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FEBRUARY 12, 1960

# AUTOSPORT

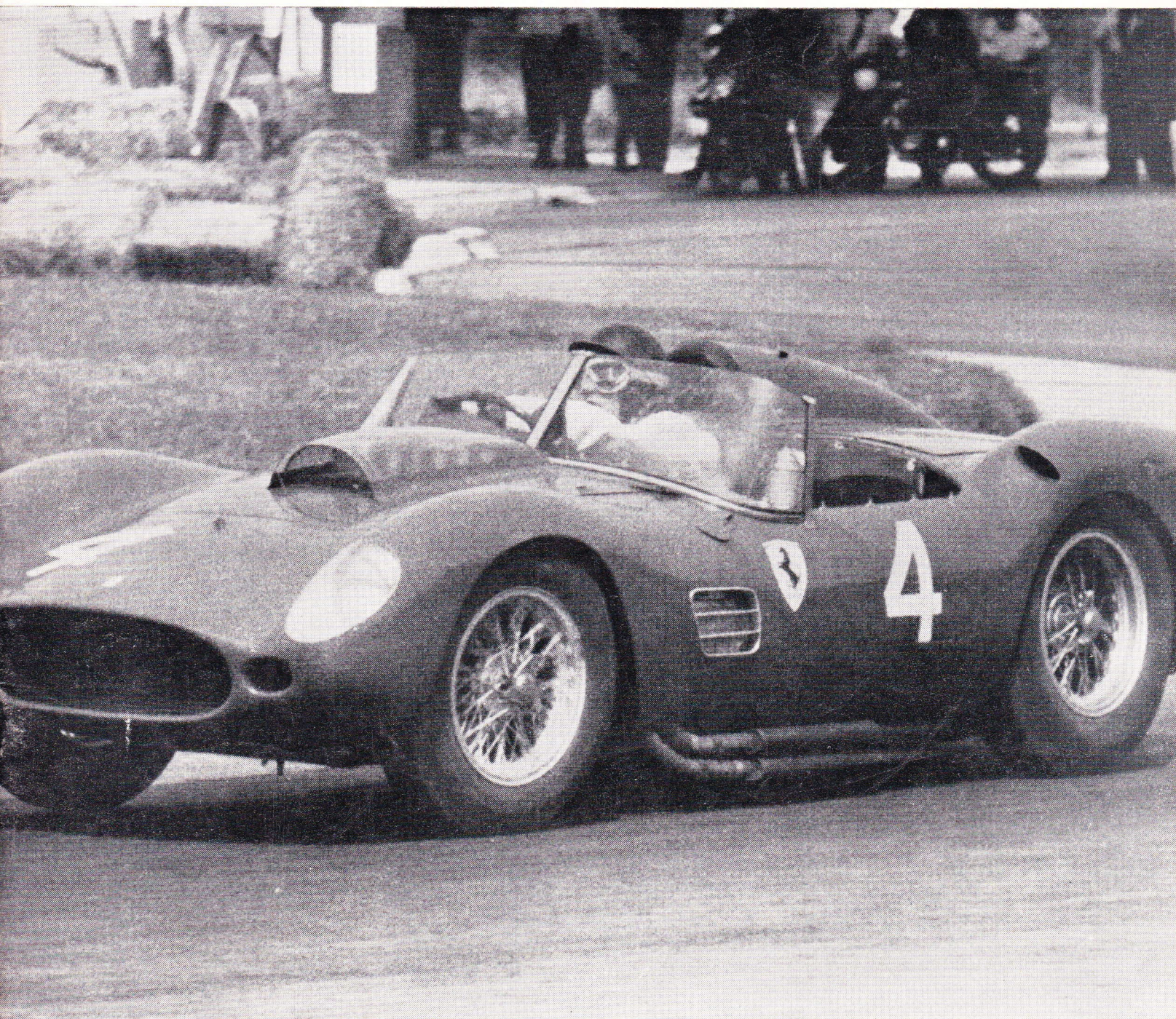
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EVERY FRIDAY

Vol. 20 No. 7

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

HOLIDAY SUGGESTIONS : ARGENTINE 1,000 KMS. RACE  
THE "CAT'S EYES" NATIONAL RALLY : THE CLEE HILL TRIAL

# MGA 1600

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79.5 B.H.P.

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DISC BRAKES  
ON FRONT  
WHEELS



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# Wins again

## ARGENTINE GRAND PRIX

7TH FEBRUARY 1960

# 1<sup>st</sup>

# Bruce McLaren

COOPER-CLIMAX

*(Subject to official confirmation)*

Using **ESSO EXTRA MOTOR OIL—**  
The **WORLD CHAMPION MOTOR OIL**—exactly the same as  
you can buy from your local Esso Dealer.

After outstanding successes last year

# GIRLING DISC BRAKES

## RIGHT FROM THE START

in the 1960 World Championship

**ARGENTINE GRAND PRIX** 

**1<sup>ST</sup>  
COOPER**  
(BRUCE McLAREN)

**3<sup>RD</sup>  
COOPER**  
(Subject to official confirmation)

other 1960 **SUCCESES**

**SOUTH AFRICAN GRAND PRIX**

**1<sup>ST</sup> COOPER**  
(PAUL FRERE)

2<sup>ND</sup> COOPER

3<sup>RD</sup> COOPER

4<sup>TH</sup> COOPER


**NEW ZEALAND GRAND PRIX**

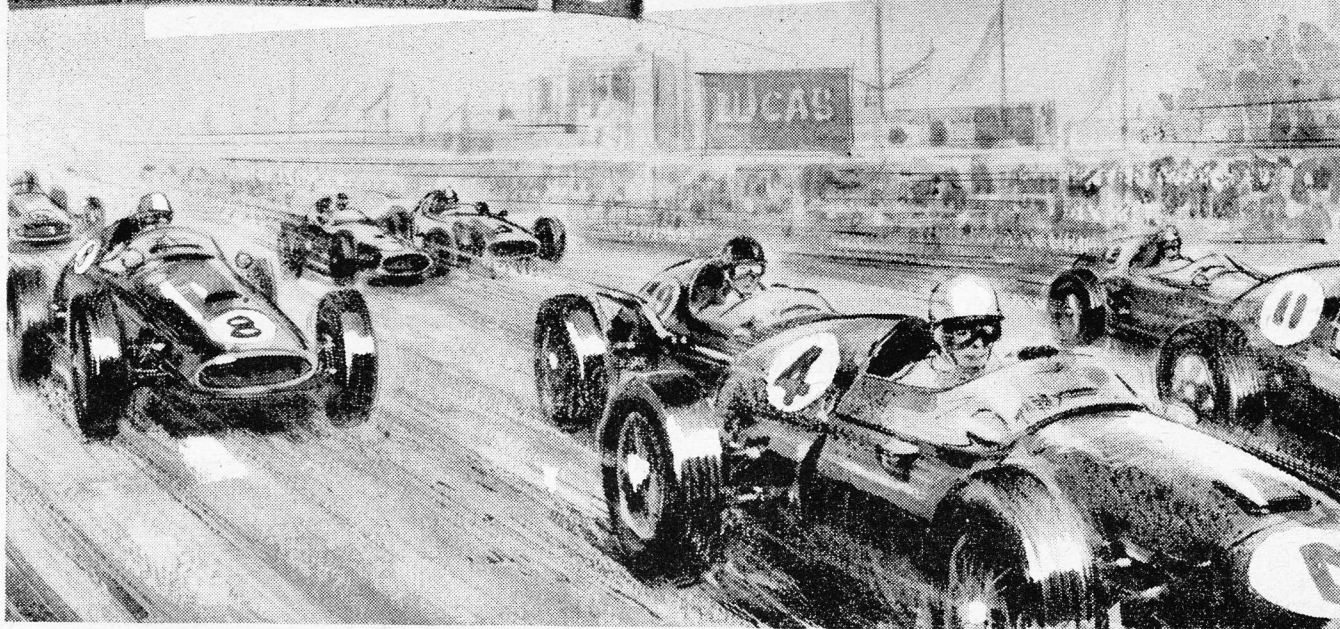
**1<sup>ST</sup> COOPER**  
(JACK BRABHAM)

2<sup>ND</sup> COOPER

3<sup>RD</sup> COOPER

4<sup>TH</sup> COOPER

**GIRLING** 



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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 20 No. 7

February 12, 1960

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## EDITORIAL

### PROTESTS AND PROCRASTINATION

THE fact that the last three major rallies have finished with protests has tended to throw motoring sport into disrepute with the general public. People who do not go in for rallies just cannot understand why protests can be allowed to hold up results for so long, and they also feel that there is a certain amount of poor sportsmanship behind them.

Whilst the right of protest cannot be withheld, for even the best of organizers can make errors, there is no doubt that the present method of dealing with them is extremely unsatisfactory. When a driver has a grievance, his correct course is to enter a protest to the organizers, giving valid reasons for his complaint. These are examined by the committee appointed to deal with such matters, and if the reasons are held to be insufficient, the protest is turned down. Should the protestant still feel that he has a justifiable complaint, he can then appeal to the stewards appointed by the national club, under whose jurisdiction the event was held (in certain cases this may not be possible, as the organizers may hold similar powers if they happen to be the national club). Should the appeal be turned down, the next step is to carry the appeal to the C.S.I. of the F.I.A., and it may take several months before the decision is finally given.

All this is very irritating, and, in the case of European Championship events, is fairly serious for manufacturers, who cannot truthfully advertise successes when a protest has been lodged which, if upheld, may make their claims false. So one cannot altogether blame the publicity department of the manufacturers affected, if they take space to advertise provisional results. In any case, all results are provisional until confirmed by the organizers.

It seems to AUTOSPORT that the entire process of examining protests is due for an overhaul. In fairness to all entrants, every possible effort must be made to deal as rapidly as possible with objections likely to influence the results. The best method would be the selection of a sub-committee empowered by the C.S.I. to take final decisions on its behalf. This sub-committee would be chosen for each International rally, and the names would be published in the regulations. They would carry the same status as judges of fact, and their decision would be final and irrevocable. Their purpose would be in the form of a contest board, and each individual protest should be published together with the reasons for either upholding or rejecting it. The knowledge that there was a separate sub-committee which would deal with protests, infringements and the like would be welcomed by all competitors, who, at the moment, carry their rejected protests forward because under present regulations this is permissible.

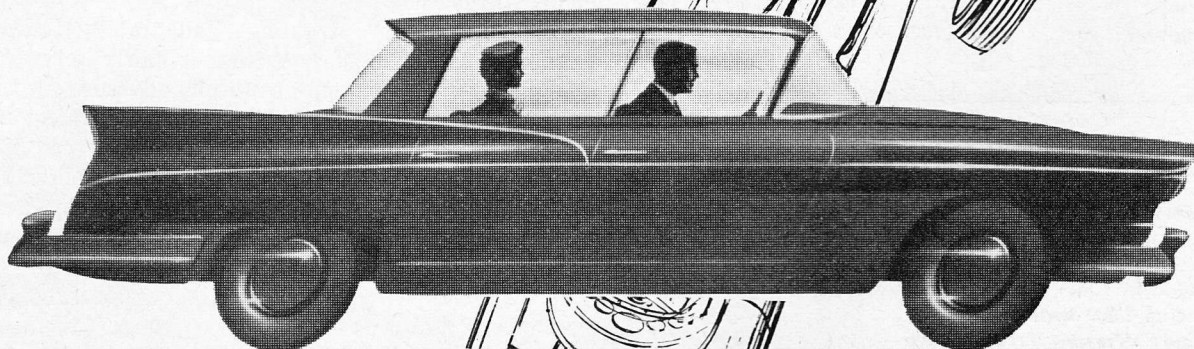
### OUR COVER PICTURE

Our first green cover of 1960 appears in honour of Bruce McLaren's fine win in the Argentine Grand Prix. The previous weekend, however, Ferraris drew first blood in the sports car championship, and here Cliff Allison corners with the winning car.

# ***The Fastest, Fiercest Racing BREEDS THE SAFEST TYRES FOR YOU!***

In 1959 three world championships for Grand Prix drivers and cars were won on Dunlop Tyres. Indeed nearly *every* Grand Prix for two years has been won outright on Dunlop tyres.

Take a look into the pits at any of the world's great motor races and you'll see why the fantastic speeds of the cars, the fierce braking and cornering help Dunlop to make tyres safer and better for everyone. You'll find Dunlop technicians at work recording tread wear, measuring heat build-up, studying performance and hearing drivers' reports on road-holding and handling.



## **ARGENTINE GRAND PRIX**

- 1st** B. McLAREN  
Cooper-Climax
- \*2nd** C. ALLISON  
Ferrari
- 3rd** STIRLING MOSS/  
M. TRINTIGNANT  
Cooper-Climax

## **BUENOS AIRES 1,000 k.m. RACE**

- \*1st** C. ALLISON/P. HILL  
Ferrari
- \*2nd** VON TRIPS/R. GINTHER  
Ferrari
- 3rd** G. HILL/J. BONNIER  
Porsche

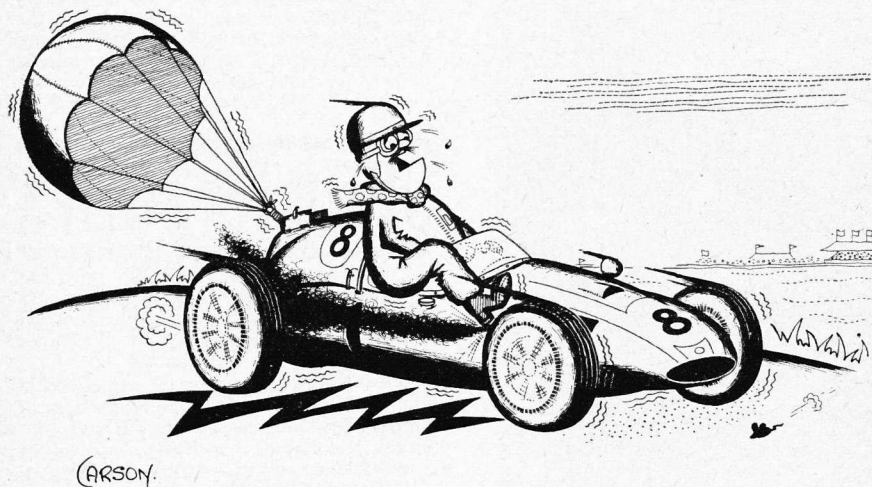
**\*ALSO FITTED WITH  
DUNLOP DISC BRAKES**

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## **HOW IT BENEFITS YOU**

At Fort Dunlop the tyre experts study the flow of information from this unique laboratory of the track. For, designing a world-beating racing tyre or a tyre for the family saloon, their objects are the same: (1) to make still tougher, longer-lasting treads and stronger sidewalls; (2) to improve grip on wet roads and dry: in short, to produce the safest and most dependable tyres for their purpose. *Obviously, the Dunlop tyres bred in this way for your motoring are the best and safest tyres in the world!*

# **DUNLOP**



**TREVOR TAYLOR** has signed to drive Lotuses for the 1960 season.

**THIS** year's Lyon-Charbonnières Rally will take place from 4th-6th March inclusive.

**LAST** week we stated that Don Pitt was taking up an appointment with the Morris organization. He is, in fact, joining Morris Garages, Ltd., Oxford, of which Lord Nuffield is chairman.

**JUST** before leaving for the Argentine Jack Brabham concluded an agreement with the Alexander Engineering Company, Limited, to undertake their conversion work at his garage in Surrey.

**ALAN** COLLINSON, former racing manager of Ferodo, has become the father of a boy born to his wife, Thelma. His son, weighing 7 lbs. 10 ozs., was born at Southfields Nursing Home, Bowdon, Cheshire, on 25th January.

**MAGNIFICENT** trophy appeared for the first time at the annual general meeting of the Monoposto Register. It has been presented to the Register by Fred Matthews, well-known R.A.C. scrutineer, and will be awarded on a basis of reliability. The trophy is in the form of the winged god Mercury and is beautifully made.

**THE** South Wales Automobile Club, faced with the prospect of losing their hill-climb site at Castel Farm Hill in 1960, has taken the desperate course of offering a "reward" of £10 to anyone who can find a suitable alternative. In addition, the club will be prepared to undertake surfacing, etc., if necessary.

The present record for Castel Farm is held by "local boy" David Boshier-Jones, who took the record with a time of 26.3 secs., on the Cooper, in 1959. At the same meeting Peter Cottrell (Lotus-Bristol) set up a new sports car record of 28.9 secs.

The expiry of the club's lease of the hill at the end of the 1960 season, coupled with the present paddock and spectator facilities, which are limited, has led the officials to offer this reward, since they are anxious to have a hill available to continue their meetings in 1961.

H. M. BILEY.

**THE** Hume Cooper owned by Tom Payne is now going through a complete rebuild with 1960 suspensions fitted, and tuning to the engine, etc. The car will be entered and driven by Ian Raby at International meetings both at home and abroad.



#### JOHN SURTEES FOR VANWALL

**ALTHOUGH** fully committed to World Championship races for MV Augusta, John Surtees has agreed to drive in Formula 1 events for Tony Vandervell, in the completely redesigned Vanwall. Surtees has already done a considerable number of laps in a training car, and is reported to have got under Stirling Moss's existing circuit record at Goodwood.

Surtees's name was associated with Aston Martin, and it has come as a surprise that he has decided to go in with the Vanwall equipe. Mr. Vandervell intends to race two cars for the 1960 season, and it is quite on the cards that Tony Brooks will be seen in one of them.

The decision to re-enter Vanwalls in Grand Prix racing will add a spice to Formula 1 events, and will certainly create tremendous public interest. It is hoped to have at least one Vanwall ready for the Easter Monday Goodwood meeting.

It is also rumoured that Surtees may drive for Porsche in certain events. Our picture (above) shows him trying an RSK for size!

## PIT and PADDOCK

### R.A.C. AWARDS DEWAR TROPHY TO B.M.C.

**THE** Royal Automobile Club have announced that the Dewar Trophy for the most outstanding British technical performance during 1959 has been awarded to the British Motor Corporation coupled with the name of Mr. Alex Issigonis.

The achievement which earned the award was "advanced development in automobile design as exemplified by the Morris Mini-Minor 850 and Austin Seven 850".

### CIRCUIT OF IRELAND

**IT** is understood that Esdale Dowling and Newry Motor Club secretary Cecil Atkinson will drive a works Sunbeam Rapier in the coming Circuit of Ireland international rally where Dowling hopes to pull off the large series production touring class for the third year in succession.

While Paddy Hopkirk is driving for Rootes in the East African Coronation Safari, his private transport—an Austin-Healey Sprite—will be driven in this international Irish event by Cecil Vard and Jack Scott.

### GENEVA MOTOR SHOW

**THE** Royal Automobile Club will run two special flights to the Geneva Motor Show and the Syracuse Grand Prix, and invites applications for bookings.

The flight to the Geneva Motor Show will leave Coventry airport on 12th March at 8 a.m., call at Gatwick airport at 9 a.m. and fly to Geneva airport. The flight in the reverse direction will leave Geneva in the evening at a time to be announced, to arrive approximately 8 p.m. at Gatwick and 9 p.m. at Coventry.

The flight to the Syracuse Grand Prix will depart from Gatwick airport on 16th March at 11 a.m. and will be back on 20th March at approximately 8 p.m. Meals and refreshments en route will be supplied.

Bookings will be received at the R.A.C. Travel Service, which will be notified to passengers on receipt of applications. These may now be sent to any office of the Royal Automobile Club or to the R.A.C. Air Bookings, 66 Haymarket, London, S.W.1. WHIttehall 0121.

Accommodation in Geneva for the night of 12th March may be reserved from the allotment of bedrooms held by the R.A.C. in various hotels. Prices range from £1 5s. 3d. to £2 9s. per person for bed and breakfast, accommodation in twin-bedded rooms. Accommodation in Syracuse for the four nights of 16th-19th March inclusive may be reserved from the allotment held by the R.A.C. in the Hotel Jolly and the Grand Hotel Villa Politi. Prices range from £8 15s. to £16 10s. for half-board terms, and from £11 5s. to £20 10s. for full board terms, all per person. Car hire in Syracuse, Fiat 600, is available at £2 7s. per day, mileage up to 100 kms. daily, and reservations may be made through R.A.C. Travel Services.



## SAFER DRIVING PROPOSALS

**D**ETAILS were given to the Press last week of a number of interesting proposals which have been submitted to the Minister of Transport with regard to present standards of driving and driving instruction. These proposals have been drawn up by the Motor Schools Association of Great Britain, the trade association for driving schools. Some 350 out of a total of more than 2,000 British driving schools are members.

Briefly, the suggestions submitted by the Association cover standards of driving and driver training, motor schools, the issue and use of driving licences, the driving test and the teaching of road procedure and safety in children's schools.

Among the points made are these: Before steps can be taken to ensure that new drivers are taught by persons properly qualified to instruct them, there must be a sufficiency of schools employing suitable instructors. It is suggested that professional driving instructors should be registered and should also be required to obtain a satisfactory standard in a government examination, which would include a written paper, an oral test and a practical examination.

As soon as sufficient numbers of registered and qualified instructors become available there should be set up a standard for State recognition and registration of motor schools, while it is recommended that adequate premises, with facilities for indoor lectures, be a condition of recognition so that the public

might be protected from inefficient and unsuitable schools. After a sufficient time it would be an offence for fees for driving lessons to be accepted by any private individual or an unlicensed school.

Also suggested for consideration is the issuing of at least first-stage certificates of driving competence by licensed motor schools.

On the subject of driving licences, the Association suggests that the rule regarding the accompanying driver is too lax: such a "supervisor" should, they contend, be the holder of a current licence who has driven recently, without accident or conviction for at least five years, and he should be in the front seat of the car.

The forms for application and renewal of driving licences is said to be due for revision, and it is proposed that medical certificates as to health and eyesight be furnished by an applicant.

One of the most important suggestions in the proposals concern a two-stage driving test, the first part passing the new driver beyond the initial "L" plate stage. Before he is fully qualified, however, it is recommended that he should drive for a period on "P" (probationer) plates before taking the second, stiffer, stage of the test which would qualify him for a full licence.

Finally, more emphasis should be placed on "traffic education" in schools, says the Association, lessons including the use of models or film-strips.

*LOOKING with interest at the Lycoming Special he drove into fourth place in the Lady Wigram Trophy race is Bruce McLaren. His Cooper broke a piston in practice, and Bruce was lent this car instead. It is certainly different!*

## SPORTS NEWS

**A**PPARENTLY R.A.C. officials have not yet inspected the new 2.4-mile circuit at Darley Moor, Derbyshire.

**M**EMBERS and guests of the Cemian M.C. who attended the club's annual dinner and dance at the Rembrandt Hotel, Kensington, on Friday were given a first-class evening. The occasion was a very special one, for it marked the club's 25th anniversary.

After an excellent meal, awards were presented by Mrs. Jardine Brown, wife of the principal of the College of Estate Management. Dancing continued until the small hours, partly to the music of a fabulous steel band, while during a break a magnificent birthday cake in the form of an M.G.A.—complete with instruments!—was brought in on a Go-Kart.

### ANOTHER WIN FOR McLAREN

**B**RUCE McLAREN had his second win in succession in a *Grande Epreuve* last week-end when he won the Argentine Grand Prix in 2 hrs. 17 mins. 49.5 secs. Second was Cliff Allison (Ferrari) in 2 hrs. 18 mins. 16.8 secs.

In the early stages of the race a tremendous battle for the lead raged between Stirling Moss (Cooper) and Joakim Bonnier (B.R.M.). After 37 laps Moss, then in the lead, came into the pits, his car having suffered a rear suspension breakage. He then took over Maurice Trintignant's Cooper and eventually finished in third place after a brilliant drive. He does not, however, score Championship points.

Four laps after Stirling's Cooper retired Jack Brabham also came into the pits to end his race. After 62 laps Bruce McLaren took second place from Innes Ireland (Lotus) and soon passed Bonnier's B.R.M. into the lead, the Owen car being in trouble with an overheating engine.

Graham Hill (B.R.M.) and Alan Stacey (Lotus) also retired after being troubled by the intense heat of the day.

A full, illustrated report will appear in a future issue.

**T**HE following comprise the official B.M.C. entry in the forthcoming Sestriere Rally, to be held from 21st to 24th February:—

Pat Moss/Ann Wisdom (Austin-Healey 3000); Mrs. N. Mitchell/Norma Sprinzel (Austin 850); Peter Riley/A. Ambrose (Austin-Healey 3000); T. Gold/M. Hughes (Austin-Healey Sprite).

**A** NEW range of lever-operated switches has been introduced by Joseph Lucas, Ltd., a new departure from the usual push-pull type. In the range are a three-position switch, a three-position switch with flasher warning-light dimming resistor, and two two-position switches of the type used on some of the smaller B.M.C. cars as light and windscreen wiper controls.

**FULL LOCK.** Michael Ivis's Austin Seven displays remarkable stability despite its being cornered hard on full lock, during Test 1 of the Dublin University Winter Rally.

**T**WENTY-FIVE cars competed in the Dublin University Motor Cycle and Light Car Club's 200 miles Winter Rally on Saturday, 23rd January. Two of these were specials. One of them retired and the other won. The winner was Alex Malcolm in his 1,172 c.c. Buckler-Ford, and he was navigated by Keith Collie. He finished without loss of marks on the road, as did 14 others. Malcolm was fastest in five of the six tests, and he tied for fastest in Test 3 with second man Kevin Sherry in a Volkswagen. The Rally, which was a Hewison event, started at 2.30 p.m. from the Eire Volkswagen Assembly Plant of Messrs. Motor Distributors on the Naas Road, on the south side of Dublin.

The first car returned to the finish at the Grand Hotel, Malahide, on the north side of Dublin, at circa 11 p.m. that night, having traversed some 200 miles through Counties Dublin, Kildare, Westmeath, Meath and back into Dublin. Behind Malcolm/Collie, Sherry/de Barra, came the Cullen Brothers in an NSU, Millard/Reynolds in an Austin Seven, Archer/Jenkins in an NSU, and Kehoe/Bradley in a Volkswagen. Twenty cars in all finished.

#### Results

**Premier Award:** A. Malcolm (Buckler-Ford).  
**Saloon Class:** 1, K. Sherry (Volkswagen); 2, D. Cullen (NSU Prinz); 3, J. Millard (Austin Seven).  
**Navigator's Award:** K. Collie.

#### CONNACHT HENDERSON CUP TRIAL

**I**T is a long trek from Dublin to Sligo in an open trials car, but the five drivers who made the 136 miles journey on the last Sunday in January for the Connacht Motor Club's Henderson Cup Trial were well rewarded. One of them, namely Reggie Redmond, won the Premier Award, Seamus Griffen was second and along with Alex Malcolm he gained a first-class award, and the remaining two, Dave Griffen and Des Bradley, gained second-class awards. As



## REPORT FROM EIRE

BY BRIAN FOLEY

#### Results

**Premier Award:** R. Redmond (MM3). **First Class Awards:** S. Griffen (Griffen-Ford); C. Vard (Austin Seven); D. Cullen (NSU Prinz); K. Sherry (VW) and A. Malcolm (Buckler).

**Second Class Awards:** D. Griffen (Dellow); J. Moore (Austin Seven); M. Ivis (Austin Seven); tie between D. Bradley (Dellow) and M. Archer (NSU Prinz).

#### KILKENNY M.C. TRADERS' CUP TRIAL

**A**LTHOUGH the Kilkenny Traders' Cup Trial, on Sunday, 24th January, was not a Hewison Trophy event, 28 drivers competed for the magnificent Traders' Cup. Eight tests were run off, and all of these were fairly straightforward with less pylons than usual.

Des. Cullen, in an NSU Prinz, set up B.T.D. in three tests which gave him the Premier Award. B.T.D.s in the other tests went to Peter Kramm and John de Moulin who shared the former's 30 b.h.p. NSU, the Griffen Brothers, and Val Baker, each of whom had one B.T.D. Neither Seamus or Dave Griffen were in their usual form. Seamus won the Special Class but was only fifth overall, and Dave failed a test and was not in the running at all. Peter Kramm now has the "hotter" motor in his NSU and if he could curb his exuberance he might find himself better placed.

#### Results

**Premier Award:** D. Cullen (NSU Prinz). **Saloons up to 1,000 c.c.:** 1, M. Archer (NSU Prinz); 2, P. O'Flynn (DKW); 3, P. Kramm (NSU Prinz). **Saloons over 1,000 c.c.:** 1, T. V. Connolly (VW); 2, W. B. Kehoe (VW); 3, M. G. O'Brien (VW). **Open Cars:** 1, S. Griffen (Griffen-Ford); 2, V. Baker (Ford Special); 3, G. Percy (Ford Special).

**ALEX MALCOLM** of Dublin waits in his Buckler-Ford at the starting line of Test 1 during the Connacht Henderson Cup Trial. He was placed sixth overall.



# ←PROFILE JIMMY CLARK

BY CHRISTOPHER NIXON



WHEN a famous works team like Aston Martin gives a young man, with only three years' club racing experience, a trial in a Grand Prix car, it must mean that the young man in question is possessed of the latent qualities that many, many people would like to possess themselves, but very, very few, in fact, do—i.e., those of a brilliant racing driver.

Recently Aston Martin invited Jimmy Clark down to Goodwood for testing, and Jimmy, who had only sat in a single seater twice before in his life, covered about 50 tours, lapping between 1 min. 30 secs. and 1 min. 31 secs., his fastest lap being 1 min. 29.8 secs., and all this on a damp track.

From this you will appreciate that Jim obviously has what it takes to become a G.P. driver. All he lacks is experience with really fast machinery.

It was in June 1956 that Jim first set wheel to track at Crimond, where he drove a DKW. Three months later he drove the DKW and a Mk. 2 Sunbeam at Brunton Beadnell High Speed Trials.

That was the sum total of his 1956 racing.

Next year he used the DKW again at Charterhall in June and then in the October meeting he won three races in one day, this time in a Porsche. He also did a few rallies and sprints in the DKW and the Sunbeam.

In 1958 Jim joined Border Reivers. It was through Ian Scott-Watson that Jim got his first taste of racing for they met in 1955 and quickly struck up a friendship. Jim used to go along as Ian's mechanic when the latter went racing.

When Jim joined the Reivers they had just purchased the ex-Murkett Brothers D-type Jaguar and it was in this machine that he started out on the 1958 season.

His first race was at Full Sutton in April where he gained two firsts in the Jaguar and a sixth with the Porsche. At Winfield a few days later he claimed a first and a second with the Porsche.

Then came his first Continental race, the Sports Car Grand Prix at Spa, where he came home a very creditable eighth in the D-type. He didn't like Spa very much—"It was too fast for me then!"

From Spa he went back to Full Sutton where he won three races, two in the Jaguar and one in the Porsche. Then followed a first and a fourth at Crimond, two wins at Charterhall, a first and a second at Rest-and-be-Thankful, a win, two seconds and a fourth at Charterhall again, hat-tricks at Full Sutton and Winfield, a first, a second and seventh at Mallory Park, a second and two thirds at Charterhall and finally a second at Boxing Day Brands in an Elite.

This was his first race in the Hornsey car. Jim and Ian Scott-Watson caught the night train to London from Scotland, picked up the car at Green Park and drove it straight down to Brands. There they stuck some numbers on it and Jim went racing. For eight out of the 10 laps he led but then a Sprite lost it and hit the side of the Elite. Because of

this Jim lost his lead to Colin Chapman but nevertheless managed to come in second.

His final score at the end of the season was 20 wins, eight seconds and three thirds, from 33 races, an almost incredible total that won him the 1958 Scottish Speed Championship.

In March 1959 Border Reivers purchased Bruce Halford's Lister-Jaguar and on the 30th of the same month Jim had his first race in the big car at Mallory Park. In fact he had three races in it, and won them all! He also won the 1,000-1,600 c.c. class in the G.T. car race with the Elite, making the day's total four wins in four races. This indeed was a fine start to the season.

His next appearance was at Oulton Park for the British Empire Trophy Race meeting. Here he didn't do so well, coming 10th in the up to 1,500 c.c. race in the Elite and eighth in the over 1,500 c.c. race with the Lister.

This latter race provided an amusing incident for Jim. It was pouring with rain, so much so that he could hardly see where he was going. In fact, he missed the chequered flag and went blindly on to complete another lap. The next time round he noticed a couple of cranes pulling Bruce Halford's Lister out of the lake at Cascades. Then on the back straight he passed a Continental Bentley, which bothered him a little, for, as far as he could recall, Bentley's hadn't returned to racing.

Finally he came up behind John Bekaert and noticed that John had taken his crash hat off. Suddenly it dawned on Jim that the race must be over, so he came into the pits to investigate, much to the relief of Ian Scott-Watson, Border Reivers team manager, who could foresee his driver continuing far into the night!

From Oulton Park he moved to Aintree where he came sixth in the Lister, then came Charterhall and two wins in the Jaguar-powered machine and a second in the Elite.

At the Easter Goodwood meeting he experienced his most disappointing race. In the unlimited sports car event he had a fine dice with Ron Flockhart and John Bekaert and eventually moved into the lead, only to run out of petrol a few laps before the end.

At Rufforth on 30th May he won the unlimited sports car race and came second behind Trevor Taylor (F2 Cooper) in the *Formule Libre* event, driving the Lister in both cases. Then came the Stobs sprint meeting where he gained two firsts with the Porsche.

His first Continental event of the year was at Le Mans where he drove the Elite with John Whitmore. These two made a very good partnership, both being able to lap fast and consistently, for from a driving viewpoint they are pretty evenly matched.

In the race they were plagued with starter motor bothers, but they finally



**HARD-WORKED PORSCHE.** This car first belonged to Ian Scott-Watson, who then sold it to Jim. It still does the odd bit of competition work as this picture shows.

**REIVERS' LOOT.** Laid out on the bonnet of the Lister are the assorted trophies won by Border Reivers. Behind the car are (l. to r.) Bobbie Hattle, Ian Scott-Watson, Jim Clark, Colin Clark (no relation), Jock McBain and Alec Calder.

managed to finish second in class, 10th overall and 11th on Index.

From Le Mans Jim moved on to Zandvoort for the AUTOSPORT World Cup Race, where he was forced to retire when in the lead.

At the British G.P. meeting at Aintree he came second in the over 2,000 c.c. sports car race after a very fine drive in the wet. He followed this up with two firsts and a second at the Winfield sprint. Then at Mallory Park he entered five races, gaining a third, a fourth and three seconds.

In the final race, for G.T. cars up to 1,600 c.c., a plug lead came off at the start. Jim lost 50 seconds putting this right and then proceeded to carve his way through the field in the Elite, lapping all but three cars and finally finishing second, 16 seconds behind John Whitmore, also in an Elite. He also completed a lap in 61 seconds, this being the fastest ever by a Production sports car.

At Brands Hatch for the second part of the AUTOSPORT World Cup, Jim came first in the first heat and second in the second. He also won the over 3,000 c.c. class in the sports car race with the Lister. At Mallory Park a fortnight later he gained two firsts, a third and an eighth. At Oulton Park he won the up to 1,600 c.c. race for G.T. cars.

The next day he went to Charterhall and collected a first and a fifth, then at another Charterhall meeting a couple of weeks later he gained three firsts and a fourth. Finally, he won the AUTOSPORT Three Hours' Race at Snetterton in the Elite.

So that was the end of another year, a year which had been even more successful than the previous one. Jim had gained 23 wins, nine seconds and two thirds. In addition he won no fewer than five Championship awards: the Scottish National Speed Championship, the over 3,000 c.c. class of the B.R.S.C.C. Sports Car Championship, the 1,300 c.c. class of the AUTOSPORT Production Sports Car Championship, the over 1,200 c.c. class of the Mallory Park Sports Car Championship, and the 1,600 c.c. class of the Mallory Park Production Sports Car Championship.

Jim was educated at Clifton Hall prep. school and then Loretto public school in Edinburgh. He left Loretto in 1952 and then went to work on his father's farm as a shepherd for 18 months, after which he graduated to looking after the farm.

He is now in partnership with his father running a 1,250-acre arable farm in Duns, Berwickshire. He also has his own farm of the same size about 20 miles away. The Clark family are notable stockmen in the district, having three different pedigree breed flocks of sheep at Edington Mains. He is a very keen farmer and has not yet really made up his mind whether or not he can devote his time to a really full season of Continental racing, should that happy situation arise.

In his spare time he likes to go shooting and is a pretty good shot. He is



also quite a good hockey player and a fine sprint athlete. He is a committee member of the Berwick and D.M.C. and is Assistant Secretary to Ian Scott-Watson in the Border M.R.C. Photography is also one of his hobbies and he likes listening to music, Louis Armstrong, Frank Sinatra and Ella Fitzgerald being among his favourite artists.

Ian himself is, of course, the very capable team manager for Border Reivers. Apart from this, he has known Jim for longer than most people and so is well qualified to talk about him.

"As his best friend (we've been mistaken for brothers before now, much to his chagrin) and 'tame Ken Gregory' I probably know him as well as anyone outside his family circle. As anyone who meets him must realize, he really is one of the nicest chaps one could wish to know and is absolutely free of any tendency to show off or get conceited. He knows his own limitations and underestimates his own driving ability.

"One of the most remarkable things—which I think marks him as a potential champion—is his wonderful consideration for the car he's driving. He can always come in from a race and tell me exactly what every gauge and dial has been reading, how many revs. he used at what point, whether there are any queer noises, etc. Has only spun a car once this year—the Porsche, when trying to keep up with the much faster Shepherd-Barron Alfa at Charterhall. He keeps an incredibly cool head when driving and is just about the only fast driver I can sit beside without having any qualms, but he himself is a very bad passenger. I think he has exceptionally fast reactions and co-ordination between eyes and limbs, and his eyesight at both day and night is quite exceptional.

"As one who watches him in every race, and as I've done a little bit of club racing myself, I know something of what is involved, and I've come to the conclusion that he can drive much nearer the limit of a car than almost anyone, without using anything like the revs. that others would, or losing control of a car. For instance, for half this season we had a faulty rev. counter on the Elite and discovered that Jim had been doing his fantastic lap times (Brands Hatch, Mallory Park, etc.) without going over 7,000,

whereas everyone else was using 7,500 and even 7,800. This did not apply to Le Mans, where our rev. counter was slow, not fast (changed instruments!).

"Weak points? Girls, perhaps! Drinks little—not to say that he can't, and is always particular not to the night before a race. He does not smoke. He works very hard at home, literally. No London Chelsea playboy stuff or anything like that."

So there you are. That's Jim Clark, as seen by his best friend and constant companion!

Jim very much wants to drive single-seaters this year if he can for he is not very interested in the new formula. "I don't think it will help at all. It will certainly be no safer and a lot more expensive than the present formula, which, I think, should be continued."

Reg Parnell, who watched Jim's handling of the Formula 1 Aston with a very critical eye, is considerably impressed by the young Scotsman's driving. "He does, of course, lack experience," says Reg, "but nevertheless he put up a very fine performance. His style is very reminiscent of that of Tony Brooks; he sits well back and drives calmly and without fuss. His cornering is very neat and he gives the impression that, given time, he could become very good indeed."

Encouraging words from one of the shrewdest judges of driving ability there are.

It is not yet known whether or not Astons will ask Jim Clark to drive for them this season. It could be that, in spite of his splendid showing in tests, they will decide that they want a third driver with Grand Prix experience rather than an up and coming youngster. However, I think it is worth bearing in mind what Roy Salvadori said in an earlier Profile, which was to the effect that what is needed is a team or teams willing to give a place to somebody like Clark to enable him to gain the necessary experience. This, Roy felt, would surely pay dividends in the end.

However, whatever Jim drives this season, his relaxed and precise style is bound to reap its reward. Watch him, for he is definitely, as our French friends say, a "coming man".

No. 17 of a series.

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*SECOND CAR HOME* was the Ferrari driven by Taffy von Trips (seen here) and Richie Ginther. Note the large windscreens.

one-two win for the three-litre Ferraris, once their only rival of distinction, the 2.8 Maserati, was forced out after having led for 32 laps and made the fastest lap for the day. Phil Hill and Cliff Allison took turns at the wheel of the winning car, covering the 624 miles in 6 hrs. 17 mins. 12.1 secs., at an average of 99.287 m.p.h. They covered 106 laps on the 5.888 mile "circuit" which comprises the outer course of the autodrome and a section of the adjacent "autobahn". Second place went to a sister car driven by von Trips and Paul Ginther—one lap behind—and third was captured by Graham Hill and Joakim Bonnier in a 1600 RSK Porsche; a three-litre Maserati, driven by Barberis and Heins came in fourth. Dan Gurney set the lap record

## THE BUENOS AIRES 1,000 KMS. RACE

**Ferrari 1st and 2nd after Maserati Challenge Fails**

STAGING the "Temporada" has been a non-profit venture for many years—more recently a heavily losing proposition. With the government as a collateral, the Automobile Club was able to stage it for the last years, but they were forced to discontinue it for 1959. In the "Temporada" schedule, the 1,000 Kilometres Race has always been a luxury item, with a decidedly poor revenue. Buenos Aires race enthusiasts are reluctant to patronize a race too long for their taste and, unfortunately, experience is on their side: as a show, it has invariably left much to be desired and only occasionally brief episodes of spectacular competition were seen of the sort the paying public expects to be treated to. Not having seen any big-league racing for two years, local enthusiasts were eagerly looking forward to the 1960 season; the big sports car event was to open the programme this time. Pre-race publicity was surely stimulating and wishful thinking took care of the rest. The attendance was unusually large for this race and they were given

two hours of not too close competition . . . afterwards, the race went on for four uninteresting hours. Will they come back in 1961? Hard as they tried, there was little the local press could do after the race to counteract the statements of the spectators. Racing-wise, they had been starving for two years and left the

STORY AND PICTURES BY  
DR. VICENTE ALVAREZ

"circuit routier" justly disappointed. For one thing, the field was not as "hot" as predicted: this was found out as soon as practice sessions started. Then, out of 28 entries, a few joined the "no-show" list before race-day, some more gave up early in the race and only 11 were still running as the winning Ferrari crossed the finish line.

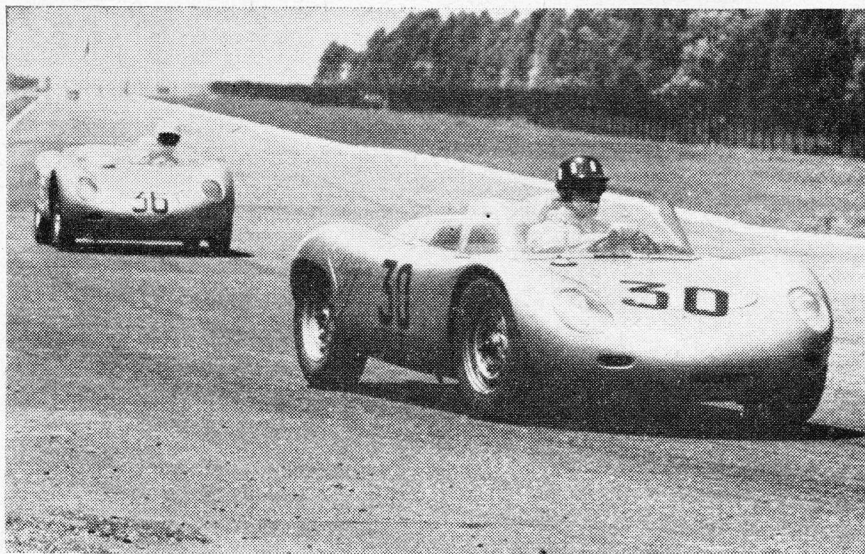
The first round of the 1960 Championship of the marques was a very easy

for the day on his 22nd lap—3 mins. 22.4 secs.—and repeated this on the 44th. He was driving the 2.8 Maserati with Masten Gregory as co-driver. Average speed was 105.313 m.p.h. for the record laps.

Practice began on Thursday afternoon, 28th January. An inspection of the garages revealed the presence of an entirely new machine—the four-cylinder 2.8 Maserati which was conceded to be the fastest thing on the course. With a thin-tube space frame, disc brakes and a light aluminium streamlined body, this car has a dry weight of 1,176 pounds. As soon as it rolled on to the track, onlookers were impressed by the healthy, deep roar of the engine—in a couple of minutes they were commenting on the well apparent features of the new car—terrific acceleration, excellent braking and smooth riding through the turns. The Maserati looked a very tough opponent for the Ferrari team. Three cars were to uphold the prestige of the prancing horse outfit: two Vee-Twelves of 2,953 c.c. and a Vee-Six of 2,400 c.c.; the latter had been assigned to José Froilan Gonzalez and Scarfiotti. In a private conversation, Gonzalez told very enthusiastically of the fine handling and remarkable power of the smaller car, emphasizing the fact that it gave a far more comfortable ride than the bigger jobs. The three-litres had an alleged output of 300 b.h.p. at 7,500 r.p.m., while the 2.4 had 250 b.h.p. at the same revs. The cars weighed 1,760 and 1,300 pounds respectively.

Eight RSK Porsches were at hand—three 1,600s and five 1,500s. The 1,600s were reputed to develop 165 b.h.p. at 8,000 r.p.m., with a weight of 1,056 pounds. The field in the sports category was completed by five three-litre "S" Maseratis, two two-litre cars of earlier vintage, and an old three-litre Vee-Six Lancia of Mexican Carrera fame, which

*FINE EFFORT:* Graham Hill swings the Porsche through a corner ahead of a similar car driven by Goethals. Graham, co-driving with Joe Bonnier, finished third.



**UGH!** The hideously ugly 2.8 Maserati proved to be very fast indeed. Here Dan Gurney accelerates out of a bend.

was not exactly in perfect running condition. Four 3,000 G.T. Ferraris and a 1,500 Porsche were to start in the Gran Turismo category.

Practice sessions began at 2 p.m. on Thursday: Phil Hill took the 3-litre Ferrari around in 3 min. 28.9 secs. (100 m.p.h.) and that was the best time of the day. Dan Gurney was second fastest, in 3 mins. 30.8 secs., on the 2.8 Maserati. Von Trips was third best—in a three-litre Ferrari—with a lap in 3 mins. 31.3 secs. José Froilan Gonzalez drove the 2.4 Ferrari to lap in 3 mins. 34.1 secs., beating Edgar Barth (1.6 RSK Porsche) by only four-tenths of a second.

Things began to speed up on the second day. Masten Gregory drove the 2.8 Maserati to a lap in 3 mins. 24.5 secs. (104 m.p.h.), von Trips, too, lowered his previous time with a lap in 3 mins. 26.1 secs.; Gonzalez did his bit too and chalked up a nice 3 mins. 29 secs.—stating afterwards the small 2.4 could still go faster—but not too much. The Porsche outfit had been very busy trying different gear-ratios; this time they were a bit slower than the previous day and the best mark of the team was Bonnier's 3 mins. 34 secs.

Last chance to qualify was on Saturday; the Ferrari team was present in full force and Phil Hill registered his ultimate mark: 3 mins. 23.4 secs.; his co-driver Allison's best lap was 3 mins. 27 secs. Dan Gurney qualified the 2.8 Maserati in 3 mins. 24.4 secs., beating his co-driver Gregory by a mere one-tenth of a second; von Trips made 3 mins. 26.5 secs. Local pilot Cesar Reyes wrecked his 1,500 c.c. Osca at the entrance gate to the Autodrome, coming out of the "circuit routier"; no time for repairs. Carlos Guimarey (teamed up with Spaniard Creus) broke a connecting rod in a 3,000 "S" Maserati, which was withdrawn from the race. Near the end of the qualification period, the crowd was treated to a non-scheduled feature: Fangio was announced to take over Bonomi's 3,000 Maserati around as an exhibition, which he did, amid a frantic ovation. The fact was well apparent that the maestro was having a wonderful time.

Twenty-three cars lined up at an angle on the pit apron for a Le Mans start. A few minutes were spent in a drivers' meeting in order to straighten out a few points in the regulations. Drivers were instructed to open the door instead of jumping over it when climbing into their cars. At 1.35 p.m. the drivers ran across the track and started their engines; the first car off was the 2.8 Maserati with Dan Gurney at the wheel, followed by the Ferraris driven by Hill and Ginther, who had decided to swap cars prior to the start: Cliff Allison had been reported ill and Gonzalez had registered as alternate co-pilot for the 3-litre Ferrari; he was allowed to try it out an hour before starting time.

Gurney was leading at the entrance to the Autodrome, back from the "circuit routier" with Hill two seconds behind, near the end of the first lap. At this particular point, Harry Blanchard (U.S.A.) overturned his Porsche and was instantly killed; Swiss Heini Walter, who was trailing Blanchard in a similar car, found the road blocked and as a result of his violent manoeuvring, his car, too,

rolled over, but Walter was only slightly hurt.

Gurney had five seconds to the good on Hill at the end of the 10th lap—he had already registered an extremely fast lap in 3 mins. 22.9 secs.—and the Maserati seemed to out-accelerate, out-brake and out-maneuvre the Ferraris; Ginther was running half a minute behind Hill and, in turn, had half a minute lead on fourth place man Scarfiotti (co-driving the 2.4 Ferrari with Gonzalez), who could not pull away from Gendebien, on an RSK 1,600 Porsche. Gurney's average to this point was 105 m.p.h.; it had dropped at the end of the 20th lap to 104 m.p.h., but Gurney was leading now by 16 seconds. At this stage of the race, six cars were already out; no changes in the first five positions—local sports car champion Bonomi was running sixth.

At the end of the 27th lap, Gurney stopped at his pit and Gregory took over; the Maserati retained the lead as Hill pulled in for relief, too. Cliff Allison had apparently got over his illness and climbed into the Ferrari. Gurney had set the lap record on his 22nd lap—105.313 m.p.h. average—which he was to duplicate on the 44th. At the end of the 30th lap, Gregory had 1 min. 45 secs. on Allison and two minutes on von Trips (relieving Ginther); Gonzalez had taken the wheel of the 2.4 Ferrari and was pressing it hard—this car had already been lapped by the first three men. On the 39th lap, Gonzalez was forced out with ignition trouble. Allison—evidently in very good shape—began to gain ground on Gregory; the latter was called in and the Maserati was given back to Gurney; this stop cut down the lead of the Maserati—the Ferrari got in front and by the 40th lap it had already gained a 50 seconds lead. Von Trips, in third place, was getting closer to Gurney; the Maserati was not handling properly and dropped back to third, before the end of the 50th lap. As Gonzalez gave up, Barth (relief for Gendebien) and Herrmann (relief for Trintignant) moved up in their Porsches. Gurney was out of the race on the 56th lap. At the half-way mark, the race had ceased to be such, from the spectators' viewpoint; from then on, the two leading Ferraris merely cruised around the circuit at a moderate pace. Average was 100.811 m.p.h. at the end of the 60th lap. Bonnier had climbed up to third place in his RSK 1,600; Milan (relief for Bonomi)

was fourth and Barberis (3-litre Maserati) fifth. The average dropped just a shade for the 70 laps: Hill was leading von Trips by 45 seconds; Graham Hill (relieving Bonnier) was third, three laps behind. Heins had relieved Barberis and Bonomi had relieved Milan. There were no changes in position at 80 laps (average 100.2 m.p.h.). Bonomi was forced out on the 84th lap—Delfosse (relief for Goethals) moved his Porsche up to fifth place. Phil Hill averaged 100 m.p.h. for the 90 laps. From here to the finish, the only change was the climbing of von Dory's RSK to fifth spot.

#### Results

1, Phil Hill/Cliff Allison (3.0 Ferrari), 6 h. 17 m. 12 s. (99.278 m.p.h.); 2, Paul Ginther/Von Trips (3.0 Ferrari); 3, Graham Hill/Joakim Bonnier (1.6 RSK Porsche); 4, Barberis/Heins (3.0 Maserati); 5, Von Dory/Von Dory/Bo deu (1.5 RSK Porsche); 6, Goethals/Delfosse (1.5 RSK Porsche); 7, Trintignant/Herrmann (1.6 RSK Porsche); 8, Gomez/Maestretti (1.5 RSK Porsche); 9, Gavazzoli/Todaro (3.0 G.T. Ferrari); 10, Bohnen/Von Hanstein (1.5 G.T. Porsche); 11, Tossa/Turco (3.0 G.T. Ferrari).

**Fastest lap:** D. Gurney (2.8 Maserati), 3 m. 22.4 s. (105.313 m.p.h.).

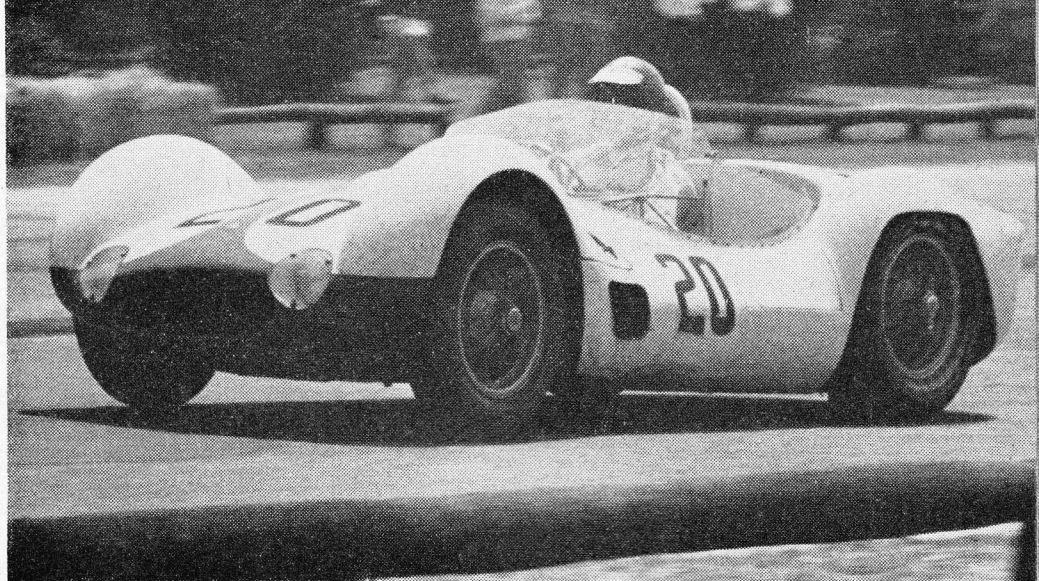
**Under 1,600 Category:** Graham Hill/Joakim Bonnier (1.6 RSK Porsche).

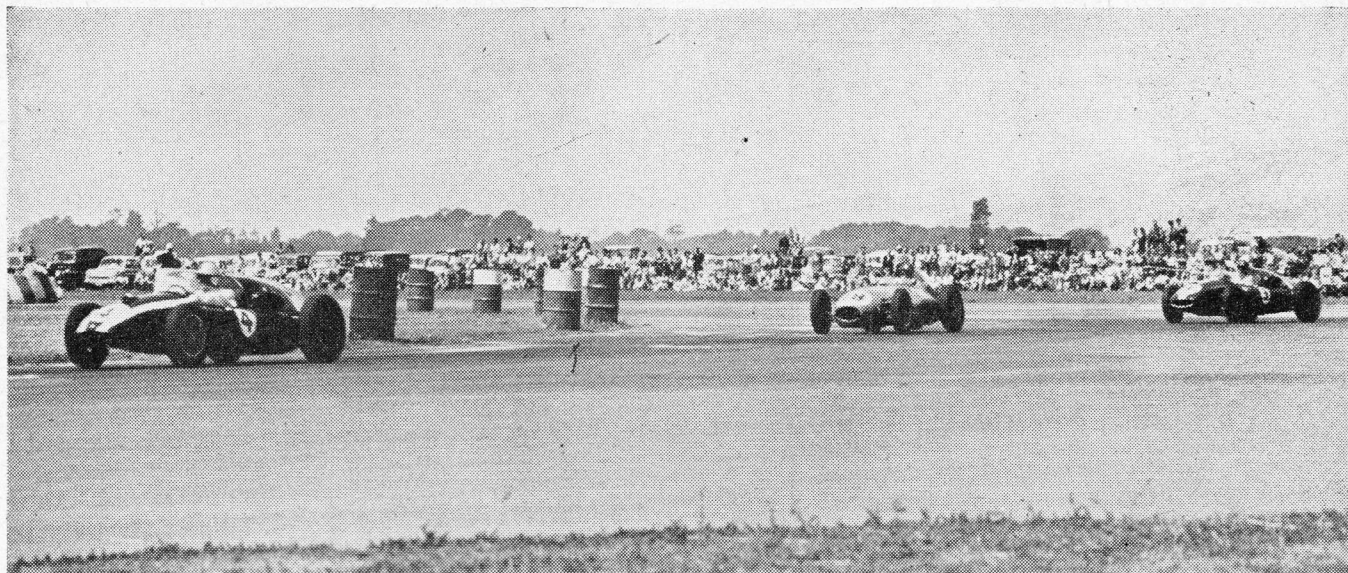
**Gran Turismo Category:** Gavazzoli/Todaro (3.0 G.T. Ferrari).

**RON FLOCKHART** is to drive Cooper-Climax cars sponsored by Alan Brown and Cecil Libovitz of Guildford in a comprehensive programme of F1 and F2 races during 1960. It is intended to compete in all the F1 Grand Prix Championship events starting with the Monaco Grand Prix on 29th May. The first event at which a car will be entered is expected to be the F2 Syracuse Grand Prix on 19th March. The cars will be prepared at the premises of Flockhart & Langrishe, Ltd., Ascot.

In taking the decision not to accept the B.R.M. offer for 1960, Ron Flockhart has thus terminated his six-year association with the Owen Racing Organization.

**T**HE special telegraphic information service which enabled residents in the United Kingdom to send telegrams to motorists using specified routes in France is being discontinued on and from 1st February. The service, which opened in October, 1957, was operated by the Post Office in conjunction with the French authorities who are now withdrawing the service because of lack of support.





# Jack Brabham Wins The Lady Wigram Trophy Race

**Victory and a Record Lap at His Fourth Attempt**

JACK BRABHAM won the 150-mile Lady Wigram Trophy on the Christchurch airfield circuit at his fourth attempt on 23rd January. It was Brabham's first win in all the years he has raced in the South Island and with it he completed a "double" for a fortnight earlier he had won the New Zealand Grand Prix at Auckland.

The world champion had things all his own way with the works-entered 2½-litre Cooper-Climax at Wigram. He led from start to finish and set a new race record of about 90 miles an hour as well as a new lap record of about 95 miles an hour. And there is no doubt that he could have gone faster if the need had arisen. In second place was David Piper with the 2½-litre Lotus, and third was Ian Burgess with his 2.2-litre Cooper-Climax.

Piper ran Brabham fairly close in the early stages of the race but it was obvious that the Cooper works driver had something in hand. Then about half-distance Piper was involved in a minor collision with a car that had spun and that cost him 35 secs. Burgess drove an exceptionally fine race for third with his smaller Cooper and would undoubtedly have been more of a challenger if it had not been for a damaged fourth gear. He nursed the car the whole way.

The hero of the day was the No. 2 Cooper driver, Bruce McLaren. A piston collapsed in his 2½-litre car during the training session the day before the race with disastrous consequences. There was no chance of the Cooper starting and it looked as though Bruce would be left among the spectators. Then a young Auckland university student, Malcolm Gill, offered McLaren his Lycoming Special, a New Zealand-designed and built car, to drive in the race. With this car Gill had won the sports car race at Auckland a fortnight earlier, and McLaren gratefully accepted the offer. McLaren brought the Lycoming home in fourth spot with a fantastic drive during which he lapped the 2.116-

mile circuit consistently for a time at 88.5 miles an hour. He finished the race with virtually no brakes left. Christchurch's Pat Hoare was fifth with the 3-litre Ferrari, and then came 18-year-old Jim Palmer with his 1,960 c.c. sports Lotus. There were 16 starters and 12 were still running at the end but some were a long way back.

BY PETER GREENSLADE

Brabham's time for the 150 miles was 100 mins. 42 secs. and his record lap was 1 min. 20.8 secs. In 1959 Ron Flockhart won the race with a B.R.M. in 101 mins. 4 secs. and set a lap record of 1 min. 22.2 secs.

First out at the training session on the eve of the race was McLaren, who earlier in the week had predicted that the works Coopers with their increased power output and latest Dunlops would be about 4 secs. a lap faster than the B.R.M. had been the previous year. McLaren went to work smartly and started turning in times around 1 min. 22 secs.—nearly 93 miles an hour. Burgess was one of the next out and he lapped consistently at 1 min. 25 secs. Then Hoare with the Ferrari and Johnnie Mansel with the ex-Moss ex-Ross Jensen 250F Maserati had a go and there was not much between them with laps around 1 min. 30 secs. The others were all a bit slower. The best the Australian champion Len Lukey could manage with his 1,960 c.c. Cooper-Climax was 1 min. 32.6 secs. while Denis Hulme, who is now on his way to England on the "driver-to-Europe" scheme, made a 1 min. 31 secs. with a similar but older car.

Brabham's car had been unloaded from the ship that brought it from Auckland only 24 hours earlier and his

*WITH but little between them Jack Brabham leads David Piper (Lotus) and Ian Burgess (Cooper 2.2-litre) in the order in which they finished.*

mechanics had worked on it all night to get it ready in time. He made a late start but was soon down to times between 1 min. 20 secs. and 1 min. 21 secs.

Then the drivers were sent out to qualify for grid positions. McLaren made 1 min. 21.4 secs. before that piston collapsed. Brabham was quickest with 1 min. 19.4 secs. Next were Burgess (1 min. 23.4 secs.), Piper (1 min. 25.6 secs.), Hoare and Mansel (1 min. 27.6 secs.), Palmer (1 min. 31 secs.), Len Gilbert's Cooper-Bristol (1 min. 31.8 secs.) and Malcolm Gill with the Lycoming (1 min. 32.2 secs.). Lukey was out of it all with lack of oil pressure, and Ron Roycroft (4.5 Ferrari), Maurice Stanton (Stanton Corvette) and Hulme did not try for front positions.

About 30,000 people lined the circuit by the time the cars were lined up for the trophy race the following day. It was a near record crowd for the Christchurch Motor Racing Club's international meeting. Brabham, of course, had the pole position. Outside him were Burgess, Piper and Hoare. The second row was shared by Mansel, Sid Jensen, who had trained late with his 1,500 c.c. Cooper, and Palmer with the Lotus. Burgess made the best of the start, but there was really very little in it and actually Brabham and Piper beat him into the left-hand Hangar Bend at the end of the short straight. Brabham completed the first lap in 1 min. 29 secs.—85.6 miles an hour—and was about two lengths ahead of Burgess who had headed Piper by about two lengths. Then came Jensen, McLaren in the Lycoming, Hulme, Hoare, Palmer, Gilbert, Roycroft, Thomasen in the Monza Ferrari, Bruce Webster in a Cooper-Porsche and the specials of Les Moore (R.A. Vanguard) and Maurice Stanton (Stanton Corvette). In the second lap Piper took Burgess and the trio came round to complete it well bunched. There was a bit of a gap to Jensen who was being pressed by McLaren, and then another gap to the rest of the field headed by Hulme. Young Palmer was

*UP goes the flag at the start of the 150-mile Trophy race. On the inside is Jack Brabham, with Ian Burgess (Cooper), David Piper (Lotus) and Pat Hoare (Ferrari) on the front row with him.*

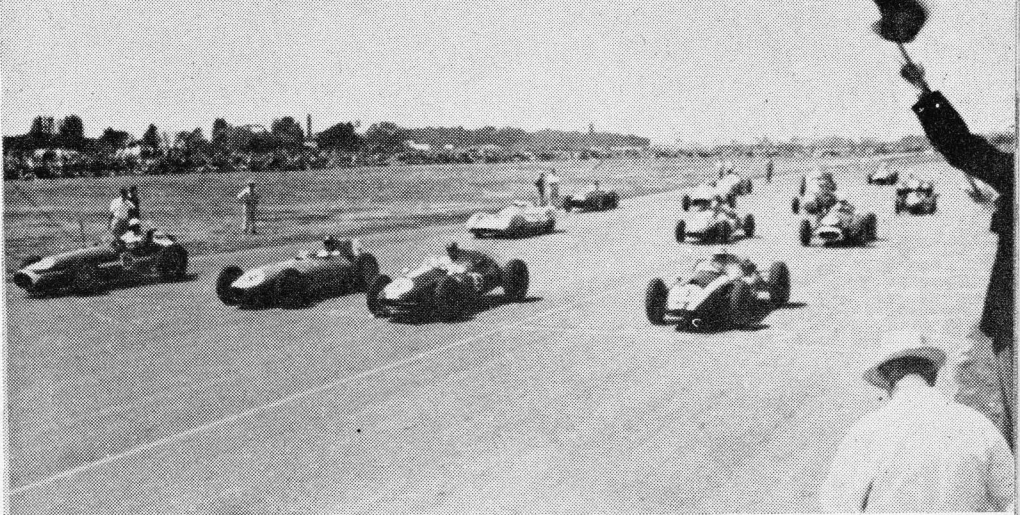
making up ground, however, although he did not seem too happy. Subsequently it was discovered that one of the front wheels of the Lotus had been knocked badly out of alignment in a bump from another car at the start.

Brabham was content to circulate at about 87.5 miles an hour with Piper breathing fairly hotly on his neck. Burgess began to drift back a bit. A pre-race check of the gearbox had revealed damaged teeth in the fourth speed train and in fact Burgess was having to hold the lever in fourth which made things rather difficult for him. Nevertheless he was well clear of McLaren who at the beginning of the fifth lap had forged ahead of Jensen. Behind the red Formula 2 Cooper were Hulme, Palmer and Hoare.

It was about this stage that things had sorted themselves out a little and it was discovered that Mansel was not among those present. A bolt had sheared in a drive shaft universal joint before he had completed a lap with the 250F.

Next to go was Moore with the R.A. Vanguard. A tyre came off the rim after six laps. Just before he went out he and Stanton at the tail of the field had been lapped by Brabham, Piper and Burgess. With 12 laps gone Piper and Burgess had moved in a little on Brabham and had opened up a considerable lead over McLaren who was now followed by Hulme. Jensen had stopped to take on water. Next in line was Palmer and he was followed by Hoare, Roycroft with the motor of the big Ferrari misfiring badly, Quirk and Gilbert. Brabham now began to speed up a little and Piper hung on to him. Burgess found he could not keep up with them, but he was comfortably in third position well clear of McLaren. Jensen now made another stop for a plug change.

With 20 laps gone, Brabham lapped Hulme, the fifth man, and the order then was Brabham, Piper, Burgess, McLaren, Hulme, Hoare, Palmer, Gilbert, Roycroft, Thomasen, Webster, Stanton and Jensen. Quirk had disap-



peared earlier with the engine of the 250F in a very sad state. From now on the major placings did not change and the race developed into something of a procession which was only enlivened by the occasional pit stop of the cars back in the field. However, Piper was hanging on to Brabham, who was speeding up, and McLaren was going great guns in the Lycoming, while Jensen, who is no mean driver, was busy making places from the tail-end of the field. Hoare was driving his best race to date with the Ferrari which is by no means an easy car to handle and lapping consistently under 1 min. 27 secs.

Palmer was giving a very polished exhibition with the sports Lotus, but obviously not too happy about its peculiar steering characteristics.

Then at the end of 40 laps Piper lost all chance of heading Brabham, if indeed he had ever had a chance. He was about to lap the Stanton Corvette when the big white special spun up on Hangar Bend. The Englishman simply could not avoid it. The incident cost him about 30 secs. and when he went on his way the cooling arrangements of the Lotus were none too satisfactory. He proceeded at diminished pace.

Brabham celebrated his 50th lap with a new lap record and even so did not appear to be trying very hard. In fact, he was having an armchair drive.

So the field circulated and it was not until Brabham was about three laps from

the end that anything more out of the ordinary occurred. Hulme, who had been in fifth place for most of the race, pulled into his pit to report no oil pressure. The car was immediately withdrawn and then let the rest move up a place.

So Brabham came home to win his first Lady Wigram Trophy. He had made it easily and looked as fresh as a daisy. Then came Piper, a rather tired Burgess, who had had a difficult drive, McLaren, who had raced for the last quarter with the brakes virtually non-existent, Hoare, Palmer, a very tired young man after his fight with the Lotus, Gilbert, with the Cooper-Bristol, and Sid Jensen, who had worked hard with the Formula 2 Cooper to bring it up to eighth place.

It certainly had not been a great race, but the victory was a very popular one. Brabham had tried three times before at Wigram and last year Flockhart had beaten him out of first place by 2.7 secs. On that occasion Brabham had driven a 2.2-litre car.

#### Result

1, J. Brabham (2.5 Cooper-Climax), 100 m. 42 s.; 2, D. Piper (2.5 Lotus), 100 m. 53.4 s.; 3, I. Burgess (2.2 Cooper-Climax), 102 m. 43 s.; 4, B. McLaren (4.7 Lycoming Special), 104 m. 30.4 s.; 5, P. Hoare (2.9 Ferrari), two laps back; 6, J. Palmer (1.96 Lotus), 4 laps back.

#### Sports Car Race

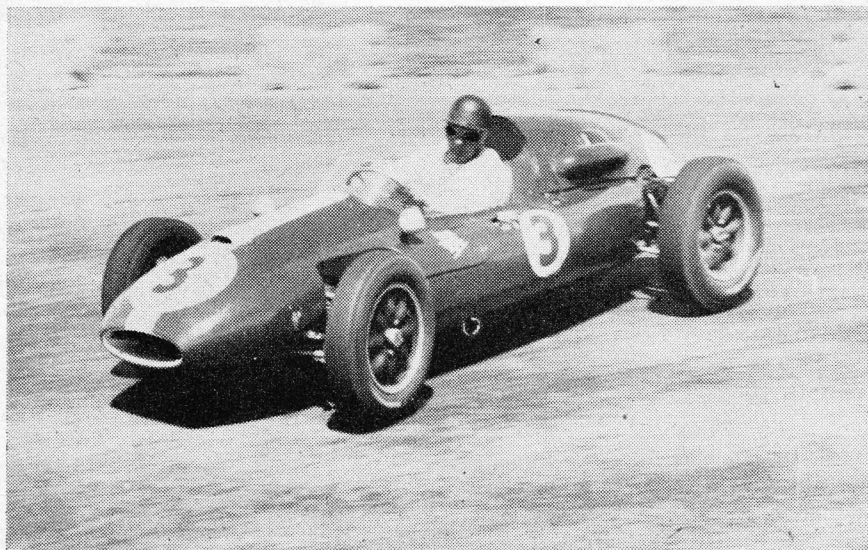
THE 42-mile sports car race developed into a thrilling tussle between young Palmer, Gill in the Lycoming and Angus Hyslop (D-type Jaguar). This provided some wheel-to-wheel racing and Palmer came out on top with Gill and Hyslop next in line, Palmer's time being 30 mins. 25.6 secs.

Harold Heasley with his very hot Humber 80 saw off a field that included a 3.4 Jaguar, a very special Ford Zephyr, and the Holden that holds more saloon car honours than any other saloon in Australia—71-year-old Lou Kingley's mount.

#### Trophy Race Topics

As usual pre-race hospitality was extended on a lavish scale by the Jaguar Drivers' Club at which McLaren, Burgess and Piper were the guests of honour, and by the Motor Racing Club. Brabham arrived late in the evening with his wife Betty from Australia for the second function.

*IAN BURGESS experienced gearbox trouble with his 2.2-litre Cooper, but hung on for a good third place.*



*LEADING at lunch-time, and finally taking second place, Tony Alldred rounds a tight corner with the aid of judicious "fiddle-braking".*

Marsh, John Harrison, Eric Jackson and Charles Pollard, all of whom reached 2.

Last of this series of hills started on an adverse camber, followed by two steep bumps and a right-hand, adverse-cambered curve. Then came a level patch and a nasty left-hander to the finish of one of the day's longest hills. For the early numbers it was extremely difficult, only David Render, Ron Kemp with his new Simca-engined car, and Gordon Holdrup climbing clean out of the first half of the entry. Later, however, it improved considerably, and there was a total of 20 clean climbs.

The next six hills, the Enville and Slade sections, were notable for difficult surfaces and tight marking, although the first was failed by only eight competitors. This was a very long climb with a snaking curve half-way up and a steep bump at the end. The second, too, presented no difficulties and was climbed by all but five competitors.

The next hill was covered—almost literally—with TV cameras and was not difficult, although a degree of precision was required if markers were to be avoided. There were 24 clean climbs recorded, many of the failures sliding into a marker cunningly sited on a tricky, adverse-cambered bend.

The last three hills were all similar to each other, climbing the side of the same valley by sinuous routes and in each case a very steep bump ended the climb. On the first of these, a straw-covered patch added to its difficulties and caused a loss of grip. Only clean climb was that of Rex Chappell, but Edward Harrison, Reg Phillips, Mike Cannon, Frank Wall, Bernard Dees, John Harrison and Charles Pollard all reached 1. On the next hill the steepest bump of all was found by the organizers, but ten competitors surmounted it to record clean climbs: these were Chappell, Lindsay, Langdon, Edward Harrison, Phillips, Dees, Cuth Harrison, John Harrison, Tony Alldred and Pollard.

*(Continued on facing page)*

## Chappell Wins The "Clee"

**Fine Performance in Hagley and D.L.C.C. Event**

THE Hagley and D.L.C.C. annual Clee Hill trial is an event which has become more and more popular with the passage of time. On last Sunday's showing this Championship qualifying event thoroughly deserved the total of 50 entries it received: the entry was notable for efficient marshalling and a variety of excellent hills which were all well marked. Some confusion reigned over the order in which competitors were to tackle hills, but the marshals at least were well informed on this point and no one really suffered.

The entry was divided into two groups according to odd or even competition numbers, following common practice. The writer travelled as passenger to Mike Cannon, running under an even number, and so many excellent performances may have passed unnoticed.

The even-numbered entries first tackled the "Ridge" group of hills, the first of these starting with a sharp right turn on leaf mould, then running up a bump to climb a twisting, tortuous route through trees. Then followed a short, steep climb with a final swerve to right and left. Rex Chappell reached 4, Mike Cannon climbed to 3, and cleans were recorded later by David Render, Frank Lewis and Charles Pollard.

Then came another, similar hill notable for an extremely tight course, with markers simply asking to be hit! In spite of this, however, it was very much easier than its predecessor, and more than 30 clean climbs were recorded.

The third of the Ridge series started with right and left turns, then ran level with a severe adverse camber to turn sharp right before climbing steeply to a tight double bend between trees on a very steep gradient. Fourteen cleans were achieved here, including fine efforts by Chappell, Render, Alec Francis, Reg

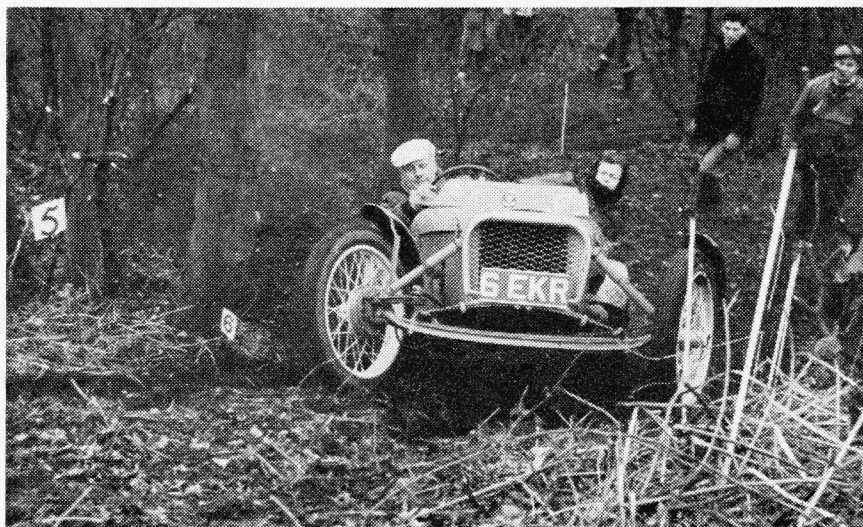
Phillips, Geoff Newman, Gordon Holdrup, Tony Marsh, who provided the land for the event, John Harrison, and Ernie Chandler, in a tidy-looking new Volkswagen-engined car.

The next hill was an open but twisty climb on grass and dead leaves, with a tricky dip on one of its slow corners which caught out several competitors. There were no clean climbs on this, and highest was Eric Jackson, who reached 1.

The next hill curved to the right round a clump of trees, ran up a steep bank and then turned left on a steep adverse camber. This camber plus a bank of very soft earth stopped many competitors, and in fact no one climbed clean. Best performances were those of Tony

### Results

**Clee Hill Trophy:** R. F. Chappell, 39 marks lost. **Bell Cup:** A. Alldred, 45. **Mike Lawson Trophy:** G. Newman, 49. **First Class Awards:** E. Jackson, 57; D. D. Render, 59; B. H. Dees, 59; F. T. Lewis, 62. **Second Class Awards:** A. E. Marsh, 66; E. Harrison, 67.



*DETERMINATION helps Geoff Newman over a hump on his way to third place: he, too, drove consistently well throughout the day.*

# The "Cat's Eyes" Rally

An Unusually Easy T.E.A.C. National Event

BY MICHAEL DURNIN

THE seventh Cat's Eyes was something of a disappointment. Since its inception in 1953 the event has acquired an enviable reputation primarily as "the navigator's rally". While it has placed considerable demands on both car and driver, it has always been an event which has put brilliant navigation at a premium. For 1960 the organizers of the Thames Estuary Automobile Club decided to make alterations to the traditional nature of some of the sections (in particular, there was no average speed section), and this, coupled with unseasonably clement weather—the organizers' nightmare—made the event unusually easy.

From starting controls at Lamb's Garage, Woodford Green, Essex, and Weedon, Northamptonshire, competitors converged on the Evenlode Hotel, Eynsham, at a gentle 24 m.p.h. average. Instead of having a late supper stop, there was a one-hour rest period at the Evenlode. Unfortunately, the hotel proved incapable of catering for upwards of 400 competitors and despite a long queue for food many crews were sent off hungry into the night.

The first section of the rally proper consisted of 79 miles of straightforward map reading, during which crews were required to visit nine route checks in any order. The section took them in a north-westerly direction over the Cotswolds to a point north of Cirencester.

The next section—the traditional Cat's Eyes "Blind"—was the most enjoyable of the event. By way of 16 time controls and 26 route checks, the route wound through the foothills of the Cotswolds past Malmesbury westwards near the outskirts of Swindon to Wantage and north to Buckland. The earlier stages were very short and sharp, and the tempo was well maintained through the longer stages towards the end of the section. The first major upset of the event took place during this section, when a ford, near Duntisbourn—placed strategically in the middle of a short stage—proved to be deeper than it looked. Practically the whole field lost time on this stage, either in negotiating the ford or in finding an alternative route. The deep water spoiled Pat Moss's run, costing her some of the few marks she lost during the event. She was ably navigated by Stuart Turner, now fully recovered from his accident in the Monte. Lloyd Roberts's Dauphine-Gordini, aided by the rear-mounted engine, went straight through the ford, unfortunately after he had been held up by two cars stuck side by side in mid-stream. Last year's winner, Ken Piper (Sunbeam Rapier), also lost marks on this section.

Section four led to T.C. 22 by way of 16 map references which had to be visited in any order. The section was of a "lazy S" shape and went north to

Stanton Harcourt, dipped south and then went north again to a point near Abingdon. It was a very easy section through flat, featureless country.

The last "real rallying" section of the 380-mile event was a mixture of route card and map reading stages. It was essential that navigators followed the route cards here on their maps, as a couple of map reading interludes were thrown in to complicate matters. This section took the rally well to the north of London in the neighbourhoods of Tring, Hemel Hempstead, Potters Bar, Cuffley, Broxbourne and Epping to North Weald Airfield where three driving tests were run off with slick efficiency. Part of the route ran very close to M1 on this section, and many crews, their calculations upset by the appearance of a new spur road not shown on Ordnance Survey maps, found themselves heading at high speed up the motorway unable to turn, due to the regulations, and they had to travel for quite a long way before regaining the correct route. Almost three-quarters of the entrants lost time here. It is curious that the two points on the route which claimed most victims were entirely due to chance and not to any devilishness on the part of the organizers. Ken Piper lost marks here in an unusual way. Arriving early at a control he sat outside it awaiting his time for too long and checked in late.

After the driving tests, competitors had to find their own way to the final control at Southend Airport, where breakfast was available.

As we go to press results are not available but will be published when they come to hand.

## Clee Hill Trial—continued

Finally, to end the morning sections, came a really difficult hill. Starting steeply, it then levelled out slightly after a curve. Then came two tight twists, after which the gradient steepened again. Surface was of loose earth and gravel, and it was the latter which presented most of the difficulties. There were no clean climbs, and Rex Chappell was highest, a brilliant climb taking him to 3. Also worthy of mention were the first-class attempts by Edward Harrison, Cuth Harrison and Tony Alldred, all of whom reached 4.

Then came lunch, when it was found that Tony Alldred, with a total loss of only 14 marks, was clearly leading. Well up with the leaders, however, were Frank Lewis and Eric Jackson, among others.

For the afternoon the morning sections were extensively modified, particularly with regard to the siting of markers which now made the course extremely tight. Rex Chappell was notable for climbing even more brilliantly than in the morning, and from a lunch placing not in the first six he pulled into the lead. Tony Alldred retained his consistent skill but was overhauled by Chappell, to whom the premier award finally went.

All in all it was another excellent Clee Hill trial, and the large number of spectators both in the area and before their television sets must have been delighted with the entertainment provided by a well-organized event.

MARTYN WATKINS.

## Bad Conditions For "Mini-Monte"

Best Performance by A. Hobson (Ford)

THE Cambridge University Automobile Club made their annual trek north on the week-end of 30th-31st January to stage their "Mini-Monte" rally, but in spite of a strong entry from the organizing club and from other colleges, the prime award went to a Northern club member, A. Hobson, of the Bolton-le-Moors car club, driving a Ford New Anglia.

The rally took place in the worst rallying conditions of the winter, with deep snow, fog, floods and slush all having to be contended with in addition to the difficulties of route finding and timekeeping. As it was, timekeeping became of merely academic interest, as even the winner lost the equivalent of five hours.

Starting from Bradfield, near Sheffield, the rally wound through the Pennines north to Ilkley where there was a supper stop. Already the 37 starters had begun to run into trouble and marks were lost in hundreds even at this early stage.

After supper a section covering some of the best of the rallying country in the Yorkshire dales was to be covered, but deep snow on the roads between Wensleydale and Swaledale made them impassable and about 60 miles had to be lopped off the route, cutting the overall mileage to about 290. After the cut, the route lay to the north-west to Ribbleshead and then on to the Lake District taking in Hardknott and Wrynose where there was more deep snow.

The Lakes section finished at Prizet when followed only an easy run-in to the finish and breakfast back at Ilkley.

Only 24 cars arrived back at Ilkley to be classified. Many of those were sadder and wiser types as the event had been a real test without such extra hazards as a local farmer who set himself up as an additional control and misdirected several competitors, and other characters who seemed determined to baulk the drivers.

Fresh from the Monte Carlo Rally and using the same Austin Seven which he co-drove with Peter Riley on the winter marathon, Rupert Jones took the award for the runner-up. He had been in a strong lead after the first two sections, but near Dent they ran into a deep flood. The car stopped, and when they opened the doors to get out, only then did the crew discover that the water was so deep that it ran into the car over the door sills and out again the other side!

PETER CRAVEN.

### Provisional Results

**Best Performance:** A. Hobson (Ford New Anglia), 3,100 marks lost. **Runner-up:** R. S. Jones (Austin Seven), 4,000.

**Up to 1,000 c.c.:** 1, J. Handley (Austin Seven), 5,430; 2, R. C. Handley (Ford New Anglia), 5,860. **Up to 1,600 c.c.:** 1, P. Older (M.G.A.), 4,220; 2, P. Easter (Riley 1.5), 6,010. **Over 1,600 c.c.:** 1, P. J. Marr (Triumph), 5,230; 2, R. Walker (Triumph), 5,560.

**Novice Award:** C. C. Isle (Austin-Healey 3000), 6,170. **Team Award:** N. Pattison (Austin A40); A. Hobson and J. B. Bridge (Sunbeam).

# CORRESPONDENCE

## Formula Junior

HAVING just received my AUTOSPORT dated 1st January I noticed, as did yourself, that a Lotus started in the Boxing Day Brands Hatch Formula Junior race without a roll bar.

Does this mean that cars not conforming to the formula will in future be accepted for these races? If this is the case, I will begin negotiations at once with Ferrari for an ex-1959 G.P. car with a modified 4.9 engine installed.

From prize money received I shall start a fund for short-sighted scrutineers, whereby spectacles will be issued free.

B.F.P.O. 53.

J. HARWOOD (CAPTAIN).

YOUR correspondent Mr. C. J. Lawrence has raised a very topical matter with his letter about Formula Junior in your recent issue. However, I do not agree with some of his views because he does not seem to realize that Formula Junior is an international formula and to restrict it too much in Great Britain would only handicap the British chances against the Italians, in whose favour the formula is already definitely biased.

By all means let us stop the graded professional drivers from having a go, but surely there are within the B.R.D.C. some drivers whose ability and experience are not such that their appearance in a Junior would be unfair to younger competitors. I think that the limited amount of starting money available, at least for continental racing, will be enough to make the formula lose its attraction to the professional drivers. If one wishes to race the least expensive way, why not stick to club racing with the new "Monoposto" formula?

Mr. Lawrence can rest assured as regards the fitting of proprietary "four port" heads on B.M.C. "A" engines. This is definitely prohibited by the regulations. But in my opinion it is a great pity. It was suggested in order to keep the price of the engines down but already over here some specialists are welding up the ports of standard heads to drill them out again in another shape, with ports reversing, which means cutting a new camshaft. The same specialist produces a special cylinder head whose power output is superior and which costs far less money than this barbarous modification which makes the whole engine cost about double the price of a brand new race-ready Coventry-Climax FWA engine!

In your country you have proprietary cylinder heads, like the one fitted on Geoff Williamson's Sprite which trounced all our DBs in Montlhéry last October, whose output in b.h.p. per litre is surely higher than anything else available under the present rule. I think the C.S.I. should allow proprietary cylinder heads provided they are marketed for a reasonable figure.

PARIS.

GERARD CROMBAC.

## The World Championship

It would appear from Mr. J. W. Fleming's queries in regard to the World Championship that he has little or no knowledge of what this motor racing business is all about. If he had, he would realize just why his suggested modifications to the Regulations would destroy the whole value of the award.

Motor racing today is an extremely costly business and no manufacturer or owner of a team could hope to compete without the help of starting money, prize money and fuel company bonuses. To win prize money, as Sammy Davis taught us so long ago, the car must finish and the entrant hires a highly competent specialist to drive his car, with the object of winning, needless to say as slowly as possible, and certainly of finishing as far up "in the money" as possible, if he can't win.

The World Championship is, therefore, a highly specialized award for the man doing the best job of motor racing from the owner's point of view. It is awarded to the driver who, in the season's racing, shows the best aggregate results of wins and places and not to the man who goes fastest for only part of the event. Thus, the fastest lap point, being in no way germane to the result of the race, has been very properly dropped.

Put simply, the World Championship is awarded for high speed reliability, which requires immense driving and technical skill, rather than to the man whose technique and ability thrill the crowds but, due to the misfortune of an 11-year-old gremlin which destroys the transmission of a large percentage of the cars he drives, fails to finish sufficiently often. No doubt Mr. Fleming could devise some network of rules to

provide a separate award for the fastest driver on earth, but let the World Championship continue to be awarded, fairly and squarely, to the man who does the best job of motor racing during the season. And, above all else, let us avoid drivers, as opposed to entrants, pot hunting by allowing a man to leap wildly from one car to another, breaking each in turn, so that he can be sitting in the one that finishes!

BRIGHTON, SUSSEX.

JAMES R. M. BOOTHBY.

CONCERNING the World Championship, it is my opinion that a revision of the present points system is much to be desired: if a driver has completed more than three-quarters of the laps in a Grand Prix and then breaks down when in the lead, the fault in most cases lies with the car, and not with the unfortunate driver. I therefore suggest that in such an event two or three points should be awarded to that driver.

In 1958 and 1959 Stirling Moss forfeited the World Championship because of mechanical defects, but I think everyone will agree that he was the outstanding driver. Admittedly a ruling such as that which I suggest would help Stirling considerably but it would be equally applicable to all the top drivers in their Championship bid.

OSBALDWICK, YORK.

DAVID LUPTON.

## Silverstone

I WOULD like the opportunity of replying to the letter in 22nd January issue from Mr. P. E. Riokitt, in which he suggests that it is rather selfish of the organizers and enthusiasts around Silverstone to have a race meeting every week-end from March to October.

Your correspondent might have studied the Silverstone calendar before writing. This would have enabled him to realize that of the 24 meetings it is hoped to hold at Silverstone in 1960, three are organized by the British Racing Drivers' Club, four by the British Motor Cycle Racing Club, and the remaining 17 by smaller motoring clubs lacking a circuit of their own. Unlike many other circuits, Silverstone is made available for these smaller clubs and, for the sake of their club members, at rates which can only be described as uneconomical. In other words, the B.R.D.C., being in control of the circuit, regard it as their moral obligation to help others.

It is disheartening to see the unselfish policy of the B.R.D.C. being branded as "selfish".

JOHN EASON GIBSON,  
Secretary.

B.R.D.C., LONDON, W.1.

## A Hill-Climb Club?

I WOULD like a few enthusiasts' views on the following: I am an enthusiast who competes in as many hill-climbs and sprints as possible.

I do not race my car simply because I cannot afford the possibility of a write-off. I am quite capable of controlling my own car but the danger of hitting other competitors who may spin off is too great. I would venture to suggest the formation of a "British Speed Hill-Climb Competitors' Club". The racing boys have their B.R.D.C. so perhaps we can have our own club.

In order that the club could be composed of knowledgeable hill-climb competitors, I would suggest a membership qualification, perhaps to have competed in six club hill-climbs or sprints would be a desirable feature. I do not say so many class wins as this would exclude the enthusiast without £ s. d. and this is wrong; the spirit of competition to my mind counts far more.

The club so formed would be a knowledgeable body for organization of their own hill-climbs and indeed might unearth more interesting hills—it could I know achieve a national status of importance.

To do one's fast motoring on a closed road is far better than to go "rally racing" on public roads. In any case I consider rallies are on a precarious foothold in the eyes of the law.

I have competed in several hill-climbs (no pot winner though, I may add) and the atmosphere and friendliness of competitors is a joy, to me far better than the organized racing fraternity.

Perhaps hill-climbers can spare a few minutes from their cars and air their views on this idea.

NIGEL P. HATTON.

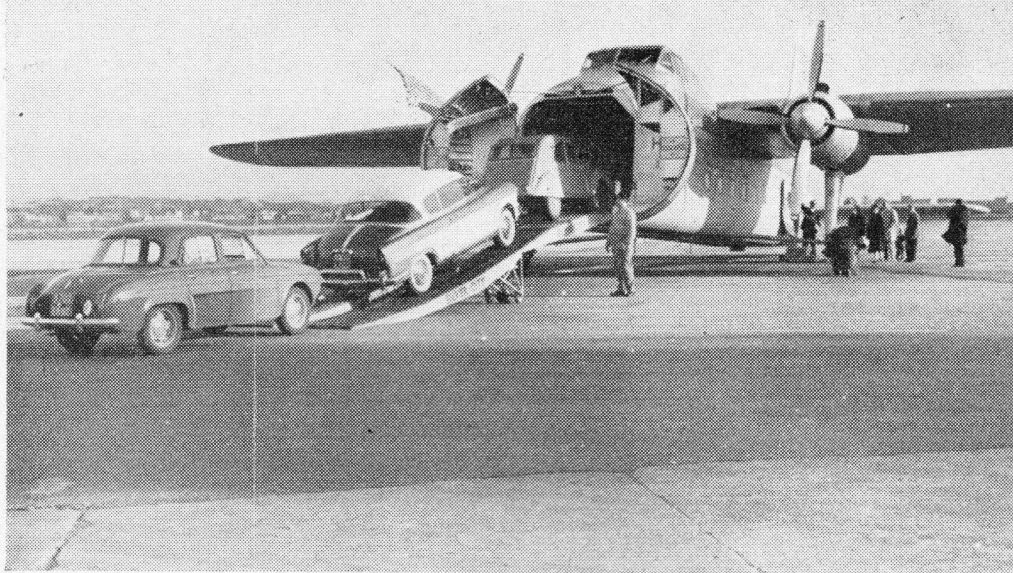
CHURSTON FERRERS, BRIXHAM, DEVON.

The Editor is not bound to be in agreement with opinions expressed by readers.

*START of the great adventure: A line of cars rolls into one of the Silver City aircraft at the beginning of a touring holiday—a means of crossing the Channel in less than half an hour!*

WE are, we're told, in the middle of a prosperous era. They tell us that there is plenty of money about, that more and more people are becoming better and better off. And certainly, looking casually around, one sees a good deal of evidence that this is true. So let us pause for a while, put our feet up and think about what we are going to do with all this prosperity when we go on holiday this summer.

Now is the time to think about these matters: where are you going, how are you going to get there, and what are you going to do with that precious fortnight? The hotel and travel industry is



# Whither Away?

## A Few Suggestions for the Summer Holidays

BY MARTIN WATKINS

even at this moment as busy as it will ever be, and if you don't look sharp about it you will surely find all the planes, trains, boats and hotels fully booked: it won't take long—especially this year, for with the Briton's incurable optimism everyone is quite convinced that last year's glorious summer will be repeated throughout the world in three months' time. So just what have you got in mind?

Before we start thinking in terms of the "great abroad" let us consider this country. There are a number of advantages in staying at home, so to speak: first, you are almost there to start with, with at the most only a comparatively

negligible distance to travel before you reach the destination; secondly, so many people are going abroad these days that you stand a better chance of getting away by yourself if you don't cross the channel; thirdly, it will be a good deal cheaper, and in spite of the prosperous times in which we live this is no doubt a point to be borne in mind!

Britain can offer you an immense variety of scene, with everything from crowded beaches to lonely moors, and just about everything in between. London itself is worth considering if you don't, for various reasons, see very much of it during the rest of the year. It has everything a great city should have—

theatres, restaurants, hotels, night-clubs, parks and so on, plus the added interest of things like the Changing of the Guard, the Pool of London, rich with the busy tide of shipping and commerce, and the Mother of Parliaments. Tradition, history, interest—they're all there with the added advantages that everyone speaks a language you can understand, prices don't have to be worked out and there are no Customs formalities!

Perhaps the countryside appeals to you more: well then, what about Kent, Surrey and Sussex, or Oxford and Buckinghamshire? What about a leisurely tour of the villages of Kent—Smarden, Marden, Biddenden, Bethersden and so on? Or how about spending a week in the Cotswolds, with some attractive pub as your headquarters? Why not wander with the Ingoldsby Legends through the eastern half of Kent? Then there are East Anglia and the Norfolk Broads, or the marshes and lonely saltings of the north Essex coast, unique in their appeal. There is mellow Suffolk, full of drowsy names like Long Melford and Sudbury, and full too of hardly changed scenes that have been translated into perpetual memory on the canvases of Constable.

What about the West Country? Have you seen the little fishing villages, like Appledore, where nothing ever really happens apart from the rising and setting of the sun? Not far away, at Westward Ho! there are miles and miles of smooth, golden sands where a family party can settle down without being bothered by a soul. There is Clovelly, where the main street is so steep that it runs down to the tiny harbour in steps, impassable for motor traffic, or there are the moors with the salmon leaping in the clear, cold streams and where the red deer roam.

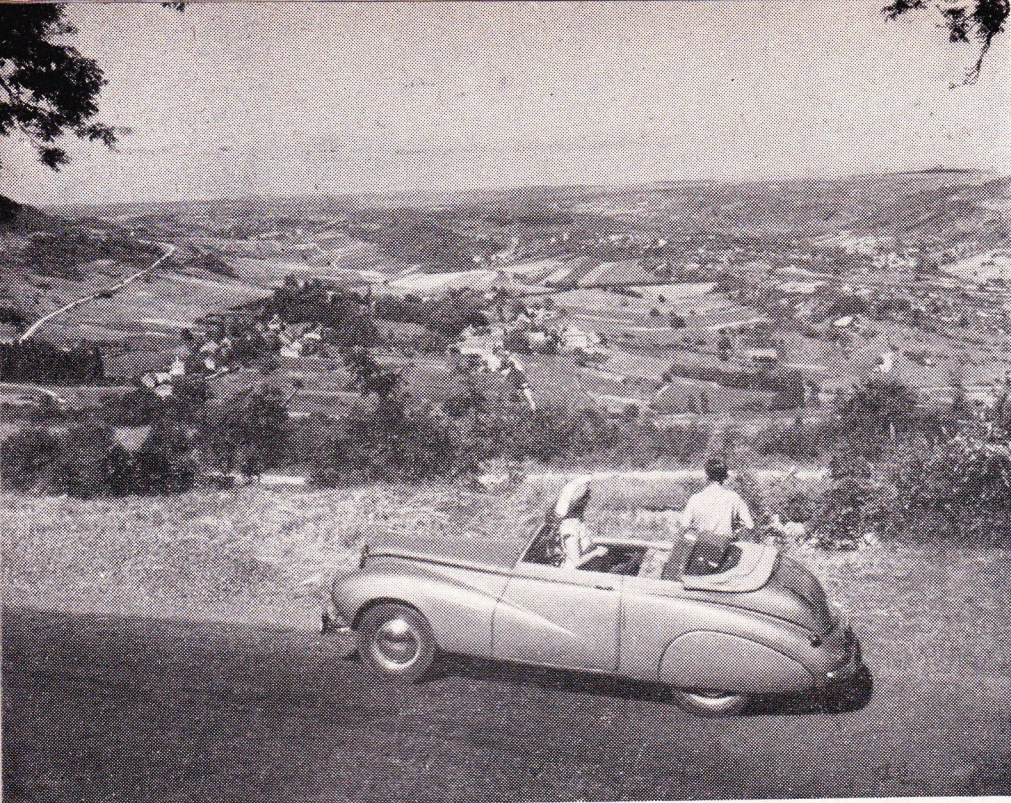
Supposing you go north? What about Yorkshire, where the character of the scenery changes with almost every mile, or the Lake and Peak districts, or the Derbyshire dales. There is the John Peel country, where they hunt on foot behind packs of incredibly tough Lakeland terriers—rugged country, where magnificent sheets of water like Buttermere and Windermere shelter beneath rocky crags and towering heights.

There is Scotland, too, another mixture of wild and tame. You can wander for miles among some of the best of nature's majesty here, or you can find sophistication and civilized pleasures in



★  
*OUT INTO THE  
SUNSHINE from a  
tunnel in the French  
Alps comes a British  
family.*  
★

*VIEW FROM THE HILL: A pair of travellers gaze at the splendid patchwork of the French countryside spread out before them like a map.*



one of the great cities of the Northern Kingdom. What about a trip to the Welsh mountains, or a journey across the water to the Emerald Isle?

However, you have perhaps tired of the delights of the United Kingdom, or possibly you don't feel as though you've had a holiday unless you've crossed the English Channel. So you want to go abroad.

Now here a little sound advice, rather than suggestion, would not come amiss. If you're a seasoned traveller, of course, you will know all about this already, so skip the next few lines and carry on. The point is this: when you and your car arrive in Ruritania the little man at the garage round the corner is going to be a long way away, and his counterpart may not exist at all, may not be nearer than several hundred miles (this is the case still in some European countries) and, when and if you find him, he may not speak your language nor you his. So have the car thoroughly checked and serviced before you go, paying especial

attention to tyres, brakes and steering, and to the efficiency of the cooling and electrical systems. Many manufacturers will supply a kit of the most important spare parts for their popular models, which are returnable if you don't need them. This, too, is a worthwhile matter.

Having said our words of timely warning, let us consider the next move. Before you go out of the country with your motor car you will need documents, and the simplest way to relieve yourself of the bother of these is to get someone else to do the dirty work. Who will do it? You'd be surprised just how many people are anxious to take this on. The two well-known motoring organizations, for example, the **Automobile Association** and the **Royal Automobile Club**, will do it for you and so will **Thos. Cook and Co., Ltd., Berkeley Street, Piccadilly, London, W.1**. As this last organization provides one of the most complete services imaginable for the motorist who plans to "go foreign" a little expansion is probably the thing

to go in for at this point. Their **Auto-travel Service**, a department which is headed by the energetic Mr. Frost, provides a complete service down to the last ticket and booking: in short, Mr. Frost and his staff, all of whom are capable of becoming as enthusiastic about your holiday as you yourself, do everything for you except put the petrol in your tank. Not only is the service comprehensive, but it is also reliable, and for some time Mr. Frost has dealt with the foreign travel arrangements for several famous racing teams, including Vanwall, Cooper and Rob Walker.

Cooks will look after all your documentation—they will even get you a passport—and, in addition, will see to hotel bookings, currency and so on. Your holiday, either abroad or in this country, will be planned for you right down to the last detail from the word go until you return home, and they will either arrange things according to your own ideas or will work out something from their own wealth of experience.

A point about this which I feel should be made is this: planned holidays do not necessarily mean that you must rush about with a great herd of other people: arrangements are made for you as an individual, and unless you want it otherwise you can get away without even seeing another face from Britain.

There is, of course, no need to take your own car: come to that, there is no need to take a car at all, for Cooks will also arrange a tour or a "static" holiday which leaves you independent of your own transport if you wish. But if you really want some motoring and you don't want to take your own motor, Cooks self-drive hire service is worth thinking about. Self-drive hire cars can be arranged for long-distance holidays in conjunction with air travel, so that you take the plane from Britain, go to wherever it is you're bound and the hire car meets you when you get there. This

(Continued on page 212)

### SCHEDULE OF B.A.R.C. WEBBAIR FLIGHTS 1960

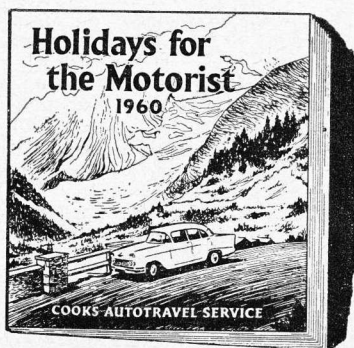
Flight Number	Departure Date	U.K. Take-off Time	From	To	Return Date	U.K. Arrival Time	Event	Aircraft	Airline	Single Fare gns.	Return Fare gns.	Freight per lb. (ret.)
W.3	12 Mar.	0900	Gatwick	Geneva	13 Mar.	2000	Geneva Motor Show	DC-3	Derby Aviation	14½	19	1/-
W.4	12 Mar.	0800	Coventry	Geneva	13 Mar.	2100	Geneva Motor Show	DC-3	Derby Aviation	16½	21	1/3
W.5	16 Mar.	1100	Gatwick	Syracuse	20 Mar.	2000	Syracuse Grand Prix	DC-4	Starways	28	37	2/-
*W.6A	30 April	0900	Gatwick	Liverpool	30 April	2000	Aintree 200	DC-3	Air Links	5	6½	4d.
W.7	19 May	1200	Gatwick	Nurburgring	23 May	2000	Nurburgring 1000 km.	DC-3	Starways	12	18	1/-
W.8	25 May	1200	Gatwick	Monaco	30 May	2000	Monte Carlo Grand Prix	Hermes	Silver City	17	25	1/4
W.9	28 May	0900	Gatwick	Monaco	29 May	2300	Monte Carlo Grand Prix	Hermes	Silver City	17	21	1/-
W.10	3 June	1200	Gatwick	Zandvoort	7 June	1900	Dutch Grand Prix	Hermes	Silver City	10½	14	9d.
*W.11	6 June	0900	Gatwick	Zandvoort	6 June	2130	Dutch Grand Prix	Elizabethan	Dan Air	12	12	6d.
W.24	9 June	1200	Gatwick	Rouen	13 June	1900	Rouen Grand Prix	DC-3	Silver City	8½	12	6d.
W.19	16 June	1200	Gatwick	Spa	20 June	1900	Belgian Grand Prix	Hermes	Silver City	9½	15	9d.
*W.37	17 June	0900	Gatwick	Isle of Man	17 June	1900	Isle of Man Senior T.T.	Hermes or DC-3	Silver City	9½	13	6d.
*W.20	19 June	0900	Gatwick	Spa	19 June	2300	Belgian Grand Prix	Elizabethan	Dan Air	20	20	1/-
†W.21	June	0800	Gatwick	Monza	June	2300	Europe v. U.S.A. 500 Miles	Elizabethan	Dan Air	15	15	8d.
*W.12	25 June	0900	Gatwick	Le Mans	26 June	1930	Le Mans 24 Hours	†Elizabethan, DC-3	Starways	19	19	10d.
*W.17	25 June	0900	Liverpool	Le Mans	26 June	2030	Le Mans 24 Hours	DC-4	Starways	17	17	9d.
*W.18	25 June	1000	Birmingham	Le Mans	26 June	1930	Le Mans 24 Hours	DC-4	Silver City	9½	14	9d.
W.22	29 June	1200	Gatwick	Reims	4 July	1900	French Grand Prix	Hermes	Dan Air	9½	13	6d.
*W.23	3 July	0900	Gatwick	Reims	3 July	2100	French Grand Prix	Elizabethan	Silver City	9	12	6d.
W.25	16 July	1800	Gatwick	Caen	18 July	1900	Caen Grand Prix	DC-3	Silver City	21	28	1/6
W.26	7 July	1200	Gatwick	Clermont Ferrand	11 July	2100	Clermont Ferrand Grand Prix	DC-3	Silver City	15	23	1/2
W.27	28 July	1200	Gatwick	Solitude	31 July	2330	German Grand Prix	Hermes	Dan Air	15	21	1/2
*W.28	31 July	0900	Gatwick	Solitude	31 July	2300	German Grand Prix	Elizabethan	Air Links	5	6½	4d.
*W.36	1 Aug.	0900	Gatwick	Liverpool	1 Aug.	2000	Aintree Meeting	DC-3	Details to be announced later	21	32	2/-
W.29	11 Aug.	1200	Gatwick	Oporto	15 Aug.	2200	Portuguese Grand Prix	DC-3	Dan Air	16	24	1/3
W.30	1 Sept.	1200	Gatwick	Monza	5 Sept.	2000	Italian Grand Prix	Elizabethan	Dan Air	16	22	1/3
W.31	3 Sept.	0900	Gatwick	Monza	4 Sept.	2300	Italian Grand Prix	Elizabethan	Silver City	9	13½	6d.
W.32	8 Oct.	0800	Coventry	Paris	9 Oct.	2000	Paris Motor Show	DC-3	Silver City	7	9½	6d.
W.33	8 Oct.	0900	Gatwick	Paris	9 Oct.	1900	Paris Motor Show	DC-3	Silver City	32	42	2/3
W.34	27 Oct.	1200	Gatwick	Casablanca	31 Oct.	2200	Moroccan Grand Prix	Hermes	Silver City			

\* Light refreshments and complimentary drinks only.

† Full details await announcement of race date.

‡ By Coach from Tours.

§ Direct to Le Mans.



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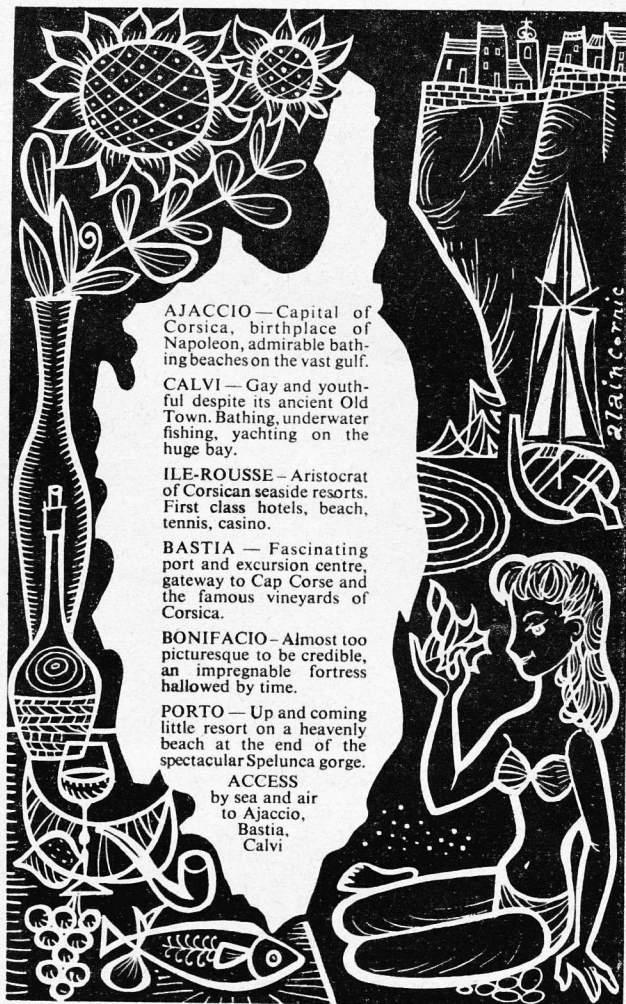
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The way that Corsica is enchanting people these days would have made the Sirens green with envy. Every year the number of happy holidaymakers who discover this glorious island goes up by leaps and bounds. Every year sees new family hotels and bungalow-camps come into existence to provide them with accommodation. And yet the island still remains unspoiled and its long coastline still offers all the elbow room you need. Even if we had a full page in which to tell you all that Corsica has to offer, we'd still be short of space. Here's some of it: Mediterranean sea, sky and sunshine; long sandy beaches on deep rocky bays; forests, mountains, ancient towns and villages and a way of life that's . . . well, it's just very firmly Corsican.

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#### Holidays—continued

enables you to carry out an independent tour of somewhere that is really different: for example, seven recommended tours of North Africa have been planned, on which you fly to Tangier or Casablanca and meet the car there, thus saving a tremendous amount of time.

Now this may sound like an awful lot about Cooks but, as I say, as a service to motorists theirs takes a great deal of beating and there is always the point that, with an agency's greater experience, you will find your path much easier if you let such a firm worry about the details.

But what we haven't discussed yet is just where you might like to go for those two weeks of wild adventure. How do you feel about the idea of Scandinavia? Take Denmark, for instance. The country as a whole boasts good roads, and a wide variety of scenery. You can visit the country of Hans Andersen, or you can go and see Elsinore Castle—Hamlet's Castle. Copenhagen is as good a city for a holiday as you'll find anywhere, for it boasts a night-life that lasts almost 24 hours a day, with first-class shops, good restaurants, an interest-full harbour and plenty of historic buildings. For those of you who can't get away from motor racing for a single minute, there is the Roskilde Ring, not far from Copenhagen. If you fancy this country as a holiday spot you can get full details from the **National Travel Association of Denmark, 71-72 Piccadilly, W.1.**

Then there is Norway—the land of the midnight sun. Just a point here—

don't run away with the idea that this country has a climate like the North Pole, for generally speaking summer temperatures are rather similar to our own. Main road surfaces are good, but in the mountainous districts both surfaces and gradients leave a lot to be desired. Norway is an impressive country, full of the traditions of the Vikings and the Norse, and it is full too of immense scenic beauty with fjords and mountainous country that can match anything the world has to offer. A guide book, *Motoring in Norway*, and maps and other information can be supplied by the **Norway Travel Association, 20 Pall Mall, S.W.1.**

If you go to Sweden you don't have to bother about driving on a different side of the road. If you do you'll be in trouble straight away, for the rule of the road there is keep to the left, the same as it is at home. Roads themselves are first-class in the south, although gravel surfaces predominate as you go farther north. Stockholm is a beautiful city in which you can spend a great deal of rewarding time, and the large number of waterways has earned it the title of the "Venice of the North". The rest of the country is one of smiling lakes and picturesque villages, and ample assistance on touring or simple holidaymaking will be given by the **Swedish National Travel Association, 52-53 Conduit Street, W.1.**

Although, however, more and more people are discovering the delights of Scandinavia as an area for a first-class holiday, yet this part of Europe can still not be classed as a "popular touring ground", although that might possibly be

another excellent reason for going there. But it is your taste that matters in this case, so let's take a look at what some of the more usual countries and regions have to offer. Take Austria and Germany, for example.

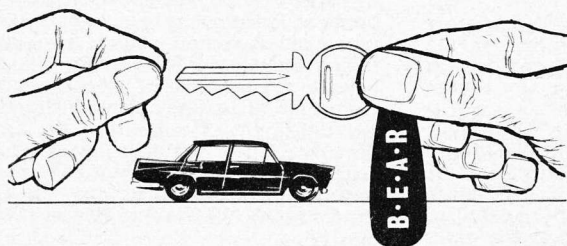
Austria has Vienna, famous for its hotels, its music, its shops and its restaurants. Austria has, too, the lakes, the scenery and the mountains, it has good roads and all the other things that go to make up a first-class holiday ground. In Germany place-to-place travel is made easy by the autobahns, and these superb motor roads often pass through delightful countryside. Apart from this aspect, however, there is a good deal of interest, romance and pleasure to be found in Germany. There are the fascinating old university towns like Heidelberg, the festivals in places like Munich, the fairy-tale castles of the Rhineland, the vineyards of the Moselle region and the superb scenery of the Black Forest area. So far as the sporting motorist is concerned, you have the Nürburgring, and this leaves nothing to be desired in the way of race tracks. The fabulous 'Ring itself is set in the heart of the pine-clad Eifel Mountains, and many pleasant trips can be made from a base in one of the spotless, efficient and comfortable hotels near the circuit.

More detailed information on Austria and Germany is available, respectively, from the **Austrian State Tourist Department, 219 Regent Street, W.1,** and the **German Tourist Information Bureau, 6 Vigo Street, W.1.**

France, of course, has always been the favourite touring ground for the British motorist—in spite of the quality and price of the fuel. Nowadays it is so near: breakfast in leisurely comfort at home, a short trip in one of the many aircraft serving the Continent and you can be motoring in France well before lunch. An easement in the price of petrol is available to tourists and there are, as most of you will know, some really first-class motor roads permitting of high average speeds. At the same time, of course, there are many other roads with extremely poor surfaces, but you can't have it all ways, can you? It is a varied country, ranging from the industrial north to the millionaires' playgrounds of the south—although, to be realistic, one does not have to be a millionaire to play there for a fortnight! To many, Paris is the first city of Europe, while for the rest of the country, France is more than proud of her chateaux and their beautiful gardens, and many of these are open to the public as are some of our own "stately homes" and if you like wandering about in someone else's kitchen a pleasant enough afternoon can be passed in this manner. All the help and information you need can be supplied by the **French Government Tourist Office, 178-180 Piccadilly, W.1.** France is, of course, virtually the cradle of motor-racing, and your trip can be timed to coincide with racing at Montlhéry, Clermont-Ferrand, Rheims and Rouen, as well as the classic 24 hours race at Le Mans. Many organizations, incidentally, are planning

*(Continued on page 214)*

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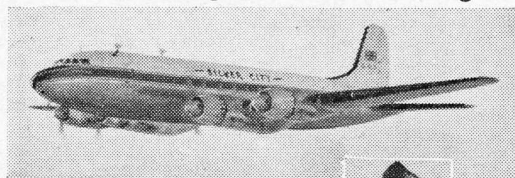
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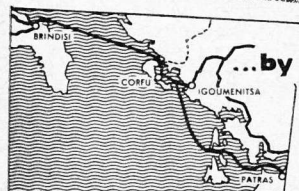
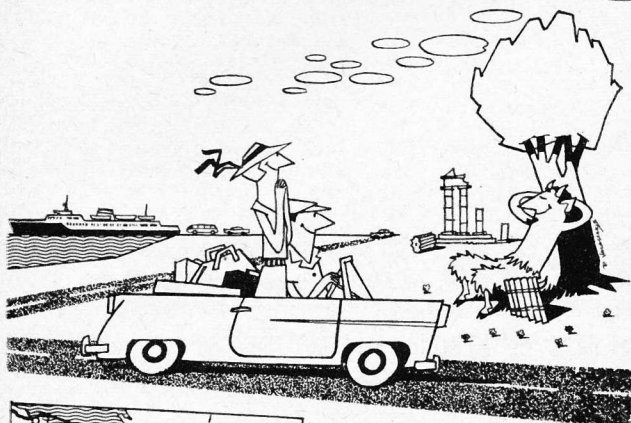
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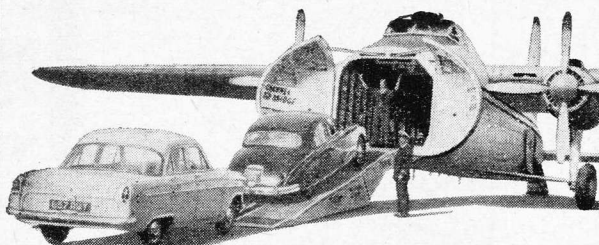
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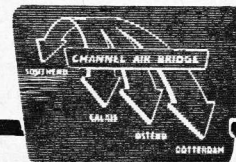
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**Holidays—continued**

cheap fare trips to some of the important races both in France and elsewhere.

Next door to France, both geographically and on the list of popular places to go to by car, is Belgium, which has been described as the cross-roads of Europe. Best touring ground here is probably among the forests and moorlands of the Ardennes, possibly with Liège as a centre. Brussels can provide gaiety in almost unlimited quantities as well as a great deal of very fine architecture. Full tourist information can be obtained from the **Belgian National Tourist Office, 167 Regent Street, W.1.**

Also within easy reach, and well worth a visit, is Holland. It is a country of great cleanliness and interest, and waterways, of which many are the famous canals, cover no less than a fifth of the country. Although the country is flat it is by no means dull and the Zuider Zee area in particular yields fascinating little fishing villages, such as Harlingen, where the houses cluster round the harbour and where the writer once bought a pair of clogs for a 2½d. stamp (used)! Ample scope for the chap who can't bear to be without his motor-racing is provided at Zandvoort, where, among the sand-dunes of this famous circuit, there is almost as much week-end activity as there is at Silverstone during the racing season. Holland, of course, is the land of the tulip—not just the Rally, but the bulbs as well—and a visit at tulip-time, in May, will provide a sight the like of which you will see nowhere else—the countryside ablaze with colour when the tulips, the hyacinths and the narcissi burst forth into a mass of blooms.

All in all, Holland is a delightful country, and if you feel it is worth a visit the **Netherlands Tourist Office (A.N.V.V.), 38 Hyde Park Gate, S.W.7,** will be pleased to help.

A little farther afield than simply t'other side of the North Sea or the English Channel is Italy, growing in popularity almost every year as a tourist centre. There are good, fast motor-roads, fascinating country and sunshine. There is almost no end to the things you can see and do in Italy, from the art centres of Tuscany, like Florence and Siena, the resorts of the Italian Riviera, like San Remo, and the cities themselves, like Rome, Milan and Turin, where there are theatres, restaurants and night-clubs to satisfy the most urban taste. Rome is a touring ground on its own, while Venice scarcely needs a description, so well known are its attractions. The place to contact for more information is the **Italian State Tourist Office (E.N.I.T.), 201 Regent Street, W.1.**

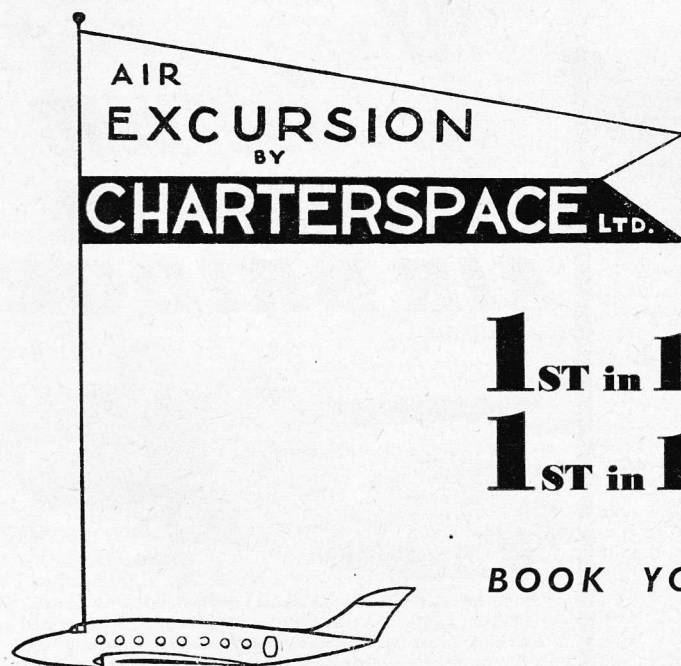
More and more people, too, are exploring the possibilities of Spain and Portugal for their annual holidays. Portugal has as its capital Lisbon, which is a nicely balanced mixture of old and new. The "modern" part of the town, for example, was erected after an earthquake in 1755! However, holiday-makers should not seriously worry about the possibility of the ground opening and swallowing them up. Oporto is the home of the great wine industry, and the wine that we drink with the nuts and cigars, and which has so often been blamed for giving our grandfathers gout, comes from here. To visit a wine lodge one must first have an introduction, but it is well worth while getting hold of

one, for once you are in you will find the lodges fascinating places, and the hospitality is considerable. Most famous of the Portuguese resorts is Estoril, home of exiled kings and queens, and it boasts a great many beaches of almost unrivalled attraction, as well as a casino if you feel like a flutter. Festivals, involving a good deal of gaiety, are held from time to time to celebrate the grape harvest, or the safe return of the fishing fleet, and these festivals involve much celebration and pageantry. Full touring information may be had from the **Casa de Portugal, 20 Lower Regent Street, S.W.1.**

In Spain, the main roads are good with relatively little traffic, but you will find that secondary roads are extremely rough. Filling stations, too, are few and far between, but there is more than adequate compensation in the enchanting Costa Brava, a first-class touring ground if ever there was one, with first-rate scenery and famous holiday resorts. As in Portugal, the wine-cellars in Jerez—where sherry comes from—may be visited, and once again hospitality is generous.

One of Spain's gayest and sunniest cities is Seville, famous for its fine buildings and its cool fountains, while its Moorish quarter has a fascination all its own. Capital is Madrid, and here you can scarcely avoid the bull-ring, for if you don't actually see the fight everyone else will be talking about it in much the same way as the Cup Final is discussed at home. The address of the **Spanish National Tourist Office** is **70 Jermyn Street, S.W.1.**

What about Switzerland, that remarkable country set among mountains and



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lakes. It is a well-known and popular tourist country, with well-engineered main roads. Cars are expected, too, so that garages are numerous and well-equipped, although repair charges can be high. The scenery is magnificent and some memorable views can be found in the mountains. For full details, get in touch with the **Swiss National Tourist Office, 458 Strand, W.C.2.**

Big point about all these foreign countries is that they have to be reached, and this inevitably involves crossing the Channel. How to set about it, and what route to choose, is ultimately a matter of personal choice, but it might be worthwhile to mention one or two of the more popular methods of doing so. One of the quickest ways of crossing is to fly by **Silver City Airways**, leaving from Ferryfield Airport, near Lydd, Kent, or from one of their other points of departure. Address of the company is 62 Brompton Road, S.W.3, and full details regarding fares and schedules can be obtained on request. **Air Charter Ltd. (Channel Air Bridge Division)** flies from Southend to Rotterdam, Calais or Ostend, and the company rather prides itself on standards of service and comfort. Drop a line to 21 Wigmore Street, W.1, for full details.

For steamer crossings, the **British Railways** steamer services to the Continent can need no introduction. Ships leave from a number of British ports to a similar variety of Continental harbours, and full details will be supplied by British Railways, Central Motor Car Booking Office, P.O. Box 29, Victoria Station, S.W.1.

Excellent services are operated by **Townsend Bros. Ferries, Ltd., 178 Leadenhall Street, London, E.C.3**, and this is a firm which prides itself on personal service. As usual, fares for accompanied vehicles vary according to length, but they start off very cheaply indeed.

Motor-racing excursions are becoming very much a part of the racing scene, and among those being run throughout the season are the **Charterspace, Ltd.**, trips, full details of which can be obtained from 29 Windsor Street, Uxbridge, Middlesex. Trips for 1960 cover almost all the major Continental events, a choice of conveyance and route being offered in many cases. Bookings are open to any members of recognized motor clubs and in most cases a limited number of one-way reservations can be accepted, so that you can get to the race

by air, take your holiday and return in your own time.

In addition there are the **John Webb Air Services, Ltd.**, "Webbair" flights which, for 1960, are being run to all world championship grands prix, the leading F2 races, Le Mans and other sports car events, the significant motor shows in Europe and other events. Address of the organizers is 62 Brompton Road, S.W.3, and high standards of service and comfort are maintained.

We reproduce with this article panels illustrating the flights being run by these two latter organizations.

As a final note on the subject of sport, we understand that competitors in the Acropolis Rally, from 19th-22nd May, will be allowed a 50 per cent. reduction off tariff rates if they travel by a regular service of the Hellenic Mediterranean Lines Co., Ltd., Piraeus, Greece.

**BRIT-OVER, LTD.**, together with Cibié of Paris and L.M.B. Components of Guildford, are to put up a cup and prize money for a contest to be known as The Cibié Cup, sponsored by the journal *Cars Illustrated*.

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The trophy and prize money will be awarded on a points system which will be extended to six meetings. These meetings will be: three Members' meetings at Goodwood, one at Mallory Park, one at Aintree and one at Oulton Park, or alternative meetings to be decided by the committee. Scoring will be on the following points basis: eight points for first place; six points for second place; three points for third place; two points for fourth place and one point for fifth place. There will be no points awarded for fastest lap. The trophy and prize money will go to the driver who amasses the greatest number of points during the series of races, whether or not he or she takes part in all six.

Further information from Brit-Over, Ltd., 17 Eyre Court, Finchley Road, London, N.W.8.

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Event	Location	Nearest Airport	Aircraft	Approx. Timetable	
				Dep. London	Arr. London
Monaco G.P. ..	Monaco	Nice	Heron	9 a.m., 28th May	Midnight, 29th May
Dutch G.P. ..	Zandvoort	Amsterdam	Viking	8 a.m., 5th June	10 p.m., 5th June
Belgian G.P. ..	Spa	Spa	Rapide	8 a.m., 19th June	11 p.m., 19th June
Le Mans 24 hr. ..	Le Mans	Le Mans	Heron	9 a.m., 25th June	8 p.m., 26th June
" " " " ..	" " "	" " "	Rapide	" "	" "
" " " " ..	" " "	Tours	Viscount	" "	" "
" " " " ..	" " "	Rail ● Sea ●	Coach Tour	9 p.m., 24th June	6 p.m., 27th June
French G.P. ..	Reims	Reims	Viscount	8 a.m., 3rd July	9 p.m., 3rd July
German G.P. ..	Solitude	Stuttgart	Heron	8 a.m., 31st July	10 p.m., 31st July
Italian G.P. ..	Monza	Milan	Viscount	8 a.m., 3rd Sept.	11 p.m., 4th Sept.

CONNECTING COACHES INCLUDED WHERE NECESSARY.

Full details of programme and prices available from Charterspace or local Club Secretary. Additional trips may be operated from Dublin or Manchester.



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KENSINGTON 4567

# Club News

By MICHAEL DURNIN

ON 5th-6th March the **Lancs and Cheshire C.C.** will be holding their 12th Lakeland Rally, a qualifying event for the B.T.R.D.A. Silver Star. Clubs invited to this 250-mile event are Yorkshire S.C.C., Lancashire A.C., Liverpool M.C., Knowledale C.C., Bolton-le-Moors C.C., Cavendish C.C., Stockport M.C., M.G.C.C. (N.W.), B.A.R.C. (N.W.) and B.R.S.C.C. (Northern). The entry list is already open and regs. are available from P. Thorley, 141 Maple Road, Offer-ton, Stockport, Cheshire, who must have all entries before 1st March. . . . Also on 5th-6th March is the **West Essex C.C.** Clover Leaf rally, a 250-mile event open to M.G.C.C., Marconi A.C., East Anglia M.C., Forces M.C., Billericay M.C., Volkswagen O.C., T.E.A.C., B.P.A.C., South Essex M.C., Romford E.C.C., Harlow and D.A.C. and Ford S.M.C. Regs. for the event (which starts at 10 p.m. from Lamb's Garage, Woodford Green, Essex) are available from C. H. Doney, 121 Valley Hill, Loughton, Essex, who must have all entries by 29th February. . . . A closed event, the **432 M.C.'s Nightcap Rally**, is scheduled for 27th February. Entries to Peter Janes, 149 Stechford Road, Ward End, Birmingham, before 22nd February. . . . Open only to the **West Hants and Dorset C.C.**, the Moonfleet Rally will take place on 13th-14th February. Secretary of the event is R. A. Binney, 71 Richmond Park Avenue, Bournemouth. . . . **Cambridge 50 C.C.** have a driving test meeting arranged at Hadstock Aerodrome, near Cambridge, on 6th March. Further details from R. J. Barlow, 17 Kelvin Close, Cambridge. . . . The Pilgrim Rally of the Leatherhead Surrey Group of the **B.A.R.C.** will be held on 27th-28th February. Regs. for the event (which will cover 300 miles and starts from Sandfords, Ltd., Woodbridge Corner, Leatherhead) are available from I. H. Cornell, 41 Hawkhurst Way, West Wickham, Kent. Entries close 19th February. . . . The annual dinner dance of the **Allard O.C.** will take place in the Kensington Palace Hotel, London, W.8, at 7.30 p.m. on 23rd February. Tickets are obtainable from R. W. May, 25 Hardinge Road, Kensal Rise, London, N.W.10. . . . **Cambridge U.A.C.** will promote a speed trial at Snetterton on 6th March. There will be classes for



*BEVY OF BEAUTY brings in the magnificent cake in honour of the Cemian M.C.'s silver anniversary at the Club's annual dinner at the Rembrandt Hotel on Friday. The cake is carried on a Go-Kart.*

all cars and the **B.A.R.C.**, **B.R.S.C.C.**, **M.G.C.C.**, **Snetterton M.R.C.**, **V.S.C.C.**, **Cambridge 50 C.C.**, **Combined Universities' M.C.**, **Allard O.C.**, **Romford E.M.C.** and **T.E.A.C.** are invited. Regs. and entry forms for the event (which starts at 2 p.m.) are available from Peter

Nurse, Peterhouse, Cambridge, who must have all entries before the end of February. . . . Upgraded to restricted status, the All Fools' rally of the Yorkshire Centre of the **B.A.R.C.** will take place on 26th-27th March. The 325-mile event will start at 7.30 from the Red Lion Hotel, Burnsall, but full route details will be issued one hour before departure time and a room will be available to navigators to enable them to plot the route before the rally starts. The entry list closes on 18th March (at increased fee until 24th) and regs. and details are available from Peter Scott, 75 Low Road, Leeds, 10. Invited clubs are Airedale and Pennine M.C.C., Combined Universities' M.C., East Yorkshire C.C., Ilkley and D.M.C., Yorkshire S.C.C., B.R.S.C.C., de Lacey M.C., Knowledale C.C., Huddersfield M.C. and Rotherham and D.M.C. . . . In last week's issue the **Mid-Surrey A.C.** were listed in Coming Attractions as holding a speed trial at Brands Hatch on 14th February. The event is, in fact, a driving test meeting—jointly promoted with East Surrey M.C.—which will be held on 14th February at the War Department Site at Banstead, Surrey. Sorry! . . . The **Cemian M.C.** plan a social run through the Chilterns on 28th February. There will be some map reading involved. Details from B. E. Shorter, "Salcombe", Ashley Road, Walton-on-Thames, Surrey.

## Coming Attractions

**13th-14th February.** *Sporting Owner D.C. Rallye Dubonnet. Start, 8 p.m. from The Square, Dunstable.*

**14th February.** *Mid-Surrey A.C. and East Surrey M.C. Joint Driving Test Meeting, War Department Site, Banstead, Surrey.*

*North Midland M.C. Kitching Trophy Trial. Start, Ladybower Inn, Ashopton, near Sheffield, 10.30 a.m.*

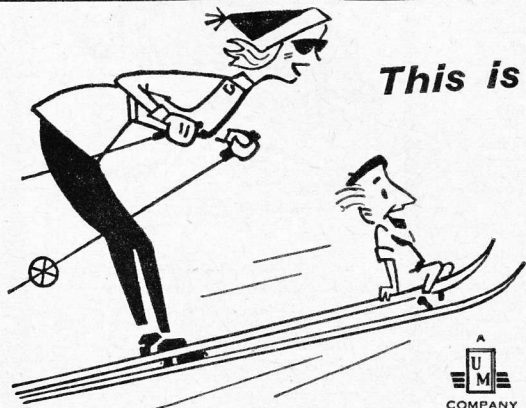
**20th-21st February.** *R.M.C.S.M.S.C. Rallye Militaire. Start, Shrivenham, 7.30 p.m.*

**5th-6th March.** *Lancs and Ches C.C. 12th Lakeland Rally.*

*Malden and D.M.C. Third March Hare Rally.*

*Eastwood and D.M.C. Fifth Eastwood Rally.*

*Express and Star National Rally.*



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## USED CARS FOR SALE

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**A.C.**—BRISTOL sports 2-seater, September 1956. One owner, no competitions, red. This car is literally like brand new, impossible to fault in any way. Offered at £1,145. Guaranteed, exchanges, etc.—Skelly's of Motherwell, Ltd. Phone: Motherwell 2351.

**S.**—H. RICHARDSON & SONS, LTD., Wanted. —Accra Bristol.—Tel. Colnbrook 2258.

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#### THE CHEQUERED FLAG

##### COMPETITION CARS, LTD., offer:—

**Alfa Romeo.** Giulietta Sprint, 1956. Unmarked in red. Radio, heater, floor change, etc. Veloce mods. ... £1,365

**Alfa Romeo.** Giulietta Sprint, 1956. In red, heater, washers, rear seat, etc. ... £1,285

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Gemini House, High Street, Edgware, Middx.

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

### ALVIS

**ALVIS**, 1952 saloon, two-tone blue, h.c. engine, twin SUs, excellent condition, extras. £395 o.n.o.—Hearn, 44 High Beeches, Gerrards Cross 5071.

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**DB35.** The very famous 63 EMU. Discs, Webers, twin plug head. Recently completely works overhauled, in superb condition ... £2,185

**DB35.** An ex-works car Immaculate in pale green, twin plug head, R.5s, etc. ... £1,435

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Telephone: EDGware 6171/2.

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**1954** ASTON MARTIN DB2/4, recellulosed red, 2.6-litre Vantage engine, immaculate condition throughout, maintained regardless of cost. £1,725.—Mile End Car Sales, Ltd., Newton Abbot. Telephone 2646.

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**A35.** C. K. BOND-SMITH's successful car. Speedwell converted, going like a bomb as usual. 1958. £530.—Bellingham, Malthouse, Butlers Cross, nr. Aylesbury. Wendover 3102.

**SPEEDWELL** A35, 1959, Stage III, modified head, twin SUs, balanced crank, lightened flywheel, anti-roll bar, oil pressure, water temp. gauges, seat belt, w/screen, navigation, reversing lamps, etc. £560 o.n.o.—Graham, 25 Dean Drive, Stanmore Middx. WORDsworth 7170. H.P. arranged.

**1957** A35 de luxe, radio, heater, tuned motor, high c.r. gas flowed head. £460 o.n.o.—Tel.: WORDsworth 7941.

**1955** A30 Van, licensed, insured August 17, four new tyres, heater, resprayed, rear seat, owner posted abroad. £250 o.v.n.o.—Forest House, Silverstone, Towcester, Northants. Phone: Silverstone 316.

### AUSTIN-HEALEY

**AUSTIN-HEALEY** BN2, July 1956, red, ex. cond., 2,000 miles since new. £645.—Feltham 5073 after 6.30, Feltham 6644, Ext. 16 Business.

**1958** AUSTIN-HEALEY Sprite, winner of Coupé de Salon class Monthlery 1959, dark green, with £150 racing hardtop, light alloy cross flow alum. head, two 1½ ins. carbs, h.c. pistons, balanced engine, competition clutch, c.r. gearbox, anti-roll bar, large racing brakes. £725. 1959 Austin-Healey Sprite, blue, Z.F. diff., c.r. gears, disc brakes, wire wheels, servo brakes, dural. head, h.c. pistons, 1½ ins. carbs, special exhaust, anti-roll bar. Cost £1,010, 2,000 miles, only £895.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345.

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**100/6** 1957. Red with white side panels, fitted radio, heater, X tyres, washers, tonneau £795

**Sprite**, 1958. Pale blue, hard and soft tops, Speedwell mods, spot, rev. counter ... £615

**Sprite**, 1959. Two-seater, Cherry red, tonneau, heater, spot. Choice of two from ... £595

**100/4**, 1955. White, one owner, radio, heater, twin spots, mirrors. Choice of 6 from £585

Telephone: CHiswick 7871/2/3.

Chiswick High Road, W.4.

### BN2

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**100/8**, 1955. Comp. 2-seater, B.R.G., discs, wire wheels, suitable road or track ... £775

**BN2**, 1956. Two-seater in quite exceptional condition in white, heater, tonneau, wire wheels £695

**100/4**, 1955. Two-seater in ice blue, wire wheels, o'drive, heater, spots, washers, tonneau £585

Telephone: Nottingham 89282/3.

5-11 Arkwright Street, Nottingham.

### BENTLEY

**BENTLEY**, 1936, 3½-litre sports saloon, Barker body, black, many extras. £285 o.n.o.—Madley, 12 Cholmeley Crescent, London, N.6.

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Tel.: Henlow Camp 233.

**MAY** 1959, 500 c.c., red, extras, 5,000 miles. £390.—Tony Hayton, Palmers Green 9573.

**NEW** V.95 2-seater sports, 692 c.c., yellow, £628. Good used Berkeleys bought for cash.—Surrey Distributors, The Surrey Car Co. Ltd., 44 Richmond Road, Kingston-upon-Thames.

Phone: KINGston 7660 and 6340. Open all day Saturday.

**SUSSEX** DISTRIBUTORS. Sales, Tuning and Service.—St. James' Motors, Brighton, 37-38 Upper St. James' Street, Brighton, Sussex. Telephone: Brighton 61414-5.

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**BASIL ROY, LTD.,** B.S.A. (Scout Model) spares. Comprehensive stock wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

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**RICHARDS** AND CARR, LTD., for new and used Renault, Simca, Peugeot, Fiat, Citroën, Panhard.—132 Sloane Street, S.W.1. SLOane 6165.

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**DELLOW**, 1949. 1½-litre Meadows "Brooklands" engine, twin SU carbs., petrol pumps, racing mag., B.R.G., windtoms, well shod, taxed, insured. £150.—Phone: DERwent 4616.

### FACEL-VEGA

**FACEL-VEGA**, April 1959, dark grey with red upholstery, disc brakes, synchro gearbox, radio, fitted luggage, 17,000 miles only.—Bolton of Leeds, Ltd., 120 Albion Street, Leeds, 1. Tel. 36036.

### FIAT

**FIAT** 600, 1958, blue, low mileage, heater, radio, etc., immac. condition. £485.—Luton 3361.

### FRAZER-NASH/BMW

**MERCURY** offer: £345, 1938 327/80 FRAZER-NASH/BMW 2/4-seater drophead coupé, ex-works car, fitted with Bristol engine, twin exhaust, 12 volt circuit, new battery, high speed head lamp, spot light, knock-off wheels, Michelin X tyres, rev. counter, one shot lubrication, wing mirrors, excellent hood, good appearance. An exceptionally handsome car capable of very high speeds with superb roadholding. Terms. Exchanges.—Mercury Motors, 824 Harrow Road, Wembley 6058.

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**"COMET KARTS"**, immediate delivery, demonstration model weekends.—44 Woodland Drive, Worksop, Notts

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**HEALEY** 3-litre convertible, 1952, new engine 10,000 miles ago, one owner throughout, carefully maintained since new. In excellent order, fast, reliable.—Richards Tiles, Ltd., Tunstall, Stoke-on-Trent (87215).

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**JAGUAR** Mk. V, 1949 model. Requires enthusiast's attention bodily, otherwise O.K. No offer above £110 refused.—Box 3376.

**XK** 140 DROPHEAD coupé, 1956. Excellent in grey, red vinyl hood, overdrive, radio, heater, screen washers and new Dunlop RS4s just fitted. £755.—Baker & Roger, Ltd., Hudson's Garage, Darkes Lane, Potters Bar, Middlesex. Potters Bar 6181 or Hatfield 3861 evenings/weekends.

(Continued overleaf)

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**New M.G. Magnette** Mk. III. Two-tone grey, red upholstery. List

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**1957 M.G.A.** Black/red upholstery. Fitted many extras. £695

**1956 M.G.A.** Red/red, luggage carrier, heater, tonneau cover. £630

**1956 M.G.A.** White/black, heater, tonneau cover and other extras. £630

**1954 M.G. TF.** Red and beige, low mileage. This car is in superb condition. £565

**1954 M.G. TF.** Black/green, radio, heater, twin spots. £545

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**1951 (late) M.G. TD.** Cream and red, in really beautiful condition. £445

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**1954 (late) Austin-Healey 100.** B.R.G., overdrive, wire wheels. £550

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**66/67 Monarch Parade, Mitcham**

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**Classified Advertisements—continued****JAGUAR—continued****THE CHEQUERED FLAG (LONDON), LTD., offer**

- XK 140, 1955.** Drophead coupé. Pale blue, C-type unit, wire wheels, radio, heater, twin spots, twin exhaust ... £795
- XK 140, 1955.** Roadster. Midnight blue with heater, spot lamp, washers, mirrors, etc. £745
- XK 140, 1955.** Fixed head coupé, spotless black, radio, heater, overdrive, spots ... £695
- XK 120, 1954.** drophead. Dark green, wire wheels, X tyres, spot, heater, washers ... £525
- XK 120, 1952.** Roadster in white with red leather, heater, etc., particularly fast ... £465

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Chiswick High Road, W.4.

**JOHN WOOLFE'S "C" Type Jaguar** (correspondence went astray whilst in Switzerland). Westlake head, Webers, as prepared Archie Scott-Brown, Power-Lok diff. Believed fastest "C" type ever Brands Hatch and Silverstone, in addition to racing successes last season; unbeaten every sprint entered. Mechanically overhauled (new crank, etc.) for this season. Only race done since, Brands Boxing Day. Body now immaculate, in primer, waiting buyer's colour choice. Full Appendix "C". Also road screen and hood.—Box 3378.

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Telephone: Nottingham 89282/3.  
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**1958 3.4 JAGUAR** saloon, British Racing Green, one owner, fitted overdrive, disc brakes, radio, genuine 14,000 miles, three months' guarantee. £1,330.—Dispatch Motors, 256 Borough High Street, London, S.E.1. WATERloo 5991.

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- Lister-Jaguar, 1959.** 3.8" wide angle head unit, discs, Webers, all synchro gearbox, limited slip rear end, superb in B.R.G. ... £1,995
- C-type, 1952.** Ex-Ecurie Ecosse, B.R.G., D-type mods., Webers, etc., hard top ... £965
- C-type, 1953.** 2-seater. Exceptional in bright red, just retrimmed, tonneau, etc. ... £845

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**1953 (Oct.) JAGUAR XK 120** drophead coupé. Overdrive, wire wheels, Michelin X. New hood recently fitted. Immaculate. £560 o.n.o.—Phone (after 6 p.m.) Marin, SLOane 4290.

**LANCIA****THE CHEQUERED FLAG****COMPETITION CARS, LTD., offer:—**

- Lancia, 1952.** V-6-2-litre Aurelia G.T. Two owners only, heater, X tyres, finished in dark grey ... £815

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**1955/6 LANCIA Aurelia G.T.** sports saloon, radio, heater, in excellent condition throughout. £1,395.—Marsh of Chorley, Ltd., Chorley 4347 (Lancs).

**1954 LANCIA GT 2500**, an immaculate and mechanically perfect car finished in red, 30,000 miles only. £1,250. Would consider racing car in part exchange.—Phone: BECKenham 7276.

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**1958 Formula II Lotus** (ex Team Lotus), which has been completely rebuilt during the winter and is now prepared for a season of racing. Latest mods. to both engine and gearbox, many spares available.

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**1958 Lotus XI, Series II**, fitted with Stage III Climax engine.

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**Lotus Mk. XI, 1957 "Club"**. Ford 100E unit with Elva conversion, close ratio gears, Alfins, full weather equipment, etc. ... £595

We are officially appointed Lotus distributors for Mk. VII. Demonstrators always available and all models obtainable.

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**LOTUS Eleven, Series 2**, fitted all extras, Le Mans high screen and tail, highly-tuned Stage III Climax. A very successful, reliable car, £975, or would fit new 65 b.h.p. B.M.C. tuned engine, make beautiful road car, £750, or less engine and close-ratio box, £599.—Lewis, Bramley, Prospect House, Northallerton, Yorks. Phone: Northallerton 137.

**SUPERTUNE, LTD.**, Lotus Specialists, tuning, race preparations, service, repairs.—2A Pindock Mews, Warwick Avenue, London, W.9. CUN-ningham 9040.

**THE CHEQUERED FLAG****COMPETITION CARS, LTD., offer:—**

- Elite.** Brand new and unregistered, in pearl white with black interior. List price £1,949
- Elite, 1959.** Choice two exceptional cars, pale blue or white, both one owner and very low mileage, with extras, from ... £1,635
- Mk. XV, Series II, 1959,** 1500 twin cam Climax, discs, 5-speed box, unmarked ... £1,585
- Mk. XVII, 1959.** B.R.G. Stage III, 1100 Climax, Webers, discs, very attractively priced at £995
- Mk. IV.** Ex-Alan Stacey, Stage III, 1100 Climax, Webers, discs, de Dion, fibreglass body £965
- Mk. XI, 1956,** Series I "Club", Stage III, 1100 Climax. Wire wheels, R.5s, immaculate and unmarked, in pale blue ... £765

Also two other Mk. XIs, a 1959 "Club" and a 1956 "Le Mans", both very competitively priced.

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**M.G.A.** 1956, green, grey leather, 9/1 pistons, w/wheels, 1/rack, twin spotlights, etc. £650.—Phone: Bramley (Surrey) 3142, after 1.30 p.m.

**M.G.** SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Road, Wimbledon, S.W.19. LIBerty 3083.

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#### THE CHEQUERED FLAG (MIDLAND), LTD., offer

**M.G.A. 1957.** In spotless black with radio, heater, X tyres, tonneau and special Derrington cross-flow head and exhaust system ... .. £765

**M.G.A. 1956.** Two-seater. Green, radio, heater, twin spots, tonneau, X tyres, one owner £695

**M.G.A. 1956.** Two-seater. White with black hard top, wire wheels, twin spots, etc. ... £665

**M.G. TC, 1949.** Two-seater, red, fitted heater, spot lamp, tonneau, badge bar ... .. £345

Telephone: Nottingham 89282/3.  
5-11 Arkwright Street, Nottingham.

**S. H. RICHARDSON & SONS, LTD.,** the M.G. Specialists, offer: M.G.A 1600, 1959, £895. M.G.As 1956/9, eight from £645. M.G.s all models wanted. Part exchanges. H.P. terms. Immediate insurance.—Moor Lane, Staines, Colnbrook 2258.

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**1957 Elva 1,100 c.c. Climax.**

**1955 Triumph TR2.**

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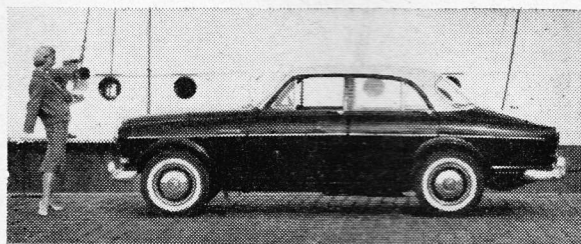
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(Continued overleaf)

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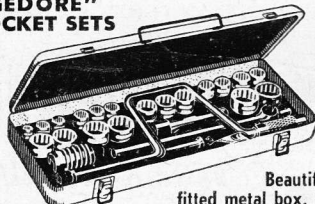
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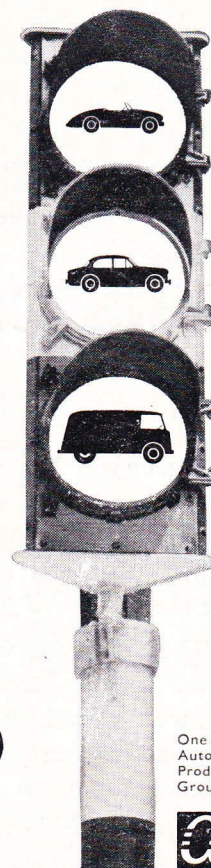
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