

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

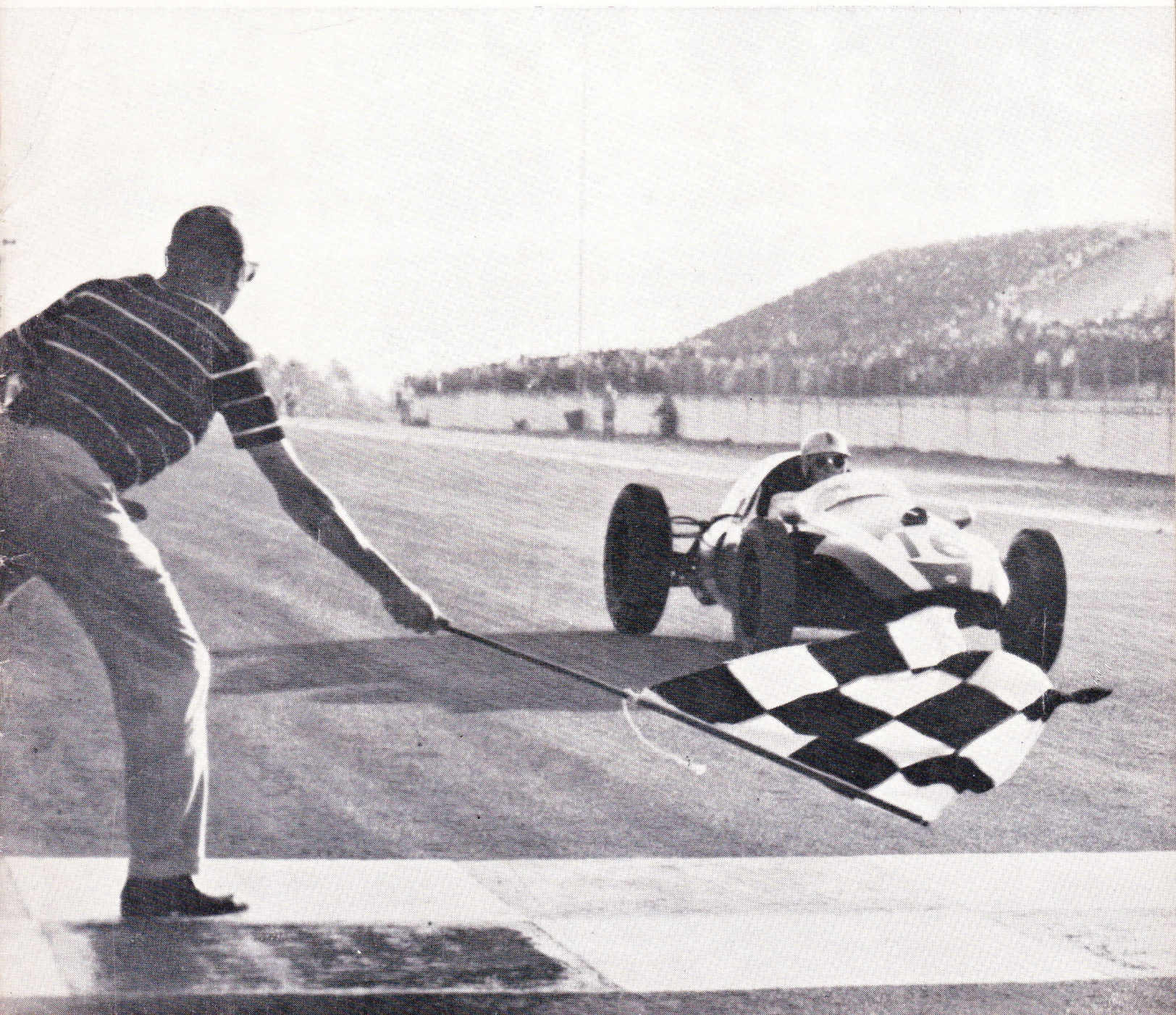
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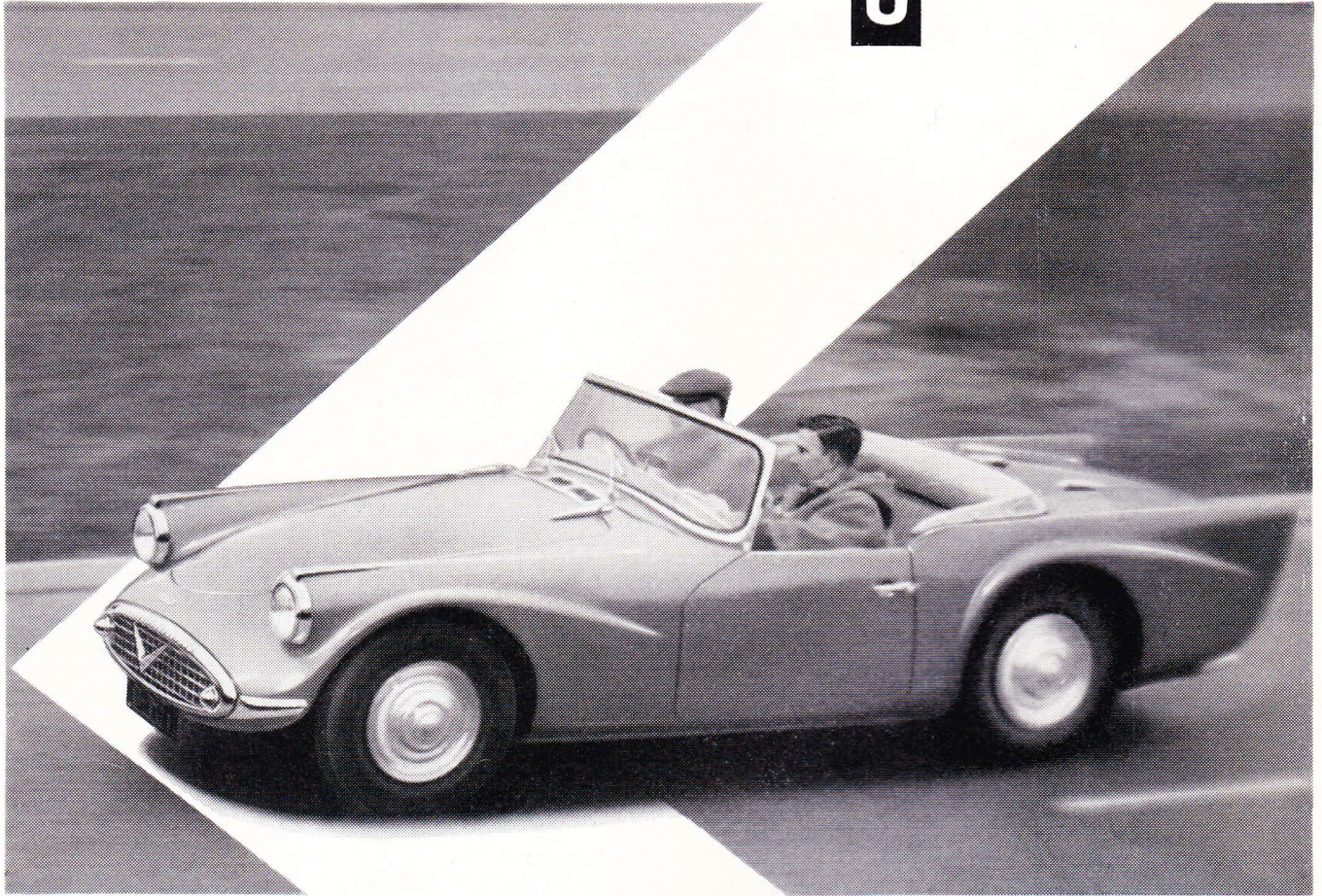


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THE GRAND TOURING CATEGORY : SUMMER RACING IN SOUTH AFRICA  
JOHN BOLSTER TRIES THREE FRENCH CARS : KITCHING TROPHY TRIAL



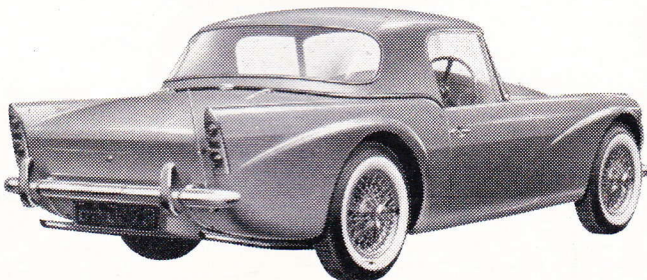
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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 20 No. 8

February 19, 1960

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## EDITORIAL

### AGAIN THE COOPER-CLIMAX

BRUCE MCLAREN'S thrilling victory in the Grand Prix of Argentina adds one more tribute to the progress of the Cooper-Climax, and puts the young New Zealander in the lead for the World's Drivers' Championship. In second place comes the British driver Cliff Allison in Italy's Ferrari, but neither reigning Champion Jack Brabham nor Stirling Moss were able to take away any points. McLaren has improved by leaps and bounds during the past few months, only taking the initiative when his friend Brabham drops back. Nevertheless, a two-car offensive is rather at a disadvantage in Grand Prix racing, and a third car would definitely be a fine investment. Realizing that the resources of the Cooper Car Co., Ltd., are sure to be strained to the utmost in preparing cars for Brabham and McLaren, it might be advantageous were the "independent" Brown/Libovitz Cooper-Climax, to be driven by Ron Flockhart, to be regarded as a direct support for the Surbiton-entered machines. In this way, Coopers would have the use of a top-class G.P. driver of great experience, and would also give Brabham and McLaren the support needed in the coming Championship battles. Scuderia Ferrari are bound to fight back with every weapon at their command. Allison emerges as their most enterprising driver, now that his former role of "spare man" has finally been submerged in his elevation to a first-team driver. We still await the appearance of the new B.R.M.s and the more powerful Aston Martins, whilst Lotus can still spring a surprise with the rather unorthodox rear-engined machine. Reventlow's Scarabs have problems still to iron out, and there is no definite date for their debut in European *grandes épreuves*. Stirling Moss in Rob Walker's entry will invariably be prominent in all races, but here again the loss of Trintignant to Aston Martin rather puts everything on Moss's shoulders. Vanwall, with Brooks and Surtees, may make a come-back which could alter the whole picture, and Yeoman Credit could also be in the reckoning. It seems to AUTOSPORT that the prospects for the 1960 Grand Prix season are so full of promise that in 1961 race promoters will tend to organize their major events for cars complying with *formule course* rather than attempt to encourage the 1,500 c.c. machines. One cannot see present-day Formula 1 entrants constructing machines to regulations which enforce a weight limit and the carrying of batteries, as well as hamstringing designers by insisting on an unsupercharged 1½-litre power-unit.

### OUR COVER PICTURE

ANOTHER WIN FOR BRUCE! The chequered flag falls at the end of the Argentine G.P. as Bruce McLaren rockets across the line to win in the works Cooper-Climax. It could be that this will be Bruce's year, who knows!



# ROB WALKER NOTCHES 10 AGAIN!

For the second fabulous year running the Rob Walker team have won 10 International Grands Prix. And in the same year they've increased the number of lap records they hold to 10. What a year! What cars!! What a team!!! (And it was all done on BP fuel and BP Energol lubricants.)

**Now see the dynamic details-  
1959 racing season**

## GRANDS PRIX WON

New Zealand Grand Prix ... *Stirling Moss*  
Goodwood Glover Trophy . *Stirling Moss*  
Syracuse Grand Prix ..... *Stirling Moss*  
Pau Grand Prix.....*Maurice Trintignant*  
Rheims Formula 2 ..... *Stirling Moss*  
Rouen Grand Prix ..... *Stirling Moss*  
Circuit of Auvergne, Clermont Ferrand  
*Stirling Moss*  
Portuguese Grand Prix .... *Stirling Moss*  
Italian Grand Prix, Monza . *Stirling Moss*  
Oulton Park Gold Cup .... *Stirling Moss*



## LAP RECORDS HELD

<b>Melbourne</b>	<b>Oulton Park</b>
<b>Zandvoort</b>	<b>Goodwood</b>
<b>Portugal</b>	<b>Clermont Ferrand</b>
<b>Rheims Formula 2</b>	<b>Sebring</b>
<b>South Africa</b>	<b>Aintree Formula 2</b>

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## PIT and PADDOCK

**L**ATEST plans for Scarab are that drivers will be Carroll Shelby, Rodger Ward and Jim Rathmann. Chuck Daigh is also on the list, and is, of course, Reventlow's chief test driver.

**L**A TE British entry for this week-end's International Sestrieres Rally (European Championship event) is a 2.2-litre Triumph TR3A, to be driven by Gregor Grant and Cliff Davis.

**J**IMMY CLARK, subject of last week's "Profile", is reported to have joined Aston Martin's F1 team, with Roy Salvadori and Maurice Trintignant. The "Border Reivers" have acquired the ex-Moss DBR1 team car for Clark to drive in sports car races.

**M**IDNIGHT film shows of the B.A.R.C. at the Curzon Cinema played to capacity crowds. The well-chosen programme included the Club's own film record of 1959 activities, with first-class commentary by James Tilling.

**R**OAD test report will appear shortly of a highly interesting machine, the Bertone-bodied Alfa Romeo Sprint Veloce Speciale—sole example in Great Britain.

**C**ANADIAN buyers were welcomed by B.M.C. at a special reception and buffet lunch at the Holland Park Service Dept. Over 40 of them left for a short holiday in a fleet of Austin Sevens, after completing business deals.

**T**RIUMPHS will appear at Le Mans with revised versions of the very promising twin-cam 2 litres, and entirely new body styling.

### LYONS-CHARBONNIERES-STUTTGART

#### Sports Cars Admitted in Famous Rally

**T**HE XIIIe Rallye International Lyon-Charbonnières "Stuttgart-Solitude" takes place on 4th, 5th and 6th March, and has classes for touring, grand touring and sports cars. The last-named, banned from the majority of International rallies since 1955, are in two classes, up to 1,150 c.c. and over 1,150 c.c.

The road section is of 2,000 kilometres, and there will be two speed events—three laps of the Solitude circuit and a hill-climb of the Col de la Faucille. There will also be two special stages, Chambéry-Le Sappey (via the Cols of Granier, Cucheron and Porte), and the very difficult St. Jean-en-Royans section, the length of which will depend on weather conditions.

Entries (3,00 NF) should be sent immediately to A.S. de l'A.C. du Rhône, 7 Rue Grôle, Lyon (Tel. 42-51-01/02).

Starting points are Barcelona, Bordeaux, Nice, Paris, London, Marseilles and Turin.

**G**EOFF WILLIAMSON'S Gemini is to be fitted with a works supported DKW engine in place of its current B.M.C. unit. This particular DKW unit is understood to develop considerably more power than those in other F.J. cars.

★

*AT THE START of the Argentine 1,000 Kms. race (right) the drivers run to their cars in the bright sunshine. JOE BONNIER is seen below at full chat in the B.R.M. during the Argentine Grand Prix.*

★



### TRINTIGNANT WINS IN BUENOS AIRES

**D**RIVING a Cooper-Climax, Maurice Trintignant won the Grand Prix of Buenos Aires (a *Formule Libre* race) last Sunday. Stirling Moss refused to compete in the race, as did the Ferrari team. They maintained that the safety precautions were insufficient. We understand that, as a result of this, the Argentine Automobile Club has sent a protest to the F.I.A.

Sixteen cars lined up for the start and at the fall of the flag Jack Brabham went into an immediate lead, followed closely by Bruce McLaren and Carlos Menditeguy.

After 21 laps Dan Gurney moved his B.R.M. up past Brabham to take the lead. Nine laps later McLaren's Cooper

was forced out with mechanical bothers. Brabham then repassed Gurney and the order became Brabham (Cooper), Gurney (B.R.M.), Trintignant (Cooper) and Bonnier (B.R.M.).

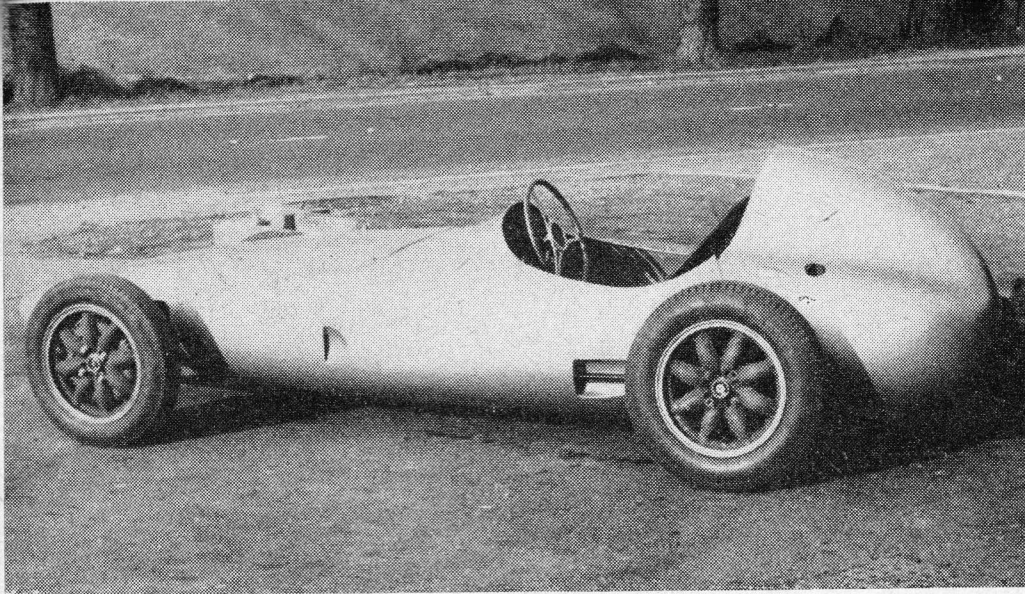
Then Jack retired with engine trouble and Bonnier made a pit stop for fuel. So Dan Gurney now found himself in the lead some five or six seconds ahead of Trintignant. The latter now began his assault and on lap 59 passed the American into the lead. On the 65th lap Menditeguy, now in third place with the Centro-Sud Cooper-Maserati, was forced out with defective brakes.

#### Results

1, Maurice Trintignant (Cooper-Climax), 122,500 k.p.h.; 2, Dan Gurney (B.R.M.); 3, Gino Munaron (Maserati); 4, Chimeri (Maserati); 5, Joe Bonnier (B.R.M.).



*THE SMOOTH LINES of the Condor are shown to good effect on the left. WORM'S EYE VIEW (below) shows large intake area.*



## THE NEW CONDOR F.J. CAR

**L**AATEST contender for F.J. honours is the Condor Junior, manufactured by the Condor Motor Car Co., Ltd., Grosvenor Garage, Worplesdon Road, Guildford, Surrey. The car has the engine, which is normally the Triumph Herald unit (tuned or standard), fitted forward of the driver in a space frame, the main members of which are of 17 gauge one inch square steel tube. Suspension is independent, by coil spring and damper units, interchangeable to suit the required spring rates. Brakes are by Girling and have two leading shoes front and rear, operating in Condor magnesium drums with steel inserts and Ferodo linings and having twin master cylinders. Wheels, by Condor, are of

cast magnesium with 450 x 15 ins. front and 500 x 15 ins. rear tyres.

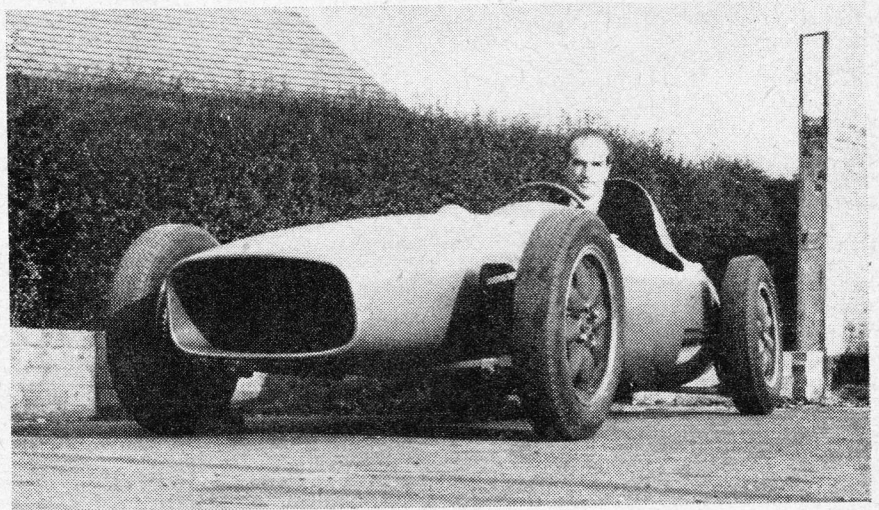
The rear drive is by prop. shaft through B.M.C. C.W.P. unit for which many ratios are available. The unit is fitted to a Condor lightweight differen-

tial housing to which the inboard brakes are attached. The gearbox has a Herald casing, but close-ratio gears are fitted with a 7½ in. Borg and Beck hydraulically operated clutch. There is rack and pinion steering and a wood-rimmed steering wheel fitted as standard.

The body is of aluminium, attached to the chassis by Dzus fasteners, and is constructed in three sections, all easily detachable.

Instruments fitted comprise a rev. counter, oil pressure, oil and water temperature gauges and an ignition switch. There is a push-button starter mounted on the fascia.

The price of the Condor is £1,250 and delivery dates vary between 8/10 weeks after order.



## NO "OFFICIAL" CHEVROLETS AS YET

**Ozzie Lyons Discusses Plans with Zorra Duntov**

**L**AST week I paid a visit to the Chevrolet Engineering Centre at Detroit, for an interview with Zorra Arkus-Duntov, to discuss the latest technical features on both Corvette and Corvair models. The discussions were attended by Walter A. MacKenzie, Duntov's immediate superior, who kept a watching brief on all questions and answers, and definitely put the bar up on any subjects dealing with actual competitions, or "factory" participation.

Zorra Duntov had just returned from Daytona, and seemed to be somewhat bitter concerning the race tactics of the drivers of cars from a rival organization. However, it was apparent that he was there to give all possible advice and aid to Corvair entrants, on how to get the best results from their cars—entirely "unofficial" of course.

MacKenzie expressed an opinion that the so-called "Detroit agreement" was actually being strengthened for this year, despite suggestions that certain manufacturers would like to see this annulled. For example, Buick rented Daytona for several weeks, and spent about \$125,000 on tests. They came up with "10,000

miles in 5,000 minutes", but, owing to the "agreement", were unable to use it for publicity purposes.

Still, I was able to obtain some valuable information as a result of the interview. More powerful fuel-injected engines will be available for Corvette; 315 b.h.p. at 6,200 r.p.m.—295 lb./ft. at 5,100 r.p.m.; 11 to 1 compression ratio. More use of aluminium alloys will save 60 lb. on cylinder heads, and 18 lb. on clutch housings. Radiator shells and carburettors will also be of light alloy.

A new stabilizer bar will be used at the rear, and strengthened in front. The rear axle travel will be increased by about an inch; a straight-line propeller shaft will be adopted.

New "Sintered" metallic brake linings will replace the former ceramic-metalled material. Brake drums will be much heavier-finned, and additional cooling may come from 24-blade fans. There is no intention, for a year or so, to adopt independent rear springing, but Duntov reckons that the 1960 Corvette should be a true American G.T. vehicle.

In regard to the Corvair, an experimental four-speed synchromesh gearbox

has proved satisfactory, but is not, so far, available to the public. This also applies to a "power-kit", comprising special manifolds and high-lift camshaft.

The development section has produced suspension modifications, including heavier-duty springs and dampers at the rear; also rebound straps for the rear swing axle. All of these modifications were tried on the Daytona cars (31st January), but were not on those at Denver, Colorado, a few weeks earlier.

Although both MacKenzie and Duntov were emphatic that Chevrolet will not support competitions, they obviously resented the great harm that was being done in races which received considerable publicity, by unprepared vehicles bearing the marque name. Personally this has caused so much dissension amongst the industry's executives that the general opinion is that the "Detroit agreement" will end as suddenly as it began.

I was shown over the fabulous "Tech Centre", in which there is a brand new laboratory covering 54 acres, 17 miles north of Detroit. Some 2,500 people are employed there. This is used exclusively for Chevrolet, and does not duplicate the well-known G.M. proving grounds. Equipment includes 18 dynamometer rooms, and everything possible to aid in research and development.



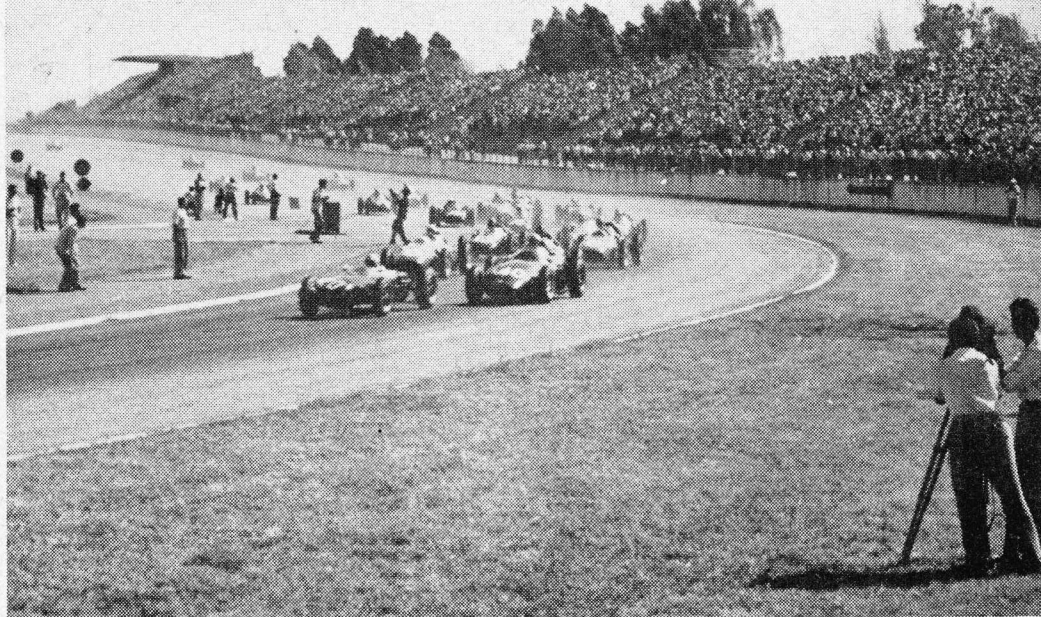


"PHEW—I could use a drink!" A very hot Bruce McLaren clutches a bottle of "coke" after his fine win in the Cooper.

**GONE AWAY** (top right): The field rounds the first corner with Innes Ireland (Lotus) and Joe Bonnier (B.R.M.) already in the lead.

THE first round of the 1960 Grand Prix season was held in the Argentine two weeks ago and provided Bruce McLaren with his second G.P. victory. Neither Stirling Moss nor Jack Brabham gained any Championship points, both being forced to retire, although Moss eventually took over Maurice Trintignant's car and brought it home in third place.

Practice was noticeable for the phenomenal speed of the new rear-engined



## THE ARGENTINE GRAND PRIX

**Second Consecutive G.P. Victory for Bruce McLaren (Cooper)**

Lotus, Innes Ireland recording second fastest time in this car.

From the start (in which the front row comprised three British cars, Cooper, B.R.M. and Lotus) Ireland took off as if shot from a gun and went into an immediate lead. Moss, trying to preserve his gearbox, made a leisurely start but was soon in third place behind Ireland and Bonnier.

Poor Ireland was very soon out of the running, however, as a pit stop put him well back in the field. The race now became something of a procession, with Moss tailing Bonnier and biding his time. Carlos Menditeguy drove a very fine race in the Scuderia Centro Sud Cooper-Maserati and for some time held fourth place. He then made a mistake which cost him the race. Instead of switching over to his spare fuel tank he came in to the pits for more fuel. This cost him about one minute. As things turned out, had he not made this stop he would surely have won the race.

After 40 laps Bonnier still led Moss,

but then Stirling made his attack and moved past the B.R.M. and began to draw away at the rate of one second per lap.

This was not to last, however, for a wishbone broke on the Cooper and his race was run. Bonnier, now comfortably in the lead, eased off considerably, but then he, too, was forced to make a pit stop with valve trouble. So Bruce McLaren found himself in the lead.

Jack Brabham had a very poor race, the Cooper being rather slow and finally breaking its gearbox.

The order now became McLaren, Allison (Ferrari) and Trintignant (Cooper). Alf Francis hung out the "Faster" sign to Petoulet, who replied by going slower and slower, seemingly affected by the intense heat. Seeing this Moss offered to take over the car, so Maurice was brought in and Stirling set off to try to catch Allison, now some 46 secs ahead with 18 laps to go.

Stirling drove brilliantly but couldn't quite make up the deficit and finally finished 15 secs. behind the Ferrari.

### Results

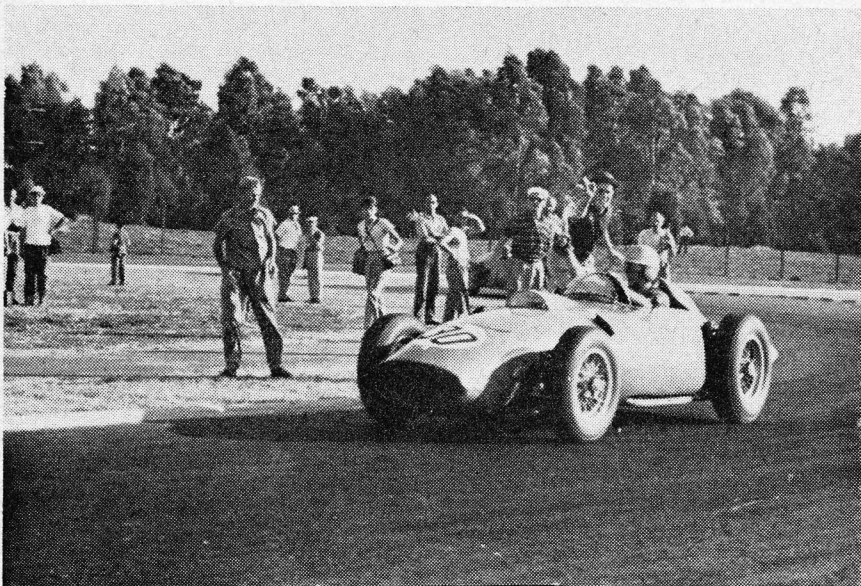
1, Bruce McLaren (Cooper-Climax), 84.6 m.p.h.; 2, Cliff Allison (Ferrari); 3, Maurice Trintignant/Stirling Moss (Cooper-Climax); 4, Carlos Menditeguy (Cooper-Maserati); 5, Wolfgang von Trips (Ferrari); 6, Innes Ireland (Lotus-Climax). Fastest lap: Stirling Moss (Cooper-Climax), 88.43 m.p.h.

### "SPORTS ILLUSTRATED"

**Awards for George Constantine and Walt Hansgen**

GEORGE CONSTANTINE is co-winner with Walter Hansgen of *Sports Illustrated's* award to U.S. sports car driver of the year. This award was made on 11th February, and, of course, Constantine's driving had been in the Aston Martin DBR2, belonging to Elisha Walker, Jr., with which he won the International Nassau Trophy race.

**THIRSTY WORK:** Taffy von Trips grabs a drink as he accelerates the Ferrari out of a bend during the race. He finally finished fifth.



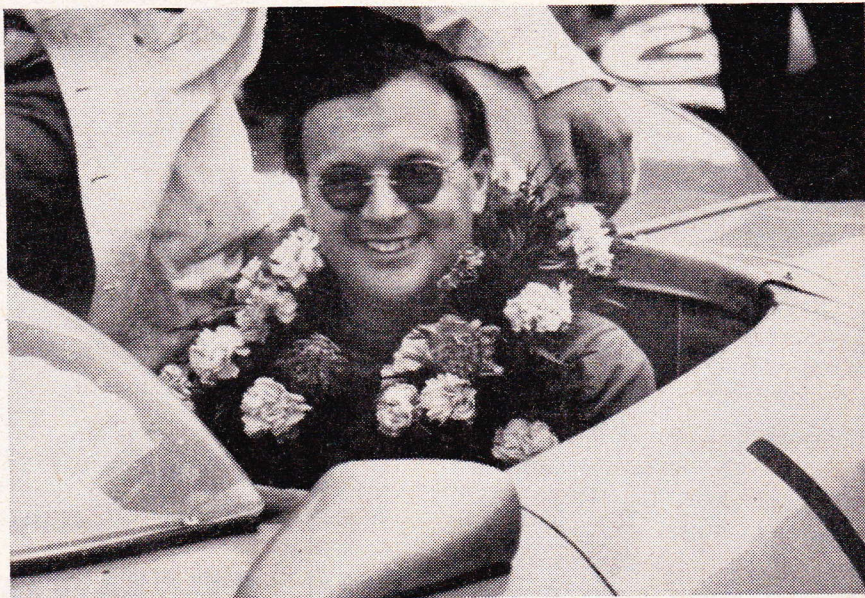


**REIGNING CHAMPION:** Ian Fraser-Jones has won practically every race in South Africa this season. In his Porsche Spyder he took fifth place in the recent South African G.P. against formidable European opposition. Fraser-Jones is doing a season in Europe this year in a new Porsche R.S.60 and should be a driver worth watching.

**ALTHOUGH** this meeting was mainly a motor cycle benefit, a fine list of entries for the day's main car race promised some very exciting racing. The weather was fine and hot and a large crowd turned out.

An interesting demonstration in the morning before the racing started by Nucci's new 2-litre Maserati aroused the crowd's interest. The car turned out to be not the "spaghetti" frame car, as everyone had imagined, but a very similar car. The bodywork was very Osca-looking and I noticed that it had drum brakes. We hope to see it on the track soon.

The first car event of the day, a 10-lapper for production cars, was won by P. Huxtable in a Peugeot 403 from a



## 1960 TRANSVAAL SUMMER MEETING

Impressive Drive by Ian Fraser-Jones (Porsche)

Morris Minor, fitted with an M.G. engine, and a SAAB. As it was a handicap, the main interest in the race was that of seeing who could make up the greatest distance. P. E. Porter, in a Fiat 500, led the race for six laps when he was passed by the Morris M.G. which led until the last lap, when it in turn was passed by the Peugeot a short distance from the line. The SAAB in the capable hands of Peter Theobald moved up from 10th to finish third.

The next event for cars was a racing car invitation scratch race over five laps. The interesting line-up at the start promised an exciting race, and an exciting race it was.

At the drop of the flag, Bill Dunlop's tiny Cooper-J.A.P. 1100 shot into the lead ahead of George Cannell's Cooper-Chev, a Cooper-Bristol fitted with a Chev V8 engine, and Doug Serrurier's Cooper-Alfa Romeo. Seven out of the eight competing cars were bunched together the

whole way round except for Jimmy Shield (Cooper-Climax), who was having gear selector trouble and had fallen some distance back. The race was marred by a first lap crash at Devotys Bend when Louis Jacobsz (Maserati-Chev) took the corner too fast and was unable to hold it. The car flipped head over heels and made a sorry mess of itself. Louis was lucky to get away suffering from shock, a broken arm and facial injuries. Doug Serrurier also left the track, leaving six cars in the race.

"Giant-killer" Dunlop was still in the lead on lap two, followed closely by Cannell, Maggs (Tojeiro-Jaguar), Love (Jaguar D-type) and Dave Wright in George Mennies's beautiful, black Cooper-Climax Formula 2. On lap three Maggs passed Cannell. On lap four he passed Dunlop into the lead and Love passed Cannell. And that was the order in which they finished. Maggs drove an impeccable race to win, though Bill Dun-

lop deserved to, considering he led for three out of the five laps in a converted Formula 3 car!

The next race was the Junior Summer Car Handicap. First man away was R. van R. Beerstecher in a Sprite, followed at intervals by a number of Porsches, Alfas, Specials and production cars. Tanzino and Anderson in Austin-Healeys and the Porsche drivers set up quite a battle. None, however, could compare with Ian Fraser-Jones, the reigning South African Champion, who tore through the field at a tremendous pace, although heavily handicapped in his Porsche. On lap five D. Marais's Consul Special lost a wheel at Member's Bend. The Tanzino/Anderson duel ended when Tanzino suddenly came round way behind and one of the Porsches appeared with its boot open. Fraser-Jones, catching up at the rate of about two cars per lap, was lying fourth by lap nine behind an Alfa Sprint Veloce, D. E. Hume in an M.G. Special and a Porsche 1600 coupé. Hume, driving very well indeed in his newly acquired car, passed the Alfa on the last lap to win.

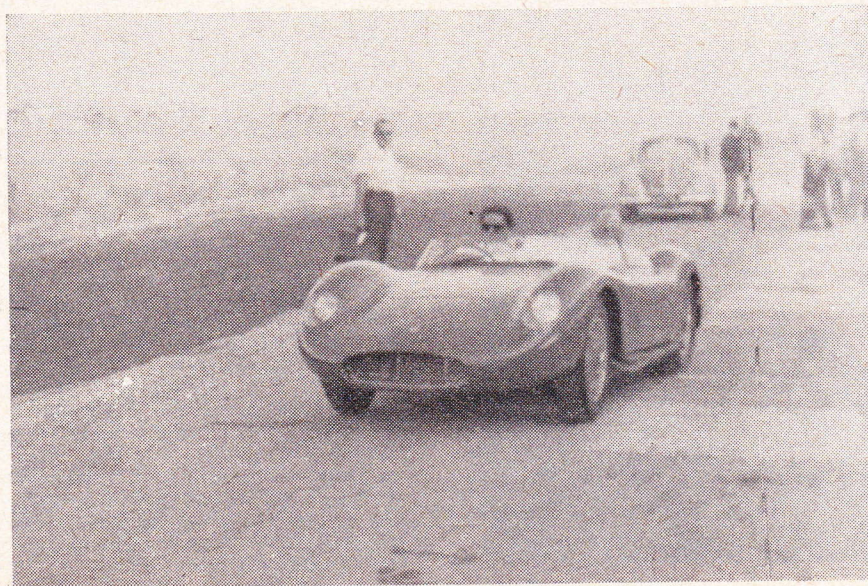
An extra incentive had been given to the drivers of faster cars in this race since the organizers were going to allow drivers who lapped under 1 min. 50 secs. to participate in the main event. Hume, Fraser-Jones and Mitchell, who drove a Cooper-J.A.P., were chosen.

The main event of the day, the Transvaal Summer Car Handicap, run over 20 laps, featured 12 starters, the entry list reading as follows:—

H. Carrington (G.S.M. Dart-Climax); E. Pieterse (Alfa Romeo Sprint Speciale); J. R. Olthoff (M.G.A. Twin-Cam); J. Hartman (Netuar); L. Jacobsz (Maserati-Chev); G. Cannell (Cooper-Chev); D. Gous (Porsche Spyder); J. Love (Jaguar D Type); A. Maggs (Tojeiro-Jaguar); J. De Villiers (Cooper-J.A.P.); W. Dunlop (Cooper-J.A.P.); D. Serrurier (Cooper-Alfa Romeo); J. De Villiers (E.R.A.); J. Shield (Cooper-Climax); A. Kotze (Lotus-Climax); D. C. Wright (Cooper-Climax); D. Hume (M.G. Special); I. Fraser-Jones (Porsche Carrera).

Non-starters were: Pieterse's Alfa Sprint Speciale, Louis Jacobsz (Maserati-Chev), Gous (Porsche Spyder), De Villiers and Tony Kotze.

*NEW TO SOUTH AFRICA, this 2-litre Maserati caused considerable excitement at a pre-race demonstration in the hands of its owner S. Nucci. The car is similar to the "birdcage" Maserati but has drum brakes and is far better looking.*







Hume, Fraser-Jones, Carrington and Olthoff were first away, the last cars leaving over a lap behind. Hume took the lead followed by Olthoff and then Fraser-Jones. On lap two, "Frones" passed both of them. Except for this change positions remained the same as the starting order until lap five when Carrington spun at the Nose. Serrurier, who was close behind, managed to scrape past, but Shield was badly baulked and lost some time trying to sort out his gears. On the same lap Cannell passed Bill Dunlop to make the position as follows:—

1, Fraser-Jones; 2, Olthoff; 3, Hume; 4, Carrington; 5, Hartman; 6, Maggs; 7, Love; 8, Cannell; 9, Dunlop; 10, Serrurier; 11, Shield; 12, Wright.

Despite the fact that John Love's car was handicapped on such a circuit when compared with the Tojeiro, the two Jaguar-engined cars were going at it hammer and tongs. Maggs led the two hotly pursued by Love, who left clouds of smoke behind him as he accelerated out of the corners. Normally not so fast on this track, he had increased the speed of his car by fitting smaller wheels.

Jimmy Shield drove as fast as he could in an effort to catch Serrurier who managed to keep ahead of him though there wasn't much to choose between them. On lap eight Serrurier passed Dunlop whose car had lost its former verve. Lap nine and Maggs moved up to fourth, Hartman dropped to fifth, while Carrington dropped back to sixth. After 10 laps the position were:—

1, Fraser-Jones; 2, Olthoff; 3, Hume; 4, Maggs; 5, Hartman; 6, Love; 7, Carrington; 8, Cannell; 9, Serrurier.

By this time the faster cars were beginning to overcome their handicaps though Fraser-Jones, way out in the lead, was really upholding his champion's crown. Dunlop's car had unfortunately gone right off form and had dropped back to last.

On lap 11 Serrurier moved up to eighth and Love to fifth. Cannell dropped to ninth, Hartman to sixth and Olthoff to third. On lap 12 the gallant little Cooper-J.A.P. dropped out and did not

*WELL KNOWN to British racegoers, Tony Maggs won the main event of the day in his Tojeiro-Jaguar.*

reappear. Lap 13 was Shield's unlucky number as he left the track and lost a couple of laps in the process, falling back to last. Tony Maggs, going like a bomb, had pulled well away from Love but clouds of smoke were gushing out of the Tojeiro's cockpit and it's a wonder that he wasn't asphyxiated.

Positions were now changing fast and by lap 15 the order was:—

1, Fraser-Jones; 2, Maggs; 3, Hume; 4, Love; 5, Olthoff; 6, Serrurier; 7, Hartman; 8, Cannell; 9, Wright.

The day looked like being quite a successful one for Hume who was driving very well indeed. On lap 16 he was passed by Love who, although dropping slowly behind the Tojeiro, was carving his way through the field in an impressive manner. Serrurier passed Olthoff on lap 17 to take fifth place.

On lap 18 "Frones" finally lost his lead to Maggs, having led for 16 laps. Love was now third and Serrurier fourth.

On the 20th and final lap Love passed Fraser-Jones. The latter had driven a marvellous race on a far slower car than the rest and deserved to finish higher. Johan Hartman nearly lost his eighth

*FIRST time out and first win for Doug Serrurier's Cooper-Alfa Romeo, the fastest car of the day. It is similar to Sid Van der Vyver's car which distinguished itself in the South African G.P.*

position when he spun and stalled at the Nose, but he managed to get away in time to save it. The finishing order was as follows:—

1, A. Maggs (Tojeiro-Jaguar); 2, J. Love (Jaguar D-type); 3, I. Fraser-Jones (Porsche 1600); 4, D. Serrurier (Cooper-Alfa Romeo); 5, D. Hume (M.G. Special); 6, J. R. Olthoff (M.G.A. Twin-Cam); 7, G. Cannell (Cooper-Chev); 8, J. Hartman (Netuar); 9, D. Wright (Cooper-Climax); 10, H. Carrington (Dart-Climax); 11, J. Shield (Cooper-Climax).

The final positions were worked out on the drivers' scratch placings, the results I have given being those on handicap. Doug Serrurier was apparently the scratch winner. His car was definitely the fastest on the track and with it he managed to break the lap record no fewer than seven times, ending up with a lap in 1 min. 38.40 secs. It will be interesting to see what he manages to do against Sid Van der Vyver, who possesses a similar car, when the two get together on the same track.

This year's South African championship is going to be very much an open affair, but it could easily be a battle between these two as they possess the fastest cars in the country.

A. R. HULL.

#### Results

**Production Car Handicap:** 1, P. Huxtable (Peugeot); 2, A. Armstrong (Morris 1000-M.G.); 3, P. Theobald (SAAB).

**Racing Car Invitation Scratch Race:** 1, A. Maggs (Tojeiro-Jaguar); 2, J. Love (Jaguar D-type); 3, W. Dunlop (Cooper-J.A.P.).

**Junior Summer Car Handicap:** 1, D. Hume (M.G. Special); 2, G. Xanthides (Alfa Romeo Sprint Veloce); 3, N. Lederle (Porsche 1600).

**Transvaal Summer Handicap:** 1, A. Maggs (Tojeiro-Jaguar); 2, J. Love (Jaguar D-type); 3, I. Fraser-Jones (Porsche).

**Scratch Results:** 1, L. D. Serrurier (Cooper-Alfa Romeo); 2, A. Maggs (Tojeiro-Jaguar); 3, J. Love (Jaguar D-type).

THE engagement was announced recently between racing driver Jon Goddard Watts and Miss Jennifer Downing of Dorridge, Warwickshire.





*AT SCRUTINEERING in Frankfurt the day before the start. Peter Harper, Raymond Baxter, Gregor Grant, David Dixon, Michael Durnin (hidden) and the two Rapiers. Something seems to be amusing Harper and Baxter, but they didn't share the joke.*

WHEN the Editor asked if I would like to go with him and David Dixon on the Monte Carlo Rally I was, of course, absolutely delighted, to put it mildly. I was to go along as third man, and my duties were to include driving on easy sections to relieve the others, some navigation and, in general, making myself useful.

Our starting control was to be Frankfurt, and for about a week I potted about with maps and pieces of paper, generally trying to familiarize myself with the route which we were to take. The Editor, an old hand at this sort of thing, prepared a careful list of all the places we were to pass through, together with our ideal time of arrival, basing all this on such information as was available, in the light of his experience gained in many years of international rallying.

## International Introduction

# A FIRST GO AT THE "MONTE"

by Michael Durnin

Using this time and distance schedule as a basis, I stopped pottering with maps and got down to work to try to learn the route as well as possible.

In December David Dixon went on a recce. in his Austin A40 and came back with a detailed report of the roads between Boulogne and Monte Carlo. All road surfaces were noted, particularly tricky sections were described in detail and he prepared an analysis of sections on which time could be made up and those which would require a heavy right foot to complete in time. All this mass of information was tabulated and col-

lected into a "road book" which we could use in conjunction with the official itinerary schedule. We obtained two sets of Michelin maps of the route and numbered them in order, marking junctions between one map and the next and in general did as much of the navigator's work as was possible before the event.

It began to look to me as if there would be very little work for the navigator to do on the rally and I was unwise enough to express this opinion to the Editor. He soon explained to me that it was an uninformed opinion, told me that navigating on the Monte was no

sinecure and said: "Wait and see; it's hard work and not nearly as easy as you seem to think." This was certainly borne out during the rally.

Prior to this I had only been on British rallies; I had often seen the speed and accuracy which is demanded of navigators and the idea of knowing the whole route before the event began made navigating on an international look simple when compared with, say, the London Rally.

However, to return to my preparations. In the past, except when rallying in an open car, I had never had reason to bother about special clothing for an event. For the "Monte", the Editor advised me to get a warm waterproof jacket and a pair of fur-lined boots, among other things. I duly bought the boots and a "Rallymaster" jacket from Les Leston's. As it turned out, most of the British competitors seemed to have the same idea, and these jackets looked, later in the event, like some kind of uniform which the British contingent were wearing for purposes of identification.

When our rally car, a works Sunbeam Rapier, arrived, we found that the sole addition to its standard instrumentation was a Halda Speed Pilot (recording, of course, in kilometres per hour). To this we added two 24-hour time of flight clocks and a pair of stop-watches. The only extra interior lighting was a Buckler's "Flexilite" and to this we added an Allen's illuminated map magnifier and, as a reserve, a battery-operated illuminated map magnifier for use in the back seat in which there was very little leg-room, due to the extra space taken up by the driver's racing style bucket seat and the navigator's reclining seat.

At last the great day came and we set off, crossing by Channel Airways from Southend to Ostend in company with



*THE SUNBEAMS leave the start control on a route-finding trip across Frankfurt to the autobahn. No. 313 was the Grant/Dixon/Durnin car, 325 was driven by Harper/Baxter.*





*BENT but going strong; the Rapier at the Bourges control. The Editor climbs out to stretch his legs.*

where we were given a picnic basket and a leaflet advertising the Liège-Rome-Liège rally, and resumed our journey. Soon after leaving Liège, a misplaced road sign caused us to go at high speed down a cul de sac, and we slid off through a hedge and into a field, narrowly missing two large ice-filled cattle troughs. The Editor applied a bit of trials driving technique and drove the Sunbeam up a steep bank back on to the road, only to find that a front wheel was bent. This took us a few minutes to replace, and a navigational miscalculation cost us several more minutes, allowing us only 2½ hours for the 3-hour run to Luxembourg. Incidentally, while we were in the field, several other cars came down the cul de sac and I have no doubt that only the gap in the hedge and the sight of David and me bouncing on the Sunbeam's rear bumper kept them from joining us.

From Luxembourg it seemed fairly hard going on the ice-covered roads to Colmar. David was driving and we made fairly good time. The Editor took over again when we left the Colmar passage control. We were climbing again, and the roads became narrower and more treacherous, culminating in a particularly dodgy run over the Col de la Schucht to Gerardmer. We arrived well within our time allowance. After a quick coffee and a bite to eat, we set off on the 6½-hour section to Cambrai which we completed on time, only to have a tyre burst minutes after leaving the control. Our remaining spare had had chains fitted in Frankfurt and it appeared that some mechanic had been in doubt about the security of the chains and had hammered the retaining clips flat. This cost us an hour and left us with only an hour and a half to complete a 2½-hour section. Continual black ice on the road made things very difficult and the car was seldom pointing straight along the road. At one point

Peter Harper and Raymond Baxter, the other British crew, who were to start from Frankfurt. On the way from Brussels to Frankfurt, it became bitterly cold, which, after a previous thaw, made for extremely slippery roads. At one time the Editor was driving at around the 120 k.p.h. mark when we were surprised to see a pedestrian at the side of the road slipping and sliding on the glassy surface! This certainly gave us a great deal of confidence in the steel-studded Dunlop "Duraband" tyres with which the car was equipped.

When we arrived in Frankfurt, the car was sent off to be serviced and we settled down to have a last look at the maps and to wait for our starting time. Six inches of snow fell in the 24 hours before the start, and temperatures in the low 20s turned the streets of Frankfurt and the surrounding autobahns into a very fair imitation of a skating rink. An alteration of the first stage of the rally (to Liège via Nürburgring) added over 30 kilometres to our route and raised the minimum average speed to about 64 k.p.h. and this, added to the weather conditions, gave us food for thought.

The AvD gave a supper for competitors on the evening before the start, and here we learned that there were only to be 12 starters from our control. Early to bed, and we were up again at 3 a.m. for our start at 4.28. There had been heavy snow during the evening, but it was clear and bitterly cold as we were flagged off, the second car to leave. It was fairly easy going on the autobahn until we left it for the snow-covered Eifel mountain roads, where thick fog and patches of ice made things a bit tricky. We didn't see much of the famous Nürburgring and soon left it for the road to Liège. The roads were covered in ice, and it was about this time that I began to realize the very real difficulties of the event. In the Ardennes heavy snowstorms were added to our

difficulties, and the Editor, who was driving, really had to work very hard to keep us on the road while maintaining our 60 k.p.h. average. I began to appreciate the tremendous differences between driving on a British event to a 30 m.p.h. average and driving on this winter classic with its higher average speeds, difficult terrain and appalling weather conditions. Incipient slides have continually to be countered, braking becomes a matter requiring split-second timing and a feather-like touch, and even engaging the overdrive has to be done with care lest the changed momentum causes the back end to break away.

However, we got to Liège without incident, but an over-eager marshal told us to park in a prohibited area, another highly excited official told us to move, and a policeman told us to stay where we were. We checked in to the control,



*LAST LAP: Peter Harper and Raymond Baxter on the final stage of the rally, between Chambéry and Monte Carlo.*





the headlights picked out a cat well ahead of us on the road. It took fright and started to run off the road only to slip and fall on the ice! It must have been terrified, but we missed it. High winds had us moving like a land yacht on some of the exposed corners, and despite temperatures in the low 20s and the fact that the heater was turned down low, it was not long before the Editor was bathed in sweat. We couldn't spare the time for him to stop and remove his fur-lined jacket and the poor man must have lost pounds in weight when we arrived at the control in Boulogne—only 2 minutes late, having averaged a highly illegal speed over the section. I have never in my life seen a driver work so hard!

We had no spare wheels left, but our only course was to press on to Blois—390 kilometres away—where we were able to obtain a replacement from David Hiam of Dunlop's. The roads were still slippery, but after our last section the run seemed almost leisurely, although a very high wind proved to be upsetting and indeed blew several of the smaller cars on to the grass verge. From Blois to Bourges the route was fairly easy, and David Dixon, who had taken the wheel, experienced no real difficulties until we got into the Massif Central where the going became diabolically hard. Patches of snow, slush and black ice alternated without warning. Dozens of times the back end began to slide, only to be caught and straightened. Then David got into a slide while we were careering down an icy hill just outside La Courtine and the Rapier slid over a bank and came to rest at an acute angle in deep snow. For the second time our maps, lights and other paraphernalia were scattered about the car, and it really looked as if our rally had come to an end. It seemed that the car was there for the duration, but several other

competitors, seeing our plight, stopped despite the threat of lateness and came to our rescue. Leslie Brooke, Prince Frederik-Carl, Rob Slotemaker, Karl Richardson, Jimmy Shand and Siegfried Eikermann all helped us to try to heave the car back on to the road, and also lent a hand when Frank Ward's M.G.A skidded into the ditch on the opposite side. They soon had to go, however, but a short while later a party of Frenchmen with a lorry managed to tow us back on to the road. We were well behind time as the Editor tried frantically to get us to the next control at Mauriac on time. The twisty and ice-bound road led round the edge of the Black Gorge of the Dordogne where about 150 feet below the road we could see clouds and through rents in the clouds murky water far below. Although, as I later discovered, many people had

**MOUNTAIN CIRCUIT:** Peter Harper and Raymond Baxter arrive at the control point between Tivet and Col du Canis. Baxter was suffering badly from car sickness throughout the final test but managed to navigate the car to a class win.

difficulty in maintaining their set 60 k.p.h. average over this section, we averaged 72! Night fell and with it sleet began to obscure the windscreen. The windscreen-wipers refused to function, we were unable to trace the fault and, when fog was added to our other discomforts we had no option but to retire.

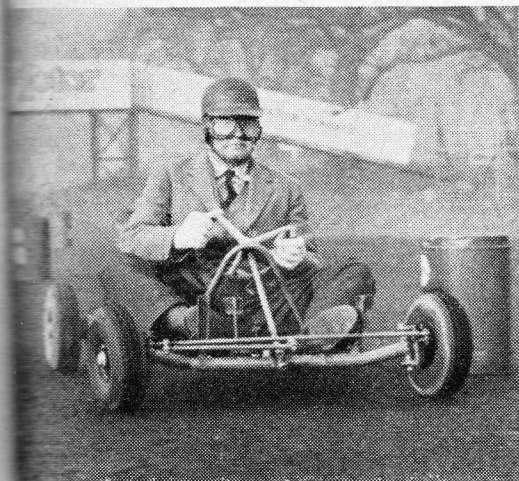
So ended my first international rally and although in this respect it was disappointing it was in every other way a most fascinating and rewarding experience. On the Monte at least, navigation is not nearly so difficult as on a British "National" rally. The difficulty lies in the fact that there is so much ground to cover and so many opportunities for going wrong that the sheer length of the event is the problem. On the mountain circuit there is little or no chance to recover from a navigational error but even here actual map-reading is not really hard. Time-keeping and maintaining an accurate and constant average speed are of paramount importance, however, and, added to such navigating as is required, really keep the crew busy. On the driving side there is nothing in the calendar in Britain, even the R.A.C. Rally, to match the severity of the "Monte" where conditions which would ignominiously halt most competitors on a British rally are commonplace and marvels of driving virtuosity are the order of the day.

It was a wonderful experience and I hope the Editor will ask me to go on an International with him again. I have become converted to that group of devotees who look on the Monte Carlo Rally, not so much as an ordinary rally, but as an annual pilgrimage to the sun, to be undertaken with an almost religious fervour.



**FRUITS OF VICTORY:** Harper and Baxter with the awards they received for winning the 1,300-2,000 c.c. class and for being highest placed British crew.



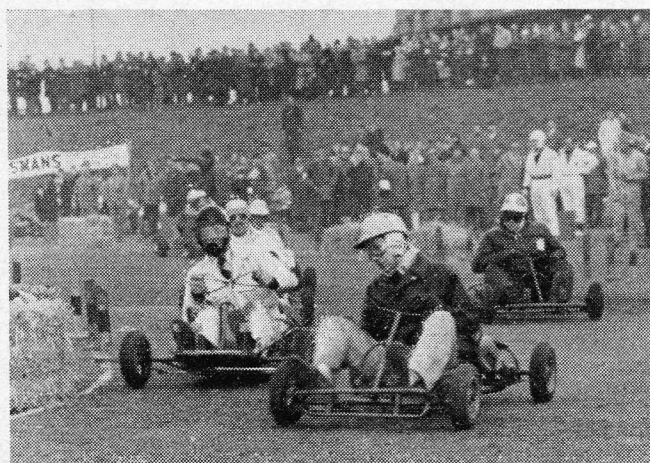


*MAURICE FAULKNER, chairman of the board of Oulton Park, has a go on a Kart at Oulton Park (above). THE CIRCUIT used by the B.A.R.C. (N.-W. Centre) for their meeting (top, right) was a big one, as can be seen.*



## KARTING PAGE

**Francis Penn was on hand to record the antics at two Kart Meetings recently**



*FOUR COMPETITORS swing through an "S" bend (left) during a race. A TIGHT BUNCH of Karts scurry through a right-hander (right), watched by a large number of spectators.*



*ABOUT FIVE THOUSAND spectators turned up to watch the fun and games. As can be seen (left) they found a good viewpoint. THROTTLES TO THE FLOOR (right), the field gets away from the start. This meeting was televised.*



*"WHILST the 3-litre machines may not have had such a high maximum speed as the 4.9 Ferrari (seen here at Le Mans) there was little or no difference on the majority of circuits".*

word "homologation" came into use in the motor sporting vocabulary. This meant that the car was accepted by the C.S.I. of the F.I.A. as complying with the numbers built and other requirements, to enable it to be classed in Appendix J of the Sporting Code, which covered touring, modified-touring, special-series-touring, and Grand Touring machinery. Original requirements

# The Grand Touring Category

By introducing new regulations for sports cars, the F.I.A. hopes to encourage the entry of vehicles into International events which bear more relation to cars which can be purchased than did the vehicles which formerly ran under the guise of sporting machines. Although they undeniably did produce very exciting racing, there was little doubt that the majority were thinly disguised racing cars, as closely resembling Grand Prix machines as was permissible. Most notable example was the 1955 Mercedes-Benz, which, with its "space-frame" and twin-o.h.c., straight-eight engine, was unashamedly a two-seater, 3-litre version of the Grand Prix single-seater. It is significant that, although this very powerful machine came under the "prototype" classification, there has been no attempt by Mercedes-Benz to build and market a production "eight".

Whilst, to the true racing enthusiast, it doesn't matter a hoot what types of sports car race, so long as they provide close racing, the F.I.A. has long desired to outlaw the sports-racing machine. The Le Mans disaster of 1955 resulted in an outcry against the breed of vehicle which was being encouraged in International sports car events, and almost immediately the sports car as such was banned from rallies. By limiting engine capacity to 3 litres, the F.I.A. believed

that speed itself would automatically be regulated, apparently overlooking the fact that there is such a thing as continual technical development. Whilst the 3-litre cars may not have had as high a maximum speed as such machines as the 4.9-litre Ferrari or the 5-litre Maserati, there was little or no difference in lap

BY GREGOR GRANT

times on the majority of circuits. In point of fact, on the trickier courses, the 3-litre cars proved more rapid than their bigger-engined predecessors.

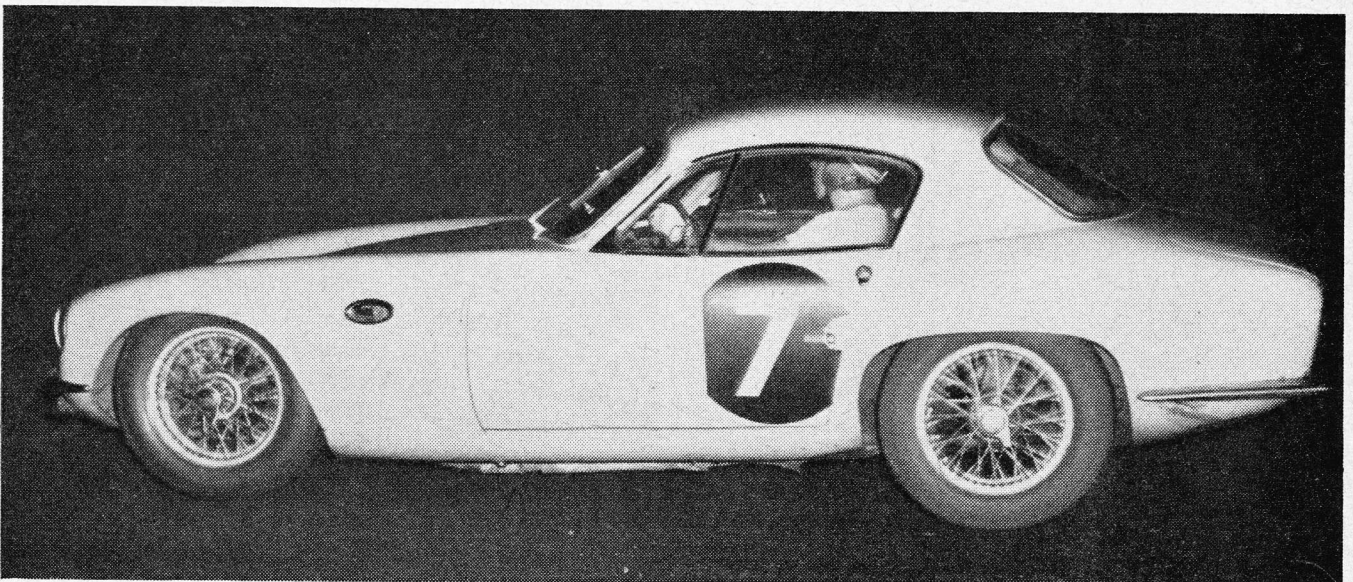
From 1955, the sports car as such had to fight for its very existence; it was not permitted in International rallies, because Appendix "C" machines were never included in the regulations governing the list of eligible vehicles. However, its place was taken by the Grand Touring car, a production vehicle designed primarily for normal road use. Regulations were formulated relating to what constituted a Grand Touring car, and a new

*THE LOTUS ELITE is a G.T. car par excellence and is being currently produced in increasing numbers.*

were that a minimum of 100 closed cars had to be built and delivered, or 200 open cars during a 12 months' period, to qualify as a G.T. vehicle.

With typical nonchalance, the F.I.A. allowed cars to be classed as G.T. machines which neither qualified as to numbers built, nor were in any way produced within the true spirit of Appendix J regulations. For example, loose wording caused the admission into this category of cars which had been built purely and simply as sports-racing vehicles, and were anything but ideal for any other form of motoring.

The limitation of cylinder capacity to 3 litres caused the withdrawal of Maserati, and prevented Jaguar from re-entering the fray, as they were faced with the construction of a new engine owing to the unsuitability of the existing XK unit for modification to a smaller size. Mercedes-Benz, of course, withdrew at the end of the 1955 season. The non-appearance of Jaguar led to the participation of Lister in International racing, but like Ecurie Ecosse, the Cambridge concern had no joy with the reduced XK or "D" engine. Scuderia Ferrari were fortunate in that they had been developing a 3-litre power-unit for several years, which was available both for the 250GT car, or for sports-racing types. Aston Martin were also in the





*"BY ALLOWING G.T. cars of any capacity, the F.I.A. . . . may have drawn the DB4 Aston Martin into the fold".*

happy position of having brought their 3-litre, six-cylinder engine to a high state of development, although they had expended much time and money on the 3.7-litre version.

So 1959 sports car racing was between Ferrari and Aston Martin, with the threat of the much smaller-engined Porsches on the score of reliability. Whilst Porsche reliability and exceptional speed gave them success at both Sebring and in the Targa Florio, they were not in the picture in the other World Championship events. Indeed, not a solitary Porsche finished at Le Mans. Aston Martin scored a remarkable victory at Nürburgring with the singleton entry driven by Stirling Moss and Jack Fairman, had a one-two at Le Mans (Shelby/Salvadori, Trintignant/Frere) and sealed the Championship with a Tourist Trophy win. Ferrari's sole victory was at Sebring, so, for the first time, the sports car constructors' championship went to a British manufacturer.

With the introduction of windscreen, dimensions and other regulations, David Brown decided to rest on his laurels for the 1960 season, and to concentrate on his Formula 1 programme. Ferrari further developed his 3-litre cars, and modified them to the new regulations. Lister had already announced his withdrawal from racing, whilst Ecurie Ecosse decided finally to give up competing with their outmoded D-type Jaguars, considered suitable only for Le Mans. Officine Maserati continued to develop the "birdcage" 2.8-litre and began to deliver them to private owners, notably

*"THE 1955 MERCEDES-BENZ (right) was unashamedly a two-seater 3-litre version of the Grand Prix single-seater".*

★

*THE G.T. MASERATI is a very potent machine (below) and could do well in G.T. races.*



"Lucky" Casner's Camoradi stable. Lance Reventlow had not gone ahead with any 3-litre versions of the Scarab sports-racing car, so the prospect for 1960 seemed to consist of the works Ferraris and Porsches versus the rest.

By allowing G.T. cars of any capacity, the F.I.A. has certainly encouraged not only the entry of Chevrolet Corvette (unofficially, of course), but may also have drawn the DB4 Aston Martin into the fold. The bigger-engined Ferrari



may quite possibly qualify on numbers built, but it may be a long time before the 5-litre Maserati can be regarded as anything other than a very small production vehicle. Facel-Vega have no intention of racing in this category, but may eventually be found in the smaller classes with the new Facellia. Lotus Elite should be Alfa Romeo's biggest rival in the 1,300 c.c. class, whilst in the very smallest categories, Fiat-Abarth, Austin-Healey Sprite, Turner, Auto Union and SAAB will be the main contestants.

The M.G. Twin-Cam may appear with a far superior performance than the earlier models, and quite a number of people feel that there is a future in G.T. racing with the new Osca-powered Fiat "1500". However, both will have to contend with Porsche.

The smaller-capacity Appendix J cars are notable for the presence of the amazing Lola-Climax, a car which has completely dominated the 1,100 c.c. sports-racing class for some time, taking honours away from both Lotus and Cooper.

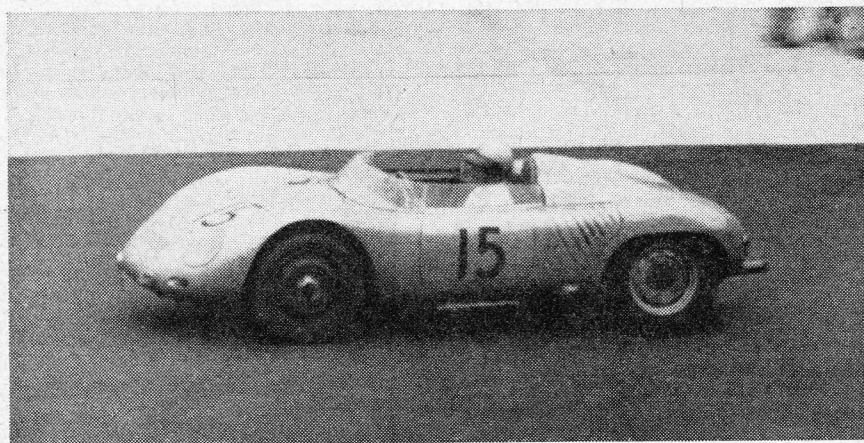




"WITH THE introduction of the new windscreen regulation David Brown decided to rest on his laurels. . . ." The DBR1 (above) will no longer be seen as a works entry.

★

PORSCHE (right) were a big threat to Ferrari and Aston Martin in last year's sports car races.



To many open car enthusiasts, it seems rather ridiculous that these huge windcreens are considered necessary, even allowing for cutting a hole in them. Quite a large number of sports car drivers prefer aero screens, and cannot quite understand why the F.I.A. should deem it essential to insist on a large area of material in front of the driver. In point of fact, the gentlemen who arrange these things firmly believe that the presence of such an area of glass or plastic material will make for safer racing by reducing speeds. As a concession to the possibilities of bad weather conditions they recently revised their rulings so that folk can cut an oblong piece out of the screens in order to see through them. In all probability, modern aerodynamics experts will find some way to utilize this slice of air-space to the full advantage, even to the extent of providing additional cooling to the brakes, without increasing existing drag.

Whether or not the Grand Touring

category will appeal to the general public remains to be seen. The despised "Detroit Agreement" still prevents the signatories from taking part in races, and banning any publicity which makes claims regarding performance. This means, in effect, that Chevrolet Corvette cannot be officially represented in International races, and any entries would have to come from a private source. People who flock to big races are apt to judge cars solely on results, irrespective of whether or not the manufacturers are backing them. Obviously the makers cannot ban their cars from competitions, and when prominent drivers are involved, much harm can be done to

"agreement" is concerned. At present there is a certain amount of "skulduggery" going on with so-called dealers' entries. One of these days the balloon is bound to go up, and at least one of the signatories to the "pact" is going to tear up any agreements and say "the hell with it!"

Large-scale importation of European cars has tended to change the entire automobile scene in the U.S.A., and the need for publicity will almost certainly force the hand of Detroit. Briefly, the tycoons will suddenly wake up to find that one of their rivals has stolen a march on them, and dared to advertise successes in competitive motoring sport.



BOTH VERY FINE G.T. cars, the Lotus Elite and the 250 G.T. Ferrari may well sweep the board in this year's G.T. races. The cars pictured above both did well at Le Mans last year.





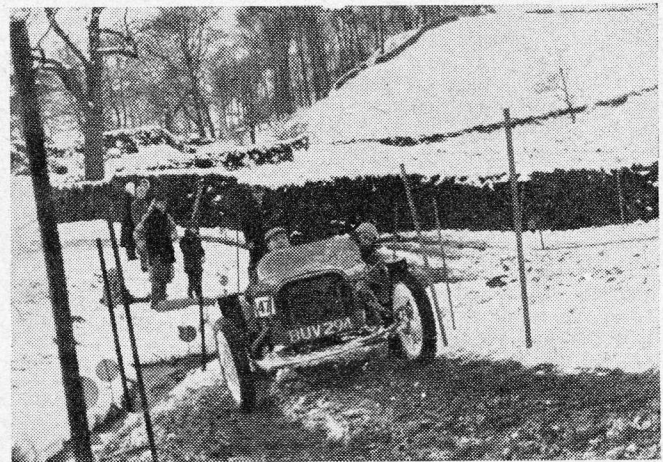
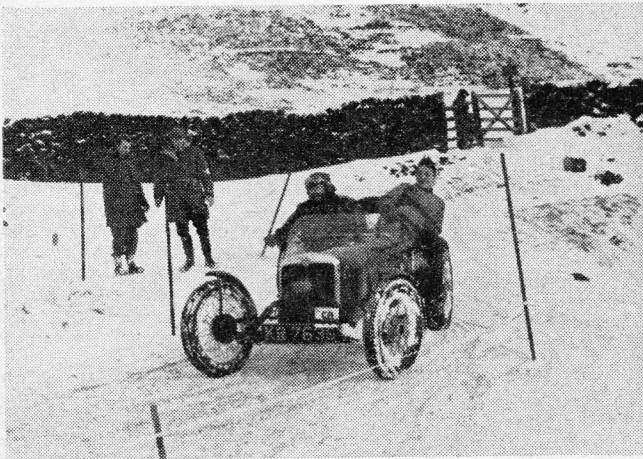
*REG PHILLIPS (top, right) finds little difficulty in the deep snow although Francis Penn reports that he has never encountered such wintry conditions on a trial.*

*UP SHE GOES: R. Needham (Needham) urges his car up a tricky hill (above).*



PHOTOGRAPHY BY  
FRANCIS PENN

## NORTH MIDLAND M.C. KITCHING TROPHY TRIAL



*ENTHUSIASTIC bouncing from his fair passenger (left) helps Frank Wall's "Expençe" to clear the tape. REIGNING CHAMPION Charles Pollard (right) cuts it fine on a section from which the snow has disappeared.*



*THESE TWO PICTURES of Rex Chappell show him (left) at the scrutineering before the start of the trial and (right) leaving a stream and climbing one of the lower hills.*



*"THERE IS something about the Floride's sheer quality that makes one feel so good, especially when one is driving down the Champs-Élysées," says Bolster.*

better. (It is understood that the Gordini Dauphine is to be endowed with the Floride engine and brakes.)

Thus the performance of this little luxury car is more than adequate, and it is fun to drive. The Aérostable suspension is not spectacularly better than that of earlier Renaults, but it is rather softer when the car is lightly laden and will never "bottom" under a full load. The performance of this independent four-wheel suspension gives the driver great confidence on bumpy and steeply

JOHN BOLSTER  
TRIES

# Three French Cars

THE majority of the cars of France are well known in England. There are other models, however, which have either not yet reached our shores or which are built especially for French conditions. Of the three cars here described, the Renault Floride is just beginning to become available in England, but the two Simcas, Ariane 4 and Étoile, are complete strangers. It is hoped that these abbreviated road tests may, therefore, be of some interest.

## Renault Floride

AN extended test of the Renault Floride was the subject of an AUTOSPORT article early last year. The car was then barely in production, and so I thought that it would be interesting to sample a current one "off the peg". The Floride has a tuned engine and more powerful brakes than the Dauphine saloon, and a four-speed gearbox is a very desirable option. After the first few months of manufacture, an engine with still more "steam" was standardized, and so I persuaded Robert Sicot to lend me one of the latest cars for a long week-end in Paris.

The Floride is above all a prestige car. It is possible to make a car that impresses because it is big and garishly decorated, but the Floride is a small car with the minimum of plated ornamentation. Yet, it steals the show wherever it goes because it has superb lines and is most luxuriously furnished, while its styling is an understatement rather than an eye-catching exaggeration. There is something about its sheer quality that makes one feel so good, especially when one is driving down the Champs-Élysées.

The Floride which I had was the drop-head version. It was somewhat noisier than the previous hardtop that I handled, and vision astern suffered a little from the blind rear quarters, but drophead owners are familiar with these

characteristics. In return, one gets a car that can be fully and completely opened, when it becomes even more attractive; there is only the sound of the wind rushing by when the top is down. Two people may travel in great comfort with a vast amount of luggage. An extra passenger can be taken for short distances, but this is really a car de luxe for two.

In spite of its very small engine, the Floride is a lively car in traffic, provided that all four gears are used and the engine is allowed to rev. freely. A maximum speed in the region of 80 m.p.h. is available, and the high third gear is ideal for fast overtaking, though one has to reach forward for the gear lever. The performance is at least equal to that of the 1959 Gordini, and the roadholding and brakes are very much

cambered roads. The headlamps are larger than those of the normal Dauphine and permit higher cruising speeds at night.

The small coupé, pretty and elegantly appointed, is a most attractive type of car for the buyer who does not have to study the last franc or halfpenny. The Floride is not a cheap car, but it is about the least expensive machine of this calibre, and certainly one of the best looking.

## Simca Ariane 4

THE Simca Ariane 4 is one of those lucky accidents! At the time of the Suez crisis, simply as a temporary economy measure and for taxi work, the Simca firm tried dropping a few of their

THE SIMCA ARIANE 4. "This big, impressive car is cheap to run, light to handle, and is exceptionally safe on difficult roads."





*THE SIMCA ÉTOILE is an economy version of the Aronde, using a smaller engine of 1,090 c.c. This gives a fuel consumption of around 40 m.p.g. and a maximum speed of just over 70 m.p.h.*

1,300 c.c. four-cylinder engines into some Beaulieu chassis, which normally carry the 2,351 c.c. V8 power unit. The car was an instant success as a big, roomy machine with a slightly American look, yet which had a fuel consumption approaching 30 m.p.g. What was entirely unexpected, however, was its instant appeal to the enthusiast.

The smaller Simcas are very popular cars, but when tuned for speed their rather conventional chassis become something of a handful on bumpy French roads. The Ariane, on the other hand, has a very wide track and big tyres, which render it a much better proposition for fast cruising on rough surfaces. By fitting a smaller engine, the weight distribution has been improved, and with its big, powerful brakes and light, precise steering this is a very pleasant car to handle. In spite of its extra weight, this car has become popular as a subject for tuning and modification.

I must say that I thoroughly enjoyed driving the Ariane 4, both in Paris and out in the country. I pushed it to the limit on greasy roads, and found that it responded admirably. The sound-proofing is good, and one is not conscious that the little engine is working hard. The low, wide car does not roll at all on corners, and the four-speed gearbox is well suited to the 4.77 to 1 rear axle, which replaces the 3.9 to 1 ratio of the V8. The acceleration is quite good, and one really does not notice the extra weight, while the riding comfort is very luxurious.

The body is not elaborately appointed, but it is well equipped and has many sensible features. The maximum speed of 75 m.p.h. is ample for a family car, and I covered the kilometres at 70 m.p.h. without feeling that I was over-driving the machine. This big, impressive car is cheap to run, light to handle, and is exceptionally safe on difficult roads.

## Simca Etoile

ANOTHER Simca that is unknown here is the Étoile. This employs the same body pressings as the Aronde models, but it is an economy version with a smaller engine of only 1,090 c.c. This little unit seems to enjoy high revs., and develops 40 b.h.p. It is rather smoother than the 1,300 c.c. engine, and gives a fuel consumption in the region of 40 m.p.g.

On the road, I found that this baby of the Simca range rode well at 60 m.p.h. and had a maximum speed of just over 70 m.p.h. on the longer straights. The new suspension system, with auxiliary helical springs at the rear, gave a better ride than one obtained in any previous small Simca. The four-door body is unusually large for an inexpensive car of under 1,100 c.c.

The 1,090 c.c. Simca engine is a lively unit even in its standard economy tune. Will this become yet another aspirant for Formula Junior honours?



## SPRING MEETING AT OULTON PARK

WORKING to the show-business formula of "high-speed variety", the British Automobile Racing Club is planning a type of programme new to the North for the first important fixture of the year at Oulton Park on 2nd April. This curtain raiser to the international season—the meeting has National Open status on the R.A.C. calendar—will start at 1.30 p.m., and the 4½-hour programme will cover five different events for five different types of car. The main feature of the afternoon is to be the Oulton Park Trophy Race for Formula 2 cars. This will be contested over 100 kilometres (25 laps of the Cheshire circuit), and is expected to attract most of the leading drivers in the country.

The other four events are scheduled over the "sprint" distance of 10 laps and will be for saloon cars, sports-racing models, Formula Junior racing machines and—one of the established B.A.R.C. favourites—a "marque" race for production-type sports cars.

Regulations for the meeting are now in preparation and will be available shortly from the B.A.R.C. headquarters at 55 Park Lane, London, W.1.

MESSRS. A.F.N., manufacturers of Frazer-Nash cars, have arranged for John Surtees to drive a factory-prepared

Porsche at the first B.A.R.C. members' meeting at Goodwood. The Porsche will be delivered at Isleworth on its way back to Stuttgart from the Argentine. This will be the race during which Surtees hopes to qualify for an unrestricted R.A.C. international competition licence. Surtees will also drive for Porsche whenever his motor-cycling activities permit, on a strong recommendation from Messrs. A.F.N., from whom he has, in the past, purchased many cars, including a Porsche and a highly modified BMW Type 507.

WITH the sale of a new Lotus Elite to Mr. Fred Still of Rally Equipment, the Chequered Flag has now sold exactly 100 new and second-hand Lotuses of all types in the last 50 weeks.

DUE to a distinctive method of manufacturing C.U.D. car badges, small quantities or one only of special designs can be quickly and economically produced for club secretaries and advertisers seeking a new approach.

In addition, some 5,000 designs are on record, covering schools and universities, Service units, sporting organizations, places, Scottish clans, etc. Each badge is of heavily chromed brass with the hand-enamelled design sealed behind a transparent plastic cover. Costing 35s. the badges are available from C.U.D., Ltd., Church Street, Leicester.



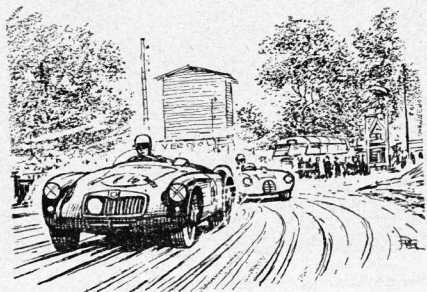
## ULSTER TOPICS

### Will Ulster Break with the R.A.C.?

**M**OVED to break away from the jurisdiction of the R.A.C. and to form a new governing body within Northern Ireland under the control of the F.I.A. were made by members of the 500 Motor Racing Club of Ireland at the annual meeting of the club recently.

The subject was sparked off by the well-known Ford special exponent Brian Bleakley, who asked questions concerning the restrictions placed on spectators at the various race meetings held at Kirkistown during the year. When told by club secretary Jack Dunlop that it was the R.A.C. that decided just where spectators should and should not go, Mr. Bleakley asked if the club could see any advantage from removing itself from the control of the R.A.C.

He thought that in many ways the R.A.C. was restricting the progress of motor sport in the province and suggested that all motor clubs promoting events in Northern Ireland should discuss together the possibility of establishing their own governing body. Mr. Bleakley felt that the F.I.A. would be only too glad to welcome a new body from Northern Ireland.



The speaker said that if road racing such as the large international events at Dundrod were ever again contemplated by a Northern Ireland club, the local authorities would have little or nothing to do with them if they were held under R.A.C. regulations.

Without going as far as setting up a new controlling body, Mr. Bleakley said that Northern Ireland clubs might affiliate with the Royal Irish Automobile Club—which controlled the sport in Eire—or join the Motor Cycle Union of Ireland, if that were possible.

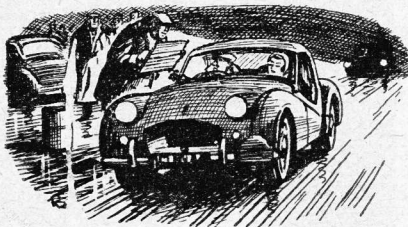
His only reason for raising the question was to have a local body, with local opinion, controlling the sport. The R.A.C. was governing Northern Ireland "from a distance", and conditions in the province were not the same as those in England and Scotland.

Mr. Bleakley's remarks were received with considerable enthusiasm by all those who attended the meeting, and although no vote at any time was taken, it was estimated that about 85 per cent. of those present were in favour of his suggestions.

The history of the R.A.C.'s control over motor racing in Northern Ireland was described by Mr. W. M. McMaster who pointed out that long before the serious accident at the last Dundrod Tourist Trophy race, motoring journalists from "across the water" had been pioneering to have the race held in England. Many now hold that the accident, which finished Tourist Trophy racing in Ireland

after a magnificent history on both the Dundrod and old Ards circuits, was not the fault of the course at all but was caused by miscalculation on the part of drivers.

Mr. R. C. McKinney, who spoke in favour of remaining within the R.A.C., said it already had an ideal set of regulations, had imposed reasonable insurance rates and charged only small permit fees.



After several members of the 600-strong club, which is the main race-promoting organization in Ireland, had spoken in favour of a break-away, the secretary, Mr. Dunlop, said that although he agreed with many of the suggestions that had been made, he thought that the 500 M.R.C.I. had enough to do at present without spearheading a break-away from the "stranglehold" of the R.A.C.

Only a few days previously the club announced that it had purchased the 62-acre Kirkistown airfield, where it has held races for some years by courtesy of the lessee, and that the future of circuit racing in the province had been assured.

A few months earlier the outlook was very gloomy indeed, for Kirkistown was offered for sale in several portions and it looked as if the 500 M.R.C.I. would be without a circuit, having carried out an endless search for an alternative course without any success.

Now, however, at a price which has not been disclosed, the club is one of the few in the British Isles to own a racing circuit and plans for considerable improvements are under way.

It is hoped not only to have two alternative courses, but also to improve spectator and competitor facilities. The club council is already making plans to hold a team relay race sometime during the coming season.

The regulations for the 1,500-mile Circuit of Ireland International Rally have now been issued by the Ulster Automobile Club for this event which will take place at Easter week-end, 15th-18th April.



The nature of only a few of the tests have been released, including five laps of a speed circuit and a hill-climb. The regulations also say that a number of "special sections" will be included this year, and it is anticipated that an effort is being made to find the winner "on the

road" instead of having the results depend on driving tests.

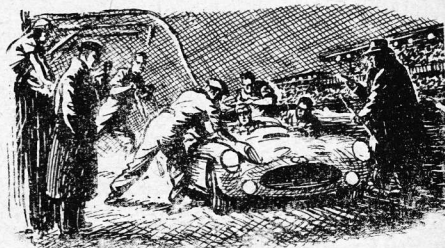
As usual there are starting controls in Belfast, Dublin and Omagh with two overnight stops in Killarney and a third in Londonderry.

Only the first night of this very enjoyable event will be spent on the road, with competitors setting out around 8 p.m. on Good Friday night and arriving in Killarney the following day about 5 p.m.

There are three classes for series production touring cars complying with either Group 1 or Group 2 regulations in Appendix "J"; two classes for series production grand touring cars in Group 3 only and a "touring" or novice class for series production touring cars of any engine capacity.

Out of the 46 cars which set out from the pits area at Dundrod to take part in the 80-mile night rally, organized by the Ulster Automobile Club, only three managed to get through the tight road sections within the scheduled 30 m.p.h. average, with the result that the final overall placings rested on the best performance returned in the two driving tests.

It was only, therefore, by outstanding displays by both driver and navigator that first place in the general classification went to Adrian Boyd and team-mate Maurice Johnston who were "clean" on the road and lost only 57.2 marks with their Austin-Healey Sprite in the driving tests held under very slippery conditions due to frost and snow.



The Ulster Rally Champion, Robert McBurney, and his navigator Frank Main collected second place in general classification being again "clean" on the road and losing 60 marks in the driving tests with their Volkswagen.

A well-merited third place went to Roland Graham from Monaghan and his Enniskillen navigator Jack Clark whose road book at the finish revealed only 64.8 penalty marks collected by the Morris Minor 1000 in the driving tests.

BRIAN WADDELL.

#### Results

**General classification:** 1, A. J. L. Boyd (Austin-Healey Sprite), 57.2 marks lost; 2, R. D. G. McBurney (Volkswagen), 60.0; 3, R. H. Graham (Morris 1000), 64.8.

**Saloons up to 1,000 c.c.:** 1, R. H. Graham (Morris 1000), 64.8; 2, V. Stanfield (Austin A35), 123.0; 3, J. T. D. Smiley (Standard), 258.4.

**Saloons over 1,000 c.c. and up to 1,300 c.c.:** 1, R. D. G. McBurney (Volkswagen), 60.0; 2, R. McSpadden (Volkswagen), 74.0; 3, Mrs. T. Allison (Ford).

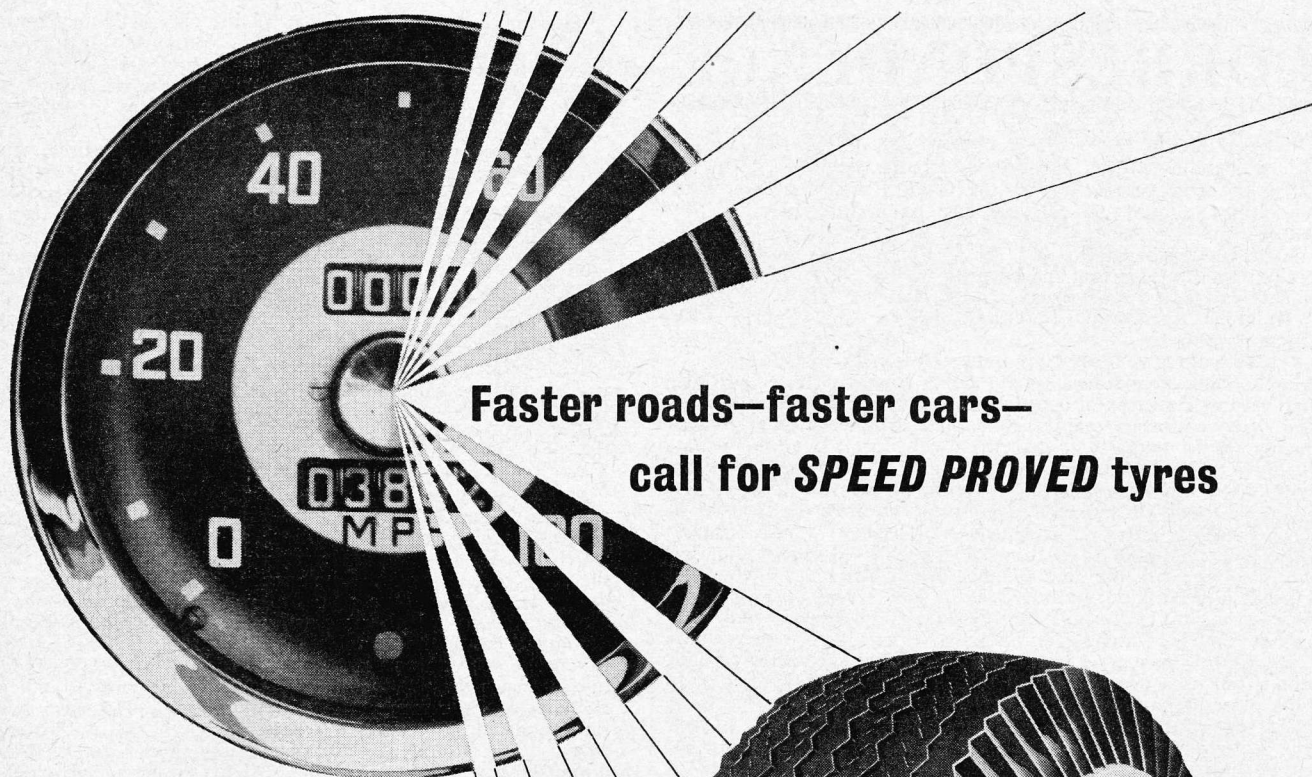
**Saloons over 1,300 c.c.:** 1, tie, C. W. Eyre-Maunsell (Rapier) and J. Peile (Hillman), 70.0; 3, J. J. B. Dowling (Rapier), 81.4.

**Large production sports cars:** 1, W. R. Caughey (Triumph), 142.2; 2, W. J. Reid (Triumph), 193.2; 3, W. G. Campbell (Triumph), 232.4.

**Novice:** Mrs. T. Allison (Ford).

**CHEQUERED FLAG ENGINEERING** of Chiswick, London, is now proceeding with the construction of a series of 50 of their Gemini II Formula Junior cars. Seven have already been delivered and a further eight are almost complete.





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# CORRESPONDENCE

## Stirling Moss and the F.I.A.

How right is Stirling Moss in criticizing the F.I.A. On the point of representation on the C.S.I. I would suggest that a country should be allowed one vote for each of the following:—

Construction of F1 cars.

Construction of racing sports cars.

Running a *Grande Epreuve*.

Running an event counting towards the Sports Car Championship.

This would give Italy four votes, Britain three (since Aston Martin have abandoned sports cars), America three and the majority of Continental countries one vote apiece. As a result, the three countries mainly concerned in international motor racing would virtually control the C.S.I., for it is unlikely that Britain, Italy and America would disagree. Of course, countries with more than one vote would only be allowed to use that vote pertaining to that section of the sport under discussion.

In his letter, Mr. E. T. Hardy (AUTOSPORT, 5th February) states that: "With the passing of the 250F Maserati and the Vanwall we saw the last of the 'Men's' cars". Surely the current B.R.M. and Ferrari are "Men's" cars. But I must agree with him concerning the 1.5 Delage and Coventry-Climax engines at the Racing Car Show. No one would deny that John Cooper has done wonders with his cars, but they simply don't look like racing cars, in fact, some Formula Junior cars look more like an F1 machine.

Let us return to the system of driver swapping soon; and why, pray, has the F.I.A. in its supreme wisdom decided to scrap the point for the fastest lap in a championship event?

May I also express a viewpoint on the venue of the British Grand Prix? No doubt Aintree is an excellent circuit, but it's a day's work to get to Liverpool from this part of the world. I feel it would be much more fair to hold the G.P. at a different circuit each year, so let's have it at Snetterton next year.

I must disagree with D. J. H. Lloyd when he says that the World Championship is the cause of the decline of F1 racing. I think the championship is an excellent thing, but the winner of a race should receive 10 points instead of the present eight. Under these circumstances Stirling would have been Champion in 1958.

In closing might I ask you to settle an argument. I believe I am correct in stating that Stirling would lose his competition licence if his driving licence should be suspended as a result of his alleged driving offence. (Not necessarily.—ED.)

May your excellent magazine long continue to prosper.

P. W. SWINGER.

WOODBIDGE, SUFFOLK.

WHERE is the future of motor racing? As far as the average enthusiast can see, there is none! And why does this dismal state of affairs exist? It exists because an ill-informed body, the F.I.A., are attempting to make a dangerous sport safe, with results that, I am sure, will be disastrous. I am sure that you recall the "dangerous" period—1935-39—when some of the most powerful cars of all time raced. And how many drivers were killed? I can only recall Dick Seaman! Since then, cars have been robbed of more and more of their power, resulting in a steadily increasing death-roll.

Is there nothing that an influential magazine like yours can do?

P. S. BUTLER.

HEREFORD.

WHILST I endorse most of Mr. E. T. Hardy's comments ("Correspondence", AUTOSPORT, 5th February) concerning what amounts to the psychology of the spectator towards Grand Prix racing, I should like to question his remarks about the relationship of "power" to driving ability.

Surely, the fact that quite a number of drivers can handle the current Grand Prix cars is a tribute to the flexibility of their engines, in particular the Coventry Climax racing engines, rather than their ultimate power outputs.

I, for one, am glad that the proposed regulations for 1961 specify a 1½-litre engine in Formula 1 cars. This should place a premium on ultimate power output with consequent loss in flexibility, which will mean that only the very best drivers will be able to handle these cars to advantage, thus sorting out the sheep from the goats.

Also the 1961 Formula 1 cars ought to be at least as noisy,

if not more so, than the present 2½-litre cars, judging from the number of cylinders quoted for the rumoured B.R.M. and Mercedes 1½-litre machines. (It is probably true that a certain type of noise is more important than the size of a car in the mind of the average spectator, as a means of assessing "power"!)

On the technical side, I think there will be some raised eyebrows as regards the b.h.p. that can be reliably extracted from a 1½-litre engine (perhaps over 200 b.h.p.), especially if one considers recent advances in metallurgical materials.

Finally, I would even go so far as to predict that the lap records would be broken at almost every Grand Prix circuit with the 1961 1½-litre machines, if it were not for the absurd weight restriction and the dangerous battery carrying stipulation.

F. C. WYKES (Dept. of Metallurgy).

TRINITY HALL, CAMBRIDGE.

P.S.—May your magazine continue to flourish, in spite of any formulas to which cars are made to race!

## G.P. Racing—A Lament

I WOULD like to assure Mr. E. T. Hardy that he is not without sympathy in his concern regarding the ultimate in motor racing, i.e., the Grand Prix. I would like to add to his lament.

Motor racing is, by definition, a dangerous sport, one in which there are considerable risks to be taken if any degree of success is to be assured. The appeal of the sport to the general public (I exclude those who are genuinely interested) lies in the spectacle, of which there are many facets, perhaps the most dominant being the possibility of a "prang". One has only to witness such an occurrence to appreciate this point. Indeed, the emphasis the "gutter press" places on accidents is sufficient evidence of the public's taste in these matters. However, as the risks and natural hazards are lessened, so the public drifts away. The attendance at most Continental Grands Prix is diminishing at an alarming rate. Circuits are being straightened, widened, and obstacles which pre-war drivers would have considered synonymous with racing are being removed. At the moment there rages a somewhat childish competition for the fastest circuit in Europe, at the hands of which Spa has suffered a fatal blow and Rheims has become a triangular Indianapolis after the removal of Gueux, the village which gave the circuit character.

And now the last "real" circuit is slipping gradually away, i.e., the Nürburgring. Traditionally the home of the German Grand Prix, it is now more famous for a sports car race. What an inglorious fate for a circuit on which drivers can demonstrate their true ability and the cars their adaptability to the varying conditions of the 'Ring! The one circuit with more character than any other now stands almost as a monument to the past, unmutated by circuit "improvers".

Finance is the cause of its virtual demise, another canker in the present Grand Prix set-up. It is the top drivers themselves who are the cause of these financial difficulties, and who almost control the sport, dictating their own terms regarding starting money. No longer are they sportsmen racing for pleasure, but instead they assume the rôle of businessmen with monetary gain as their prime objective, even at the expense of the sport which has made them famous. Perhaps this one material ambition is responsible for the lack of individuality among them. How different they are from the cosmopolitan "circus" of 10 years ago; such people as Farina, Gonzalez and Sommer, all of whom gave racing the colour and spectacle for which it is so famous. Even the cars have become stereotyped to the extent that most are Cooper-based, even the Italian F11 Osca.

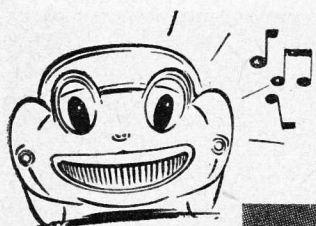
Unfortunately, a solution to the problem is difficult to imagine as, by common consent, the justification for racing is, to use a cliché-ridden phrase, to "improve the breed" and develop new ideas for incorporation in future production cars. Consequently, as the trend is towards cars with smaller and smaller engines, the prospects for Grand Prix racing seem gloomy indeed. As a technical exercise, and that is what racing has become, a great deal of the glamour and character of the greatest of sports has inevitably disappeared. It is with regret that one realizes the impossibility of combining the current conception of Grand Prix racing with a spectacle similar in nature to the era of the 159 Alfas and cars of character such as the V.16 B.R.M. and the pre-war Mercedes and Auto Unions.

BARRY NEWTON.

FILEY, E. YORKS.

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





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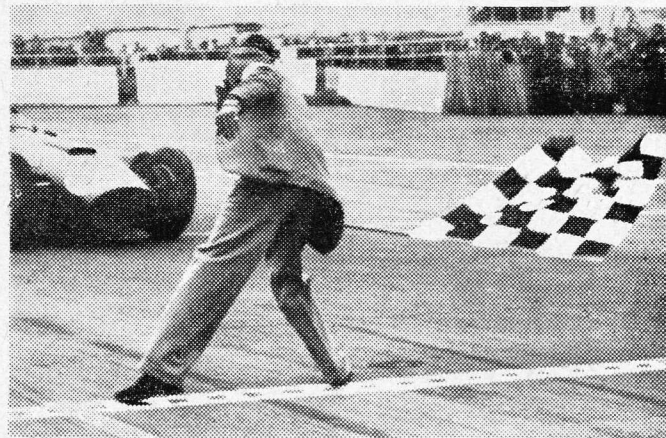
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**GRAPHIC**



# Club News

By MICHAEL DURNIN

ON top of the post this week is a note from the **Guildford M.C.**, which has appointed well-known rally driver Ron Withyman as secretary. He can be reached at Tilthams Garage, Godalming (telephone Godalming 1624). . . . The Surrey Group of the **Forces M.C.** are to hold a film show at the Plough Inn, Bletchingley, Surrey, on 16th March. Anyone will be made welcome, members or not, and go along, even if you have not served in the forces, if you want to see the show. . . . Open to all clubs in the East Midlands Association, the **Peterborough M.C.** Nocturnal Nogg-in rally will be on 20th-21st February. Details from K. J. Firman, 19 Newark Road, Peterborough. . . . The sixth Targa Rusticana, a restricted rally run by the **Oxford U.M.D.C.**, will be on 27th-28th February. The event is open to Hants and Berks M.C., London M.C., Combined U.M.C., B.A.R.C., Chiltern C.C., S.O.D.C., Oxford M.C., 750 M.C., and Coventry and Warwickshire M.C. The 350-mile route will start from Twynning Service Station, Shuthonger, near Tewkesbury, at about 5 p.m. Regs. are available from A. D. Cooper, 51 White Road, Cowley, Oxon, and the entry list closes at noon on 24th February. . . . The Wilshire Trophy Trial, promoted by the **Mid-Cheshire M.C.**, will take place on 6th March, starting at 11 a.m. from the Egerton Arms, Broxton. The event is open to members of the Kentish Border C.C., Hagley and D.M.C., Lancs and Cheshire M.C., London M.C., Peterborough M.C., Sheffield and Hallamshire M.C., Shenstone and D.C.C., S.U.N.B.A.C., Yorkshire S.C.C. and all entrants of the R.A.C. Trials Championship. Regs. are available from A. S. Atkinson, 12 Crewe Road, Shavington, Crewe, Cheshire, who must have all entries by 27th February. . . . The London Centre of the **Riley M.C.** have had to postpone their Winter Rally, originally scheduled for 20th February, until 5th March. No details are yet available about the finishing point of this event. . . . Regs. are now available for the **West of England M.C.'s** third Spring Rally, a 160-mile event which will start from the Exeter Service Station on the Exeter By-pass on 5th March and finish there in time for breakfast on the 6th. The rally is open to all member clubs of the South Western Association. The secretary of the meeting is A. Bowden, Arden, Broadparks Avenue, Pinhoe, Exeter, and he must have all entries by 29th February. . . . The week-end of 5th-6th March must be one of the busiest on the calendar and yet another event, this time on the 6th, is the **S.O.D.C.** driving test meeting to be held at U.S.A.A.F. Denham. There will be classes for all cars and the event is open to members of Cemian C.C., Circle C.C., Harrow C.C., London M.C., Herts A. and Ae.C., B.A.R.C., North London E.C.C., American D.C. and Falcon M.C. Regs. are available from W. P. H. Lockhart, Hinxworth, Cross Oak Road, Berkhamsted, who must have all entries by 29th February. . . . A national event, the **Midland A.C. Birmingham Post Rally** will be held on 8th-9th April. This will be a



**LOTUSEERS ALL!** Happy group at the third annual dinner dance of Club Lotus at the Casino Hotel, Taggs Island, are: Betty Hill (who received the Esso Trophy for Graham, absent in the Argentine), Jim Clark (winner of the Lotuseer Cup), Peter Lumsden (winner of John Coombs Trophy) and starlet June Cunningham.

qualifying event for the R.A.C. British Rally Championship and for the B.T.R.D.A. Gold Star. Start of the 350-mile route will be from the Civic Centre, Birmingham, at 8 p.m. and the road section will finish at Bromsgrove, Worcestershire, at breakfast time. Entries close on 15th March and regs. may be had

## Coming Attractions

- 19th February.** R.A.C. Clubs' Conference, R.A.C., Pall Mall, London, S.W.1. Start, 2 p.m.
- 20th-21st February.** R.M.C.S.M.S.C. Rallye Militaire. Start, Shrivensham, 7.30 p.m.
- 21st February.** London M.C. Coventry Cup Trial. Starts from Cunning Man Inn, Burghfield, at 10 a.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. Jaguar D.C. (Northern) Dinner Dance, Imperial Hotel, Blackpool, at 6.30 p.m., on 5th, followed by Driving Test Meeting, North Promenade, Blackpool, on 6th. Start, 9 a.m.
- 6th March.** Cambridge U.A.C. Speed Trial, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

from G. B. Flewitt, 4 Vicarage Road, Edgbaston, Birmingham. . . . **North London E.C.C.** Jacobean rally takes place on 27th-28th February, with an experts' course of 240 miles and a shorter 170-mile route for novices. Closing date for entries is 20th February and details are available from G. Bance, 24 Holyrood Road, New Barnet, Herts. Invited clubs are E.S.M.C., Guildford M.C., Hants and Berks M.C., Harlow and D.M.C., Harrow C.C., Herts County

A. and Ae. C., London M.C., M.G.C.C., Sevenoaks and D.M.C. and U.H.U.L.M.C. . . . **Eastwood and D.M.C.** holds its fifth Eastwood rally on 5th-6th March. Member clubs of the East Midlands Association are invited and entries close on 2nd March. Secretary of the meeting is Maurice Newbold, 442 Nuthall Road, Nottingham. . . . The V. T. Fellows Memorial Trophy production car trial of the **Shenstone and D.C.C.** will take place on 6th March. The start of this 30-mile event will be from Barker's Café and Filling Station, Streethay, near Lichfield, at 10 a.m. Invited clubs are B.A.R.C., Hagley and D.L.C.C., M.G.C.C., North Midland M.C., Wolverhampton and S. Staffs C.C., Lancs and Cheshire C.C., Leicestershire C.C., Midland M.E.C., North Staffs M.C. and S.U.N.B.A.C. Regs. are available from M. F. Finnemore, 3 High Street, Sutton Coldfield, who must have all entries before 29th February. . . . **Malden and D.M.C.'s** third March Hare rally will take place on 5th-6th March. Open to members of B.A.R.C., Circle C.C., East Surrey M.C., Hants and Berks M.C., Herts County A. and Ae.C., London M.C. and Mid-Surrey M.C., the 250-mile event will start from Old Manor Cars, Ltd., Blackwater, Camberley, Surrey, at about 10 p.m. Regs. are available from Mrs. Pamela Hoile, 19 Birchfield Close, Addlestone, Weybridge, Surrey, who must have all entries by 29th February.

## THURROCK M.C.

THE new Thurrock M.C. is going from strength to strength, with a rapidly increasing membership, considering the club was formed only last October. There is also an enthusiastic Go-Kart section; monthly film shows take place, in addition to talks and organized runs. Four rallies are planned for this season, and R.A.C. affiliation is awaited. Secretary is J. A. D. McCallum, 18 Connaught Avenue, Grays, Essex.



**LLOYDS M.C. DINNER**

THE annual "stag" dinner of the Lloyds M.C. was held at the Café Royal, on 12th February, the guests including John Bolster, Gregor Grant, John Eason Gibson and Peter Garnier. "The Guests" was proposed in scintillating manner by Eric Thompson, whilst Dennis Poore said his piece about "The Club", embellished with extremely funny remarks pertaining to insurance folk and motoring in general—unfortunately censored for publication purposes. After a really excellent dinner came the "Tim Hedley Show"—a mainly strip-tease affair straight from a well-known London night spot.

**TRICOLOUR RALLY**

THE 1960 Tricolour Rally, closed-to-club event of the Lancashire and Cheshire Car Club, took place recently. The route of 130 miles in Derbyshire and Staffordshire was cunningly devised by Frank Marsh.

There were 29 starters, consisting of 22 experts and seven novices. The experts were issued with a route and an unmarked map one minute before their scheduled time of departure. Fifteen minutes before their leaving time, the novices were given their route card and a marked map showing controls in the order they were to be visited.

The weather was wet and misty. The volume of water at the Tissington ford necessitated a slight deviation in the route which was announced before the start.

C. A. Pashley completed the road section with a clean sheet, no mean achievement, but lost vital marks when final scrutiny revealed faulty tail-lights.

**Results**

**Best Expert:** P. Simister (Ford Anglia). **Best Novice:** G. H. Kattan (Volvo).

**First Class Awards:** Experts, C. A. Pashley (Simca); T. H. Rowe (Jaguar); E. H. Brook (Morris Minor 1000).

**DARLINGTON AND D.M.C. DINNER**

MORE than 200 club members and guests crowded the King's Head Hotel, Darlington, to see the major part of £800 worth of trophies presented at the annual dinner of the Darlington and District Motor Club.

Club president Joe Carter struck a link with the past when he produced a menu from a club dinner which took place in Darlington 41 years ago and listed seven courses and coffee—all for two shillings and sixpence! Even as long ago as that the club ran two hill-climbs in addition to numerous reliability events during the year—including one which consisted of keeping going as long as possible around a course until only three drivers were left. "I am told it could last three hours or as long as 24," he said.

Dr. I. W. Williams, club chairman, said that during the year the membership had risen to about 450 and during the coming year all the established events would be run again.

THE Worcestershire Motor Club's Winter Rally was held with a total of 19 cars taking part.

The route started from Clifton-upon-Teme and covered 90 miles in Worcestershire and Herefordshire. Competitors had to visit 25 controls at a set average speed and marks were lost for late

arrival and navigational errors. Only five cars finished within the time limit.

**Results**

**Best Performance:** A. T. Fisher/D. W. Fisher (Austin Seven), 9 penalty marks. **Runner-up:** A. N. Hewitt/R. H. Hale (Triumph Herald), 11 penalty marks. **Novices' Award:** Mrs. M. M. S. Clewes/J. B. Arthur (Ford Zephyr), 58 penalty marks.

**THE MORGAN 4/4 SPRING RALLY****Provisional Results**

**Cotswold Trophy and Replica.** Best Performance by a member of Morgan 4/4 Club: John McKechie, 430 marks lost.

**Taylor Cup and Replica.** For the best performance other than that of the Cotswold Trophy: B. A. Williams, 340 marks lost.

**Right Turn Trophy and Replica.** For the best performance by a navigator: Len Hill, 340 marks lost.

**First Class Awards:** D. M. Clayton, 530 marks lost; C. J. Stephens 590; H. Whitehouse, 590.

**Second Class Awards:** G. P. C. Thompson, 560 marks lost; John Grindley, 980.

**Novice Award:** D. B. Hill, 800 marks lost.

**Team Award:** M.M.E.C. (B. A. Williams, H. Whitehouse, Ray Best).

**THAMES ESTUARY A.C. CAT'S EYES RALLY****Provisional Results**

**Cat's Eyes Perpetual Trophy, Noilly Prat Perpetual Trophy (for Production Touring Cars):** R. N. Richards (Riley 1.5), 10 marks lost.

**Class Awards.** Class AA: 1, G. F. Pike (Morris Traveller) 15; 2, H. A. R. Nash (Ford Anglia), 15; 3, S. P. Clipston (Volkswagen), 20. **Class AB:** 1, S. P. R. Freeman (Austin Cambridge), 20; 2, E. Malkin (Sunbeam Rapier), 25; 3, K. W. Barrow (Volvo), 40. **Class AC:** 1, K. J. Firman (Citroën), 50; 2, J. Hayes (Sunbeam-Talbot 90), 55. **Class AD:** 1, J. R. Archer (Ford Zephyr), 15; 2, A. de S. Dacre Lacy (Jaguar), 65. **Class BE:** 1, W. Scott (Triumph Herald), 90; 2, C. M. M. Williams (Austin-Healey Sprite), 105; 3, A. H. Gray (Morris), 115. **Class BF:** 1, G. Kirkaldie (Sunbeam Alpine), 25; 2, J. H. Latrobe (Volvo 122S), 50. **Class BG:** 1, B. Harper (Morgan Plus 4), 30; 2, D. Seigle-Morris (Triumph TR3A), 35. **Class BH:** 1, T. J. Mockridge (Austin-Healey), 55.

**Individual Teams:** 1, Ecurie Mickey Mouse, 225; 2, Three Rooters, 250; 3, The Triangle, 3700.

**Club Teams:** 1, Sevenoaks and District M.C., 125; 2, Advertising M.C., 205; 3, Marconi A.C., 220.

# EAST SURREY MOTOR CLUB



# MARTINI RALLY 19/20 MARCH

**OFFICIALS****CLERK OF THE COURSE:**

J. E. G. Miller

**DEPUTY CLERK OF THE COURSE:**

Gordon H. Procter

**CHIEF MARSHAL:**

R. G. McCoy

**DRIVING TESTS:**

K. J. Anderson, J. F. Boscoe

**STEWARDS:**

A. V. Matthison, K. J. Sinkins

**INVITED CLUBS**

BRITISH AUTOMOBILE RACING CLUB

PER ARDUA MOTOR CLUB

FORCES MOTORING CLUB

MID-SURREY AUTOMOBILE CLUB

ADVERTISING MOTOR CLUB

VW OWNERS' CLUB

CIVIL SERVICE MOTORING ASSOCIATION

LONDON MOTOR CLUB

SUTTON & CHEAM MOTOR CLUB

AND

Any Competitor who has been a finisher in a previous Martini Rally.

Once again we are pleased to announce The East Surrey Motor Club's "Martini Rally" which this year is to be held on the 19th-20th March, 1960. Our intention is to provide an interesting and exacting road event devised to test both driver and navigator. The navigation in all cases will be straight forward and no dubious methods or tricks will be employed. Navigation will be by Six Figure Map references, Route Cards, and pictorial line illustration. In this event latitude and longitude fixes, cross bearings and similar practices will not be employed.

Great care has been taken to avoid ambiguity in the choice of route checks and no competitor will be in doubt as to what is required. All time controls will be illuminated and clearly indicated by red and yellow Scotchlite boards situated 100 yards before each control. All route checks will be visible without leaving the car.

Our now established formula will again be used to give all cars an even chance in the driving tests.

The most valuable commodity the British Rally organiser has is hours of darkness. In order to take full advantage of this, and try to make the event as safe as possible, the MARTINI RALLY will be changed slightly in pattern.

Firstly there will be no supper stop. Instead a short break at the midway petrol point will be the only break until the Driving Tests at Shoreham Airport.

Secondly, so that competitive motoring after dawn is eliminated, and to allow competitors to tidy up their cars, and obtain tea or coffee, the balance of the 60 minutes break will be allowed before the Tests.

Thirdly a straight forward main road section will be used after the Tests from Shoreham to Gatwick, for Breakfast at the Final Control.

We hope you approve of the new Timetables as we feel that any competent Rally Crew would prefer to motor on through the night rather than dice it up in daylight, and 200 miles with only a short break is not all that tough.

The Rally will be approximately 250 miles on Metalled Roads with the first car starting at 8 p.m. from the T.A. HEADQUARTERS, MARLPIT LANE, COULSDON. The Rally will end at GATWICK AIRPORT and breakfast will be available. Petrol will be available at the Start, Supper Stop and the Finish.

We anticipate a full entry and would advise you to enter now and take advantage of the reduced fee for early entries.

**AWARDS****THE WINNING CREW**

The MARTINI CHALLENGE TROPHY

Two Silver Replicas

**THE SECOND CREW**

Two Trophies

**THE THIRD CREW**

Two Trophies

**THE FOURTH CREW**

Two Trophies

**THE LEADING E.S.M.C. CREW**

The E.S.M.C. MARTINI CHALLENGE

TROPHY

Two Replicas

**THE BEST PERFORMANCE BY A PREVIOUS**

FINISHER IN A MARTINI RALLY

The MARTINI ROSEBOWL

Two Replicas

**AWARDS OF MERIT:**

a. Two First Class Plaques to next 6 in the results

b. Two Second Class Plaques to next 6 in the results

**DRIVING TESTS:**

Best Performance—One Trophy

2nd, 3rd, 4th—One Plaque

**FINISHERS AWARDS:**

To all remaining entrants who finish the event within specified time

**TEAM PRIZE:**

Six Plaques

**\* THE WINNING NOVICE CREW**

Two Trophies

**\* THE WINNING ALL LADIES CREW**

Two Trophies

**\* THE WINNING MIXED CREW**

Two Trophies

**\* THE WINNING LADY DRIVERS' CREW**

Two Trophies

**\* THE WINNING CAR IN FROM EACH**

INVITED CLUB

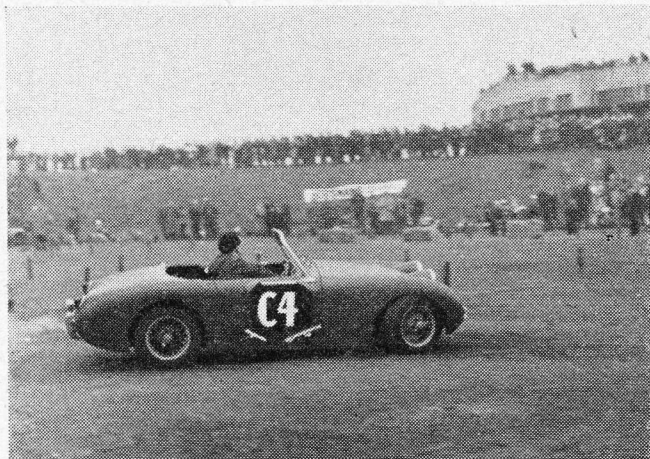
Two Trophies

**\* Subject to not less than 8 entries**

APPLY TO YOUR CLUB SECRETARY FOR REGULATIONS OR TO SECRETARY OF MEETING,

MRS. G. H. PROCTER, 5 RIDGE PARK, PURLEY, SURREY. WALLINGTON 6462





*KICKING UP THE DUST (left) as he corners hard is Ken James in his Austin-Healey Sprite. JIMMY RAY (right), Sunbeam works driver, had a go in this Hillman Husky.*

#### Results

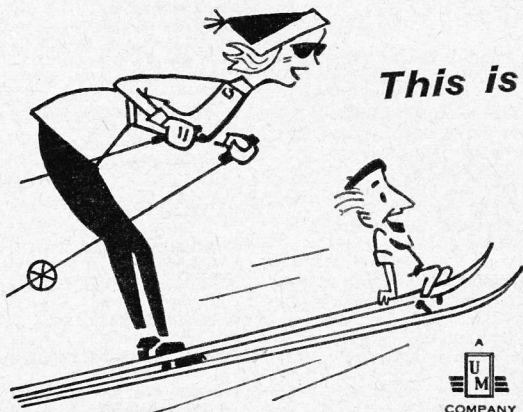
**Overall Winner:** C. A. Twigden (Sprite). **Class A:** L. Gibson (Austin 7). **Class B:** D. B. Smith (Peerless). **Class C:** I. Redman (Sprite). **Class D:** A. W. Gorst (TR3A).

## B.A.R.C. DRIVING TESTS

**Run in conjunction with the Go-Kart Meeting, this was organized by the N.W. Centre**



*OVERALL WINNER (left) was C. A. Twigden, seen here urging his Sprite through a test. D. B. SMITH (right) corners his Peerless as he goes on to win his class.*



***This is almost like driving an MGA 1600!***

With the increased capacity of a 1,588 c.c. engine giving 79.5 b.h.p. at 5,600 r.p.m., plus front wheel disc brakes and improved rear wheel braking, the incomparable MGA 1600 takes the lead among sports cars for speed allied with safety. Traditional MG flexibility and toughness combined with vividly heightened performance make this the car you've always dreamed of driving. Gay new colours—open and coupe models. Meet the MGA 1600 at University Motors now! Hire purchase and part exchange.

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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, Accca-Bristol.—Tel.: Colnbrook (CN 8) 2258.

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#### THE CHEQUERED FLAG

##### COMPETITION CARS, LTD., offer:—

**Alfa Romeo.** Giulietta Sprint, 1956. Unmarked in red. Radio, floor change, etc. Veloce mods. ... £1,365  
**Alfa Romeo.** Giulietta Sprint, 1956. In red, heater, washers, rear seat, etc. ... £1,285

Telephone: EDGware 6171/2.

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

### ASTON MARTIN

#### THE CHEQUERED FLAG

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**DB3S.** An ex-works car. Immaculate in pale green, twin plug head, R.5s, etc. ... £1,435  
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**DB2 WANTED,** sound but not immaculate, prefer modified 2.9-engined example. Trade price of around £700 cash offered.—Box 3390.

**1955 3-LITRE DB2/4,** with twin choke Solex carburettors, to be sold privately. Small mileage, factory maintained, bills available. Genuine offers over £1,250. H.P. negotiated.—Box 3381.

**1954 ASTON MARTIN DB2/4,** recellulosed red, 2.6-litre Vantage engine, immaculate condition throughout, maintained regardless of cost. £1,275.—Mile End Car Sales, Ltd., Newton Abbot. Telephone 2646.

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**AUSTIN A40,** red and black. 1959 (Feb.) Austin Farina, modified brakes, twin carburettors, Derrington centre port, revolution counter, spot lamps, heater, Austin-Healey Sprite wheels, Dunlop six-ply tyres. Interior carpets in red. Rad. blind, reversing lamp. Mileage 13,000. Price £700.—Tel.: Locksheath 3116 (Hants).

**AUSTIN A40,** 1952, export model, two-door, 4-seater sports, twin SU's, finished in powder blue. A very attractive car. £345. Terms arranged. —47 Crown Road, Twickenham. POs Grove 1498.

**SPEEDWELL A35,** 1959, Stage III, modified 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.

**1959 MODEL AUSTIN A40 de luxe,** tartan red, heater, screenwashers, anti-roll bar, "X" tyres, modified cylinder head, B.M.C. high-lift cam, special manifold, twin SU's, h.c. pistons, polished crankshaft and con-rods lightened flywheel, special clutch assembly completely balanced, A.M.4 brake linings, 120 m.p.h. speedo, rev. counter, compass, Hephos spotlight, etc., etc. Managing Director's car, fantastic performance. Genuine 100 m.p.h. car. Any trial. A gift at £700. Exchanges, terms.—Kingston Car Sales, Walton Road, East Molesey. Tel.: Molesey 2984.

**1958 SPEEDWELL A35,** Laystall balanced engine, lightened flywheel, anti-roll bar, competition dampers, Michelin X tyres, anti-fade brakes, heater. Immaculate condition throughout. H.P. arranged. £520.—Butler, Chatham 45445.

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**100/6,** 1957. Red with white side panels, fitted radio, heater, X tyres, washers, tonneau £795  
**Sprite,** 1959. Two-seater. Cherry red, tonneau, heater, spot. Choice of two from ... £595  
**100/4,** 1954. Two-seater. Spotless in black/red, side panels, heater, washers, etc. Choice five from ... £545

Telephone: CHiswick 7871/2/3.  
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**AUSTIN-HEALEY 100/6,** 1957 car in black and white, modifications include high lift camshaft, polished six-port head, H6, 1½ ins. carbs, racing clutch, close-ratio racing overdrive, disc brakes, wire wheels, stronger front shock absorbers and adjustable rears, oil cooler, special steering box and additional instruments. Extras include a Bray immersion heater, car heater, windscreen washers, luggage grid and hard top. Almost new Dunlop Road Speed tyres, mileage approx. 30,000. Owner going abroad. Offers around £950.—Dick Hanson, The Mount, Ossett, Yorks.

**AUSTIN-HEALEY,** 1956. Most original in blue and cream, five nearly new RS4 Road Speeds, overdrive, wire wheels, heater, spotlamps, badge bar, etc. Nominal mileage car only. £595.—Catshill Garage, Stourbridge Road, Catshill, Bromsgrove. Tel.: Bromsgrove 2236. Terms. Insurance. Exchanges.

**MARCH 1957, AUSTIN-HEALEY 100/6 BN4,** carefully used and maintained, exceptional condition throughout, extras include overdrive, heater, fog, spot, washers, tonneau, etc. Privately owned and never used in competition. £735 o.n.o.—3 Lemington Avenue, Halifax.

**SPRITE,** Aug. 1959, leaf green, heater, spot, 7,000 miles, perfect. £600 o.n.o.—FLAxman 6476, 6-9 p.m.

**1959 AUSTIN-HEALEY Sprite,** blue, c.r. gears, disc brakes, wire wheels, servo brakes, dural head, h.c. pistons, 1½ ins. carbs., special exhaust, anti-roll bar, 2,000 miles only. £840.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345.

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

**100/6,** 1957. 2/4-seater in red/white, overdrive, heater, wire wheels, spots, hard top ... £835  
**100/S,** 1955. Comp. 2-seater, B.R.G., discs, rebuilt unit, suitable road or track ... £775  
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#### BERKELEY SPORTS CAR CENTRE

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**1957 Berkeley 328 c.c.** Fitted four-speed box. Fast ... £315

Open 8.30 a.m.-7 p.m. weekdays, 10 a.m.-7 p.m. Sundays.

#### MANTLES GARAGES, LTD.,

Henlow Garage,  
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**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.

**1958 BERKELEY,** cream, 2-seater, 328 c.c., immaculate condition, 13,000 miles. £300 o.n.o. Entering college 1960.—Phone: Great Easton 272.

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**DELLOW** on Tyneside, 1951, Mk. II, red, good condition, recon, engine, g/box, b/axle last year, twin SU's, four-branch, new tonneau, windscreen wiper motor, exhaust, brakes relined. £270. Haggie.—Green, 24 Ancroft Avenue, North Shields. Phone: North Shields 56.

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**1959 (Oct.) AUTO UNION 1000S coupé.** £1,095 (cost £1,250 new).—WESTern 8885.

### DYNA-PANHARD

**DYNA-PANHARD 750,** 1959 saloon, 4,000 miles only, radio, heater, Michelin "X" tyres, as new. Carrying our unconditional written guarantee. £850.—Red Garage, Crouch Street, Colchester (Tel. 6180).

(Continued overleaf)



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- 1958 Morgan Series II 1172 c.c. Crimson. One owner, excellent condition £585
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AVAILABLE SHORTLY—1959 2-SEATER PLUS 4

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**FERRARI** 4.1-litre American V.12, Sept. 1952, black with silver top, wire wheels ex-David Brown car. Cost over £10,000 in this country. £2,200.—Bolton of Leeds, Ltd., 120 Albion Street, Leeds, 1. Tel. 36036.

**FORD**

**FORD** Anglia, 1958 (Dec.), two-tone blue, Willment o.h.v., overdrive 2nd, 3rd, Halda Speedpilot, twin carbs., special tyres, radio, heater, 11,000, many other extras. £545.—Webb, Twickenham Green 3239.

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**BUY** your Goggo from Main Distributor, London and Middlesex. New and used Goggomobils for immediate delivery. Spares and Service.—Mansell & Fisher, 93-95 Old Brompton Road, London, S.W.7. KNightsbridge 7705.

**GO-KARTS**

**CALL AT THE LIDO GARAGE, Papplewick,** Notts, for your "Speedex Spree Kart".

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- XK 140, 1955.** Fixed head coupé, spotless black, radio, heater, overdrive, spots. Also roadster and drophead models from ... £695
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Telephone: CH1swick 7871/2/3.  
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**JAGUAR** 3½-litre 1949 sports saloon, near immaculate throughout, heater, astounding performance. Taxed. £195.—Slough 23754.

**JOHN WOOLFE'S "C"** Type Jaguar (correspondence went astray whilst in Switzerland). Westlake head, Webers, as prepared Archie Scott-Brown. Powr-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.

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

- XK 120, 1954.** Drophead coupé in pale green. Full C-type mods., triple carbs., X tyres, heater, etc. A superb and very fast car £645
- XK 120, 1954.** Fixed head coupé, dark grey and white, high-lift cams, twin exhaust, heater, twin spots, washers, etc. ... £585

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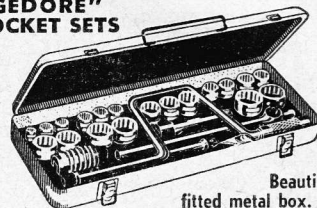
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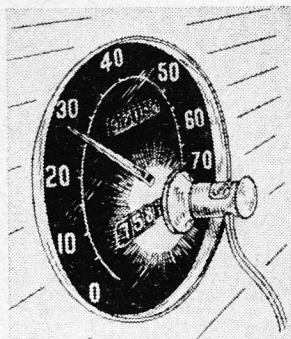
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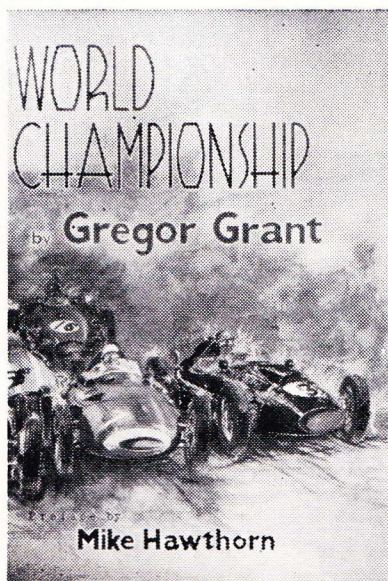
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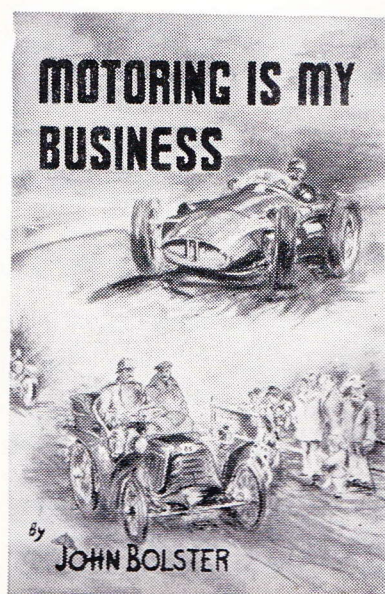
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