooke (DKW), 690; **Harper/Baxter** (Sunbeam), 90; Freese/Koch/Bodes (Lloyd), 920.

THE HAGUE: Abadic/Salmon (Triumph), 260; **Ward/Cotton** (M.G.), 110; Slotemaker/Crellim (Triumph), 0; Borgerhoff/Mulder/Den Hollander (Alfa Romeo), 480; Eikelmann/Falk (DKW), 340.

ROME: Chardonnet/Pinier (Citroën), 0.

At Chambery: Competitors not penalized, 63. Competitors penalized, 106.

AUSTRALIAN NEWS

By F. G. N. Ewence

THE Light Car Club of Tasmania has "scooped" Australia in signing Jack Brabham for its meeting on 5th-7th March.

The club organizes the car events at the annual road racing meeting promoted by the Longford Motor Racing Association.

Blessed by the benevolence of the Tasmanian Government and the Longford Municipal Council, which have spent thousands of pounds on the improvement of the 4½ miles of State highway and council roads which make up the Longford circuit, the Longford Motor Racing Association has swiftly risen to the forefront in Australian motor sport.

It was only two years ago that the main event at the Longford meeting was granted Gold Star status.

Last year, the association promoted the Australian Grand Prix. The 50,000 spectators drawn to the meeting represented almost one-sixth of the total population of Tasmania.

Among the keenest spectators were the Premier (Mr. Reece), the Minister for Transport, the Minister for Works and the Commissioner of Police. Since then a further programme of road improvements, jointly financed by the Government, the municipal council and the Longford Motor Racing Association, has been undertaken. Main event of the 1960 meeting is to be the Australian Tourist Trophy, the title sports-car event of the year.

But in a series of quick and dramatic moves the association has arranged for Brabham to drive in the two main racing car events at the meeting. The Cooper-Climax with which he won the New Zealand Grand Prix is to be shipped to Launceston for the meeting.

Brabham, after flying back to Britain following the New Zealand event, will return to Australia by air at the beginning of March. It will be his first appearance in Australia since winning the world title. It will also be the first occasion on which a current Formula 1 title-winning car has raced in Anstralia.

The lap record for Longford is 97 m.p.h. Brabham believes that the circnit can be lapped at well over the 100 m.p.h. mark in the G.P. Cooper. He cannot, nnfortunately, compete in the Australian Tourist Trophy as no sports car which he could drive under the terms of his contract with Coopers will be available.

There was some hearty langhter when a Light Car Club official suggested that perhaps the Cooper star "conld drive Dr. Bates's car." Dr. Bates, president of the L.C.C.T., has just returned from a visit to his home land bringing with him a Lotus Elite!

THE BRITISH MOTOR RACING MARSHALS CLUB

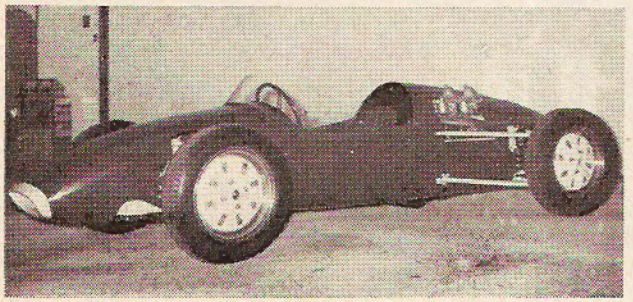
BY far the largest of the B.M.R.M.C.'s three regions is the north and the council is well aware that in the near future the membership there will justify a further division and the creation of a new region. With this in mind the northern committee have appointed a sub-committee to cater specially for the interests of members living east of the Pennines. As a result of this move recruitment in this area is very much on the increase.

The first meeting to be organized by the sub-committee will be on 29th January at the George and Dragon Hotel, Apperley Bridge, beginning at 8 p.m. The Secretary of the new sub-committee is Anthony Hodegetts, 63 Otley Old Road, Leeds, 16 (telephone: 673670), and he will be pleased to supply further details.

ENVOY FORMULA JUNIOR

REAR ENGINE RACING CAR

Designed by Ian Raby



Construction by Ken Cooper

This car has been constructed with the majority of normal production car parts and accessories, in order to give easy facilities in obtaining spares at normal cost. This car can be supplied to the beginner or experienced driver at a very reasonable price of **£850** less engine, or **£900** with a standard B.M.C. "A" type engine. Also can be supplied in kit form for self construction at **£775** less engine, or **£825** with a standard B.M.C. "A" type engine.

At recent tests this car was thoroughly raced and tried under all conditions, and found to have exceptional road holding qualities, with braking and steering 100% efficient.

SPECIFICATIONS

CHASSIS: Envoy 4 tubular ladder type chassis 1" box section 18 gauge with ¾" 18 gauge tubular bracing.

SUSPENSION:

Front: Twin unequal length wishbones, Girling coil spring and shock absorbers. Anti-roll bar, adjustable camber and castor.

Rear: Independent twin trailing wishbones to wheel uprights, and sliding drive shafts, Girling coil spring and shock absorbers. Adjustable camber and tow-in angles.

WHEELS: 15" cast magnesium alloy with 450 x 15 front tyre size. Rear 500 x 15.

BRAKES: Girling twin leading shoe front and rear, with alternative size of 8", 9" or 10" Alfin brake drums. Brake linings Ferodo or Mintex. Twin brake master units.

STEERING: Envoy central rack and pinion, in cast aluminium housing. Three-spoke steering wheel.

ENGINE: Optional as required, normal B.M.C. "A" type 995 c.c. standard, or can be supplied tuned as required.

CLUTCH: Hydraulically operated Borg & Beck 7¼" Ferodo or Mintex clutch lining.

FINAL DRIVE: Envoy drop gearbox in alloy casting giving wide variation of ratios, lubricated from gearbox.

GEARBOX: Fiat 600 four-speed with standard synchromesh gears. Can be supplied with Envoy four- or five-speed close-ratio gears.

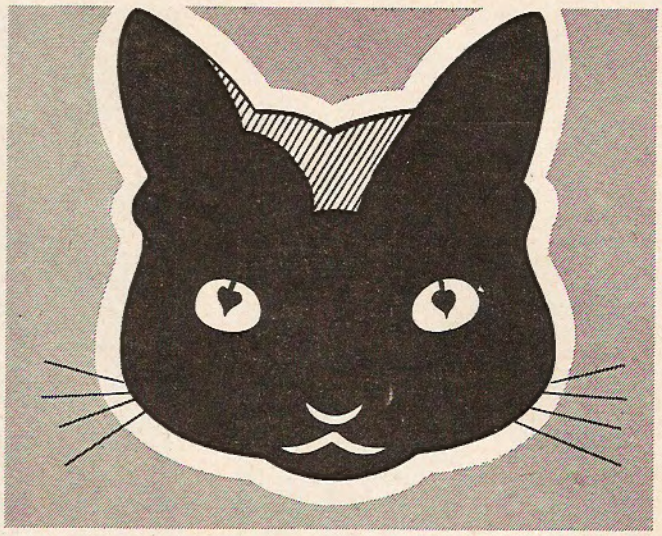
DIMENSIONS: Wheel base: 7' 6". Track front: 3' 10". Track rear: 3' 9". Overall length: 11' 3". Overall height: 2' 9". Ground clearance: 4". Weight—including oil, water: 780 lbs.

GENERAL: 18 gauge body is in four sections quickly detachable by means of zus fasteners, no attached component parts ensuring speedy repairs if necessary. Two fuel tanks optional; either below or above driver's legs. Adjustable clutch and foot brake pedals, and also steering wheel height to accommodate any size driver. Low C. of G. and roll centre. Cross flow radiator and battery in nose of car. Smiths instruments on facia panel including rev. counter, oil pressure and temperature gauge, coolant temperature gauge, ignition switch and press starter button. Facia panel and bulkhead panel finished in crackle black. Steering wheel and seat in colour trim as required.

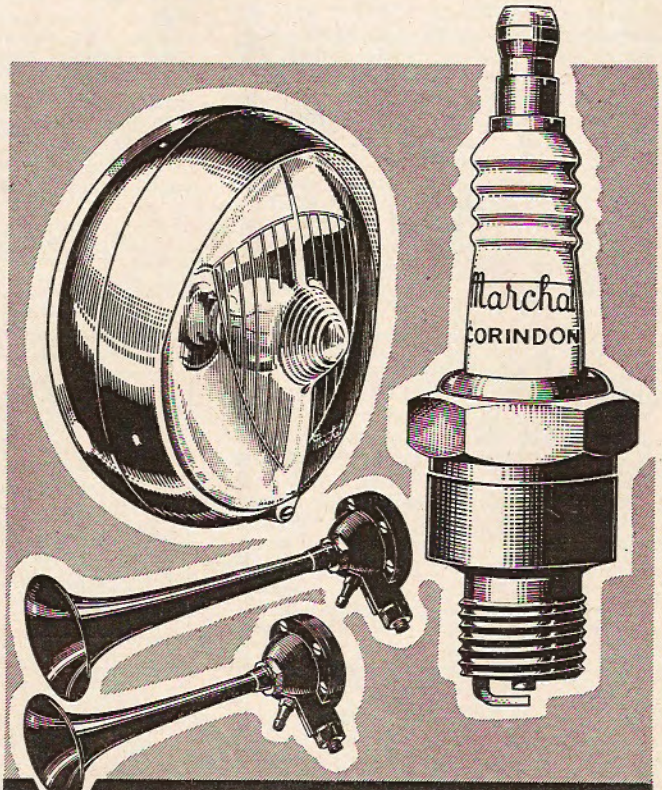
ENQUIRIES: Telephone or write to:

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Springfield Road,
Chelmsford, ESSEX
CHELMSFORD 2145

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85 Preston Road,
Brighton, SUSSEX
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Club News

By MICHAEL DURNIN

FIRST event for the southern area of the **Land Rover O.C.** is the East Anglian trial on 6th March, further details of which are available from R. R. Waller, 6 Cannon Place, London, N.W.3. . . . Another Go-Kart meeting—this time being run by the north-western centre of the **B.A.R.C.** as a closed event on 7th February. Circuit will measure about 440 yards on a Liverpool car park. . . . **Blackfriars M.C.** announce the continuation of their racing training scheme for 1960, the circuit this year being at Finmere, Bucks. Cars will consist of Cooper-Bristols, a Cooper-Climax and possibly a Formula Junior Lotus. Instruction will be given by Tony Marsh. Further details are obtainable from E. Pennells, Blackfriars M.C., Ground Floor, Unilever House, Blackfriars, London, E.C.4 (FLEet Street 7474, ex. 3701). . . . Annual dinner of the **Leicestershire C.C.** takes place at the Bell Hotel, Leicester, on 18th February. On 14th February is a closed rally for novices, entries closing on 9th February. Secretary of the event is R. Young, 83 Gainsborough Road, Leicester. . . . February route driving tests of the **Brighton and Hove M.C.** take place on 7th February, entries closing on 3rd Febrnary. Secretary of this closed event is D. A. Smith and entry forms should be sent to 296-7-8 Madeira Drive Arches, Brighton 7. . . . Annual dance of the **O.R.M.A.** takes place at the Paviour's Arms, Page Street, Westminster, S.W.1, on 26th February. Tickets are available from O.R.M.A., Kent House, Market Place, Oxford Circus, W.1, at 21*s.* for two or 12*s.* 6*d.* for a single one. . . . **Forces M.C.** H.Q. branch holds a "battle of wits" contest on 1st February with the W.E.C.C. at the "Lamb and Flag", James Street, Oxford Street, W.1. . . . Annual co-promotion event between the **Kentish Border C.C., Bexley L.C.C.** and **Sevenoaks and D.M.C.,** the Bussey Trophy trial for standard production cars, takes place on 14th February. Entries close on 9th February and go to Mrs. H. Kerr, 620 Sidcup Road, S.E.9. . . . **English Electric (Stafford) M.C. and L.C.C.** holds its Brown trophy rally on 21st February.



GLASGOW START: A wave from A. K. Stevenson, starter, as Glasgow's Lord Provost, Sir Myer Galpern (left) drops the flag to start off the first car—the Ford Anglia of K. S. Perkins and J. B. Newton.

Profile—*continued*

together and bny a ring! However, that problem has now been solved and they hope to get married in about a year's time.

Ron has various business interests apart from motor racing. He is in partnership with Hugh Langrishe, who, incidentally, was Ron's manager in the E.R.A. days. Together they run a motor business in Ascot. He is also working in an advisory capacity on the new Laystall Formula 2 car. His technical knowhow combined with his skill as a driver has, say Laystalls, been "invaluable". Thirdly, he has recently become motoring correspondent for *The Queen*.

His racing plans for this coming season are not yet finalized (we hope to be able to tell you of them in the near future) but you can be sure that they will provide for a very full season of racing. In between events he hopes to do some air racing, too, and at the moment is negotiating for an American Bellanca aircraft.

Ron Flockhart is one of the regular drivers who has won the Le Mans 24-honr race twice, being victorious, as he was, in 1956 and 1957, both times driving an Ecurie Ecosse D-type Jaguar. This achievement alone assures him a place in motor racing history. He has driven many fine races for B.R.M., Connaught and others, although in spite of this his ability as a G.P. driver has been sadly underrated.

However, this season may well see him administering a few surprises to the accepted "aces". He is not a professional driver, as such, competing simply because he enjoys driving fast and having a good scrap in the process. This year we should see him enjoying himself as much as ever—and providing good enjoyment for the spectators too!

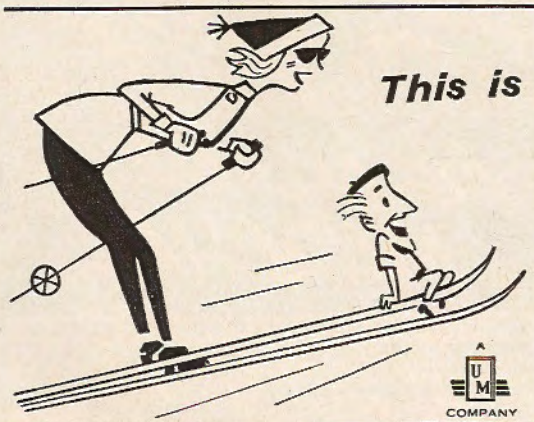
No. 15 of a series. © AUTOSPORT 1960.

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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USED CARS FOR SALE

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1955 A.C. Ace, maroon (recellulosed) with beige upholstery and hood, engine recently overhauled, four new "X" tyres, radio, fog lamps. This car is really immaculate. £775.—South Devon Garages, Ltd., Market Street, Torquay. Telephone 25223.

1949 (Series) A.C. sports saloon (three carbs.). Whole car positively immaculate and original upholstery, looks unused. Owned by fastidious enthusiast, an elderly gentleman now retired from driving. Price £250, or £85 dep. Balance over 1, 2 or 3 years.—Apply East Cheshire Motor Co., Great King Street Showrooms (100 yards G.P.O.), Macclesfield. Tel. 3314 or 4672 (evenings).

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1959 (Sept.) GIULIETTA T1 saloon, white, 7,000 miles only. Now at peak of performance. Truly as new throughout. £1,575. H.P. and exchanges.—Jones Garage, Syston. Leics. Syston 2257.

1956 GIULIETTA sprint coupé, Alfa red, radio, new Pirelli tyres. An exceptional example. £1,445.—Pinner Motor Co., Pinner 0456.

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DB3S. An ex-works car. Immaculate in pale green, twin plug head, R5s, etc. ... **£1,435**

DB2, 1952. Dark blue/grey interior, Vantage unit, radio, heater, spots, etc. ... **£975**

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AUSTIN-HEALEY, 100/6 engine, two-port head, 2,000 miles only, with new BN2 gearbox and overdrive, Healey front suspension and full braking system, rear end of body and chassis in good order. Tubular chassis to take the lot, £160 or will separate.—Smith, Royden House, Lilbourne Road, Clifton, Rugby.

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We also have a choice of seven BN1s, a 100/6 and three Sprites. All very competitively priced.

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1955 (June) SIMCA ARONDE 1300. Flash engine, heater, radio. 90 m.p.h. car. **£435**

1959 HILLMAN MINX Series III saloon, de luxe. One owner, heater. **£695**

1957 (Sept.) FORD SQUIRE, grey, heater. **£445**

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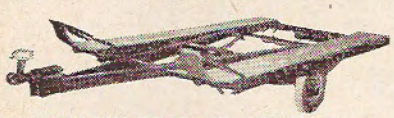
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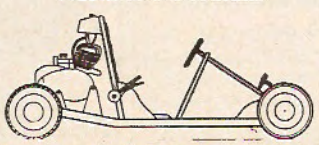
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It is a curious thing that, while numerous firms offer kits of parts to increase the performance of popular cars, the much more pressing problem of noise suppression has been woefully neglected. It is therefore very good uews that a company has been formed to cater for this need. Interior Silent Travel, of High Street, Eaton Bray, Beds, is the concern, and they have made a scieutific study of sound insulation.

In the past this sort of work has been somewhat expensive because each car has been tackled individually. By studying all the popular cars and producing ready-made kits for them, Interior Silent Travel have reduced the cost, and have entirely elimiuated the need for experiment. You know beforehand that the kit will fit and that there will be no cutting or alteration. Furthermore, it can be fitted by the owner in half an hour and all the necessary adhesives are provided.

In general, the insulation is done in two parts—the actual "living room" and the under-bonnet area An extremely thick and dense underlay fits between the carpets and the floor of the car, and in a few cases the door panels must be insulated too. The bonnet has thick insulating material stuck to its nnder surface, and the bulkhead receives the treatment, its blanket being suitably shaped already to accommodate such things as brake master cylinders. Those cars which have a deep shaft tunnel have very thorough insulation provided for this point, as it is a well-known source of uoise.

The price of the complete kits, suitably boxed, varies slightly according to the car. Cheapest are the outfits for the B.M.C. babies, the old Austiu A35, and the new Ford Anglia, which cost £4 15*s.* each. The Volkswagen and the Dauphine may be treated for £5 10*s.*, aud the Magnette and the Zephyr can be souud-proofed for £5 15*s.* Other makes are pro rata. Particularly rewarding results have been obtained by operating on sports coupés, notably the Peerless and the M.G.A.

I have receutly had this sound iusulation applied to my Mini-Minor. The task of installing the thick, felt-like material is easy, and it is understood that it is virtually fireproof. A great sense of luxury is given by the thick padding beneath the carpet. Nothing is visible from the outside, but the bonnet now shuts with a gentle "plonk" iustead of a loud, high-pitched "clang".

The results can only be described as sensational. Engine and exhaust noises are completely eliminated, and the hum of the gears and the fan is very much reduced. Somehow the car feels more expensive, and long jonrneys are noticeably less tiring. On certain snrfaces, road noises are not reduced to the same extent as the mechanical sounds. I have heard that rubber, placed between the sub-frames and the steel body shell, will deaden this source of sound, and I shall try it in due course. The quieter running is so noticeable that even non-technical passengers remark on it at once.

Noise gives an impression of speed and acceleration, and at first I thought something was wrong with my Mini, as it seemed to have lost its urge! A glance at the speedometer soon revealed that the little machine was still on top of its form. I must say that, of all the extra equipment one can buy for a car, this Iuterior Silent Travel kit gives a better result for a smaller expenditure than anything else on the market.

JOHN V. BOLSTER.

THE impossibility of remedying gearbox troubles experienced iu the American G.P. at Sebring in time for the Argentine G.P. on 7th February has meant the withdrawal from the latter race of C. T. Atkius's 2.5-litre Cooper-Maserati, which was to be driven by Roy Salvadori.

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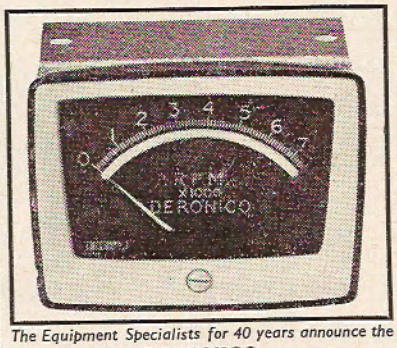
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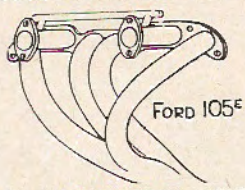
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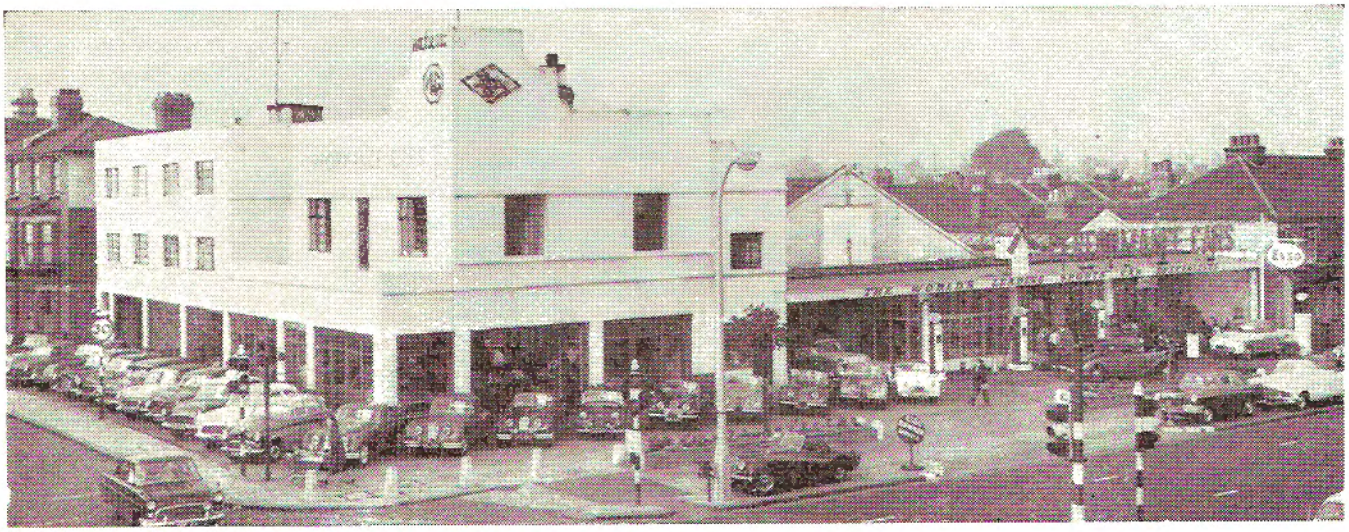
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1954 **Mk. VII,** black showpiece, 8 to 1 comp..... £465
1958 **Mk. VII,** must be seen, black, HP2..... £395
1951 **XK120 ROADSTER,** duo grey/black, RHQ £385
1937 **SS100,** green, must be seen, superb..... £425
1937 **SS100,** enthusiast maintained, green..... £245
1937 **2½ SS100,** green ,tidy..... £145

1950 **LAGONDA 2.6** d/h, black/blue, RHP £445
1958 (Sept.) **LOTUS Mk. VII/1172,** green, WM1 £565
1955 **LOTUS Mk. VI,** fitted Climax 1100, silver £495
1959 **MORGAN/TR3 TOURER,** green, H1... £755

WHY WAIT —NEW CARS FOR IMMEDIATE DELIVERY

AUSTIN-HEALEY 3000 4-seater, duotone black/red with red upholstery..... £1,175
AUSTIN-HEALEY 3000 4-seater, duotone blue/ivory with blue upholstery..... £1,175
MGA Twin Cam, 2 seater, de-luxe seats, adjustable steering column, iris blue with black upholstery £1,207
M.G. Mk. III Farina, island green with beige upholstery £1,012
MORRIS OXFORD all-metal traveller, duotone light/dark green £957
RILEY 1.5, green with green upholstery..... £815
WOLSELEY 15/60 Farina, duotone navy blue/smoke grey with blue upholstery..... £953
WOLSELEY 1500, black, red upholstery ... £751

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MORRIS

1958 (Sept.) **MINOR 1000** de luxe conv., RH1 £555
1957 **MINOR 1000** de luxe conv., cream/red, H2 £475
1955 (Oct.) **MINOR CONV.,** new engine fitted £445
1955 **MINOR** de luxe saloon, black/red, H..... £445
1951 **MINOR** conv., alta conversion, black..... £335

M.G.

1960 **1600 ROADSTER,** beige/red, 2,000, RH1 £885
1959 **MGA** Twin Cam f/h, red, 1,271 m., RHX1 £1,095
1958 **MGA** f/h coupe, red showpiece, RHW..... £775
1957 **MAGNETTE VARITONE,** duo green, HP £765
1957 **MGA** fixed head coupe, spotless black, special extra seats in boot, H2..... £725
1957 **MGA** f/h coupe, unmarked white, ABSH... £725
1956 **MGA ROADSTER,** blue/grey, R2..... £625
1955 **TF 1500,** really exceptional, red..... £565
1954 **TF,** red, new white hood/sidescreens, RH £545
1954 **TF,** well above average, red/beige..... £545
1953 **TD,** exceptional throughout, black..... £425
1950 **Y** saloon, spotless black, 1959 engine..... £325
1949 **TC,** green, 16 in. rears, Marchal blower, HBXP £375
1949 **TC,** black, absolute specimen in black £375
1949 (Oct.) **TC,** good throughout, black..... £315
1949 **TC,** red, new hood/sidescreens..... £295
1947 **TC,** well above average, black..... £295
1947 **TC,** excellent car, black..... £275
1946 **TC,** red, well maintained..... £265
1940 **TA,** very tidy in red..... £225
1938 **TA,** green, enthusiast maintained..... £195
1935 **PA** 2-seater, blue, must be seen..... £195

RILEY

1951 2½ saloon, black, rebored, FRHP..... £345
1950 2½ **ROADSTER,** duo red and black, HT £355
1949 1½ litre, well maintained, black/red, H2..... £325

1956 **ROLLS-ROYCE SILVER CLOUD,** 37,000 £3,950
1938 **ROLLS-ROYCE** 25/30 Thrupp o/d saloon £625
1953 **STANDARD VANGUARD PHII,** H £345
1955 **SWALLOW DORETTI,** red, HTQPX... £575
1951 **SUNBEAM TALBOT 90** saloon, HP £315
1934 **TALBOT 105** supercharged 2/4-seater, superb performance, must be seen..... £245

TRIUMPH

1937 **TR3,** blue/grey, DX2..... £695
1956 **TR3** Hardtop, green, o/d 3 speed, H1..... £645
1956 **TR2,** green, very fast, HQ..... £495
1955 **TR2,** duotone yellow/black, TXPR2..... £565
1955 **TR2,** green, very tidy, HXP..... £475
1954 **TR2,** red, must be seen, OTRHPXQ..... £535
1954 **TR2,** very exceptional, black, H..... £465
1949 **2000 ROADSTER,** satin bronze/red..... £345
1949 **2000 ROADSTER,** exceptional black, HFP2 £325
1949 **2000 ROADSTER,** ivory/red..... £265
1947 **1800 ROADSTER,** dark blue, H..... £295
1947 **1800 ROADSTER,** very exceptional, grey £235

1958 **TURNER,** very fast/economical, RQX2 £535

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D—disc brakes
E—dual exhaust
F—fog light
H—heater
O—overdrive
M—Mods. (Alexander-Derrington, Mays, Willment)
P—spot lights
Q—tonneau cover
R—radio
S—occasional seats
T—hardtop
W—wire wheels
X—Michelin X tyres
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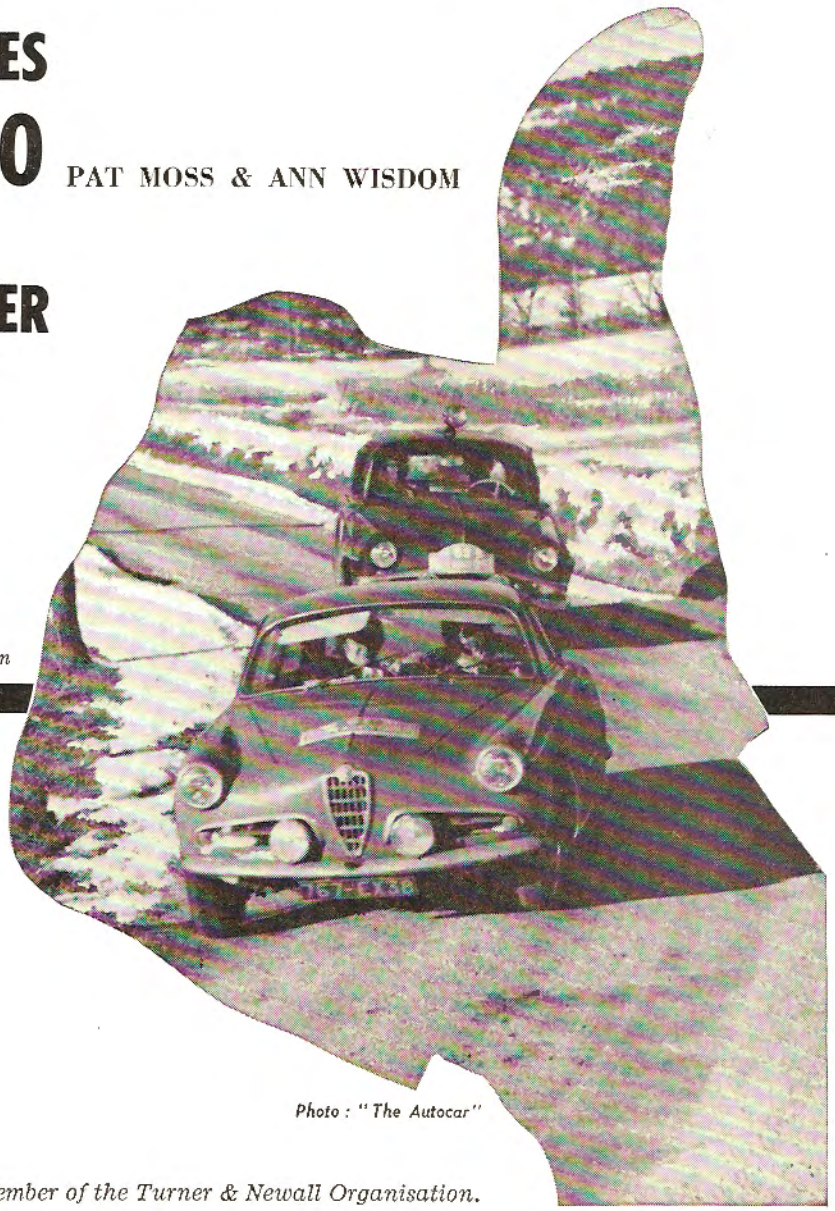


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