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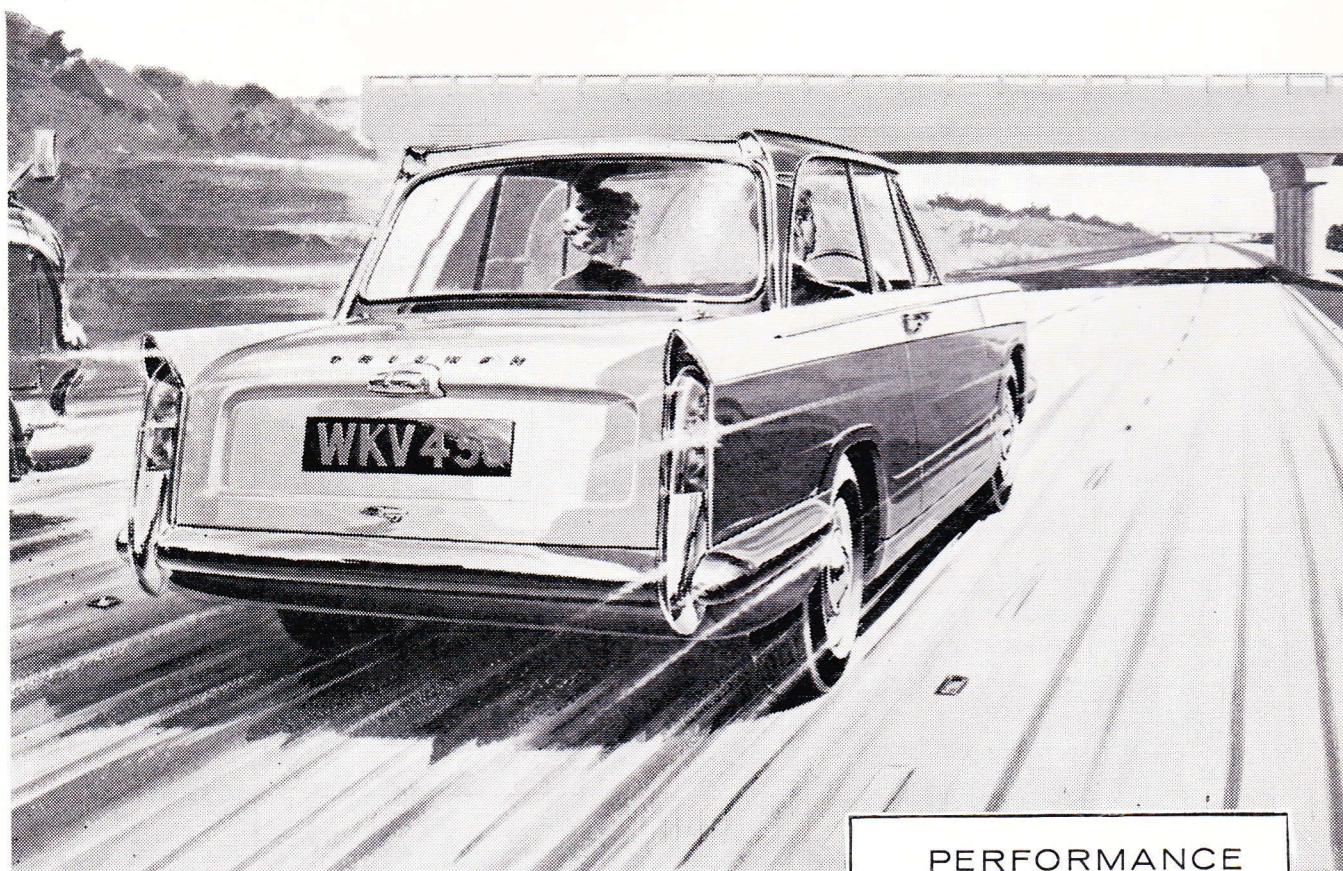


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February 26, 1960

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EDITORIAL

RALLY BOMBSHELL

JUST as the 70 competitors in the International Sestriere Rally were getting ready for the start, a bombshell was dropped by the Italian Minister of Public Works. Permission was refused for the speed trials which were essential to determine classification, the reason being given that wintry weather conditions had made normal traffic dangerous, and that this would be increased by having such tests on public roads. Therefore, in the interests of public safety, the tests were banned. As it was most unlikely that Monza could be used, owing to heavy snow, the Automobile Club of Turin took the official communication as being equivalent to prohibition of the rally, and had no alternative but to cancel it. A proportion of the prize money was used to reimburse entrants for the expense of getting to the start. The whole question of the ban has caused serious repercussions in neighbouring countries, and it is believed that the future of road rallies is very much in the balance. Notwithstanding the fact that the route and speed trials were approved as far back as November, 1959, and indeed were used for the 1959 event, the Minister imposed the ban. It is felt that other Ministries may use the Italian decision as an excuse to curtail events scheduled for 1960—particularly those that may be run during the "tourisme" season. It is indeed rare that an authorized European Championship rally has come under an official ban, and certainly unprecedented that it should have been stopped some 24 hours before the first car was due to leave. It appears to AUTOSPORT that the decision is not unconnected with the recent tightening up of traffic regulations in Italy, and that the accident which caused the Mille Miglia to be withdrawn from the racing calendar is still very much in the minds of Government officials.

ROAD RACING IN IRELAND?

IT would appear that in these islands the last stronghold of road racing is in the South of Ireland, where in pre-war days the Irish Grand Prix was a tremendously popular event. Enthusiasm for the sport is now booming again in Ireland, and the laws are such that there is little difficulty in obtaining permission to close sections of public highway for motor or motorcycle racing. For financial reasons, however, sponsors are necessary, but Dublin itself would make a fine centre for a *Grande Épreuve*, with the Dunboyne circuit close by and the Phoenix Park circuit within the city limits. The capital is plentifully supplied with hotels and there is little doubt that a full-scale Grand Prix would attract crowds of visitors from all over Europe.

OUR COVER PICTURE

THE RACING SEASON in Europe is not far off, and there is now considerable activity at British circuits by manufacturers, entrants and drivers. This fine shot shows Graham Hill trying out the rear-engined B.R.M. at Goodwood last Friday, where he recorded a lap in 1 min. 24.8 secs.—almost equalling Moss's unofficial lap record.



SESTRIERE RALLY CANCELLED Italian Government Decision Shocks International Rally Entrants

THE 11th-hour decision by the Italian Minister of Public Works to ban all speed trials connected with the International Sestriere Rally came as a tremendous shock to the assembled 70 crews—the largest entry so far received for this Italian Championship event.

A telegram was received by the A.C. of Turin from the Regional Chief of the A.N.A.S. (Highway Authority) of Piedmont which read as follows:—

"With reference to telegram No. 56860, dated 6th inst., from the Turin Prefecture, I inform you that the Director General of the A.N.A.S. has telegraphed this Regional office that the Minister of Public Works, in consideration of the exceptional persistent state of the weather at this season, which in itself makes ordinary traffic dangerous, has thought fit not to authorize, for obvious safety reasons, speed trials concerning sections of road included in the route of the Sestriere International Rally. (Signed) Regional Chief Rizzotti."

On receipt of this, the rally organizers immediately drew the attention of competitors to:—

(1) The fully detailed regulations were submitted to competent authorities on 24th November, 1959.

(2) The complementary speed trials and final test at Sestriere were exactly the same for 1960 as those carried out and approved in previous rallies.

(3) The road conditions for the speed tests were, in the opinion of the Sports Commissioners who have been over the course, perfectly normal.

In the opinion of the organizers, such serious curtailment of essential parts of the regulations was tantamount to a prohibition of the rally, which was sub-

sequently cancelled under Art. 36 of the published regulations.

The A.C. of Turin and S.A.E.S. (Società Esercizi del Sestriere), despite heavy financial expenditure in preparing for the event, decided to pay each checked-in entrant 75,000 lire, and also return entry fees.

PIT and PADDOCK

GEOFF DUKE

Will He Return to Motor Racing?

It is learned from authoritative sources that ex-World Champion motor-cyclist Geoff Duke is seriously considering a return to motor racing, and may become a member of the "works" Porsche team for 1960. Duke was, of course, a member of the Aston Martin DB3 team several years ago, and despite criticism, was believed to have great promise. The presence of both Surtees and Duke in International motor racing would certainly add a fillip to the sport generally, and would be welcomed by promoters all over the world.

MRS. MARGARET HALL

WELL known to thousands of customers of the B.M.C. competitions department, Mrs. Margaret Hall, the concern's competitions assistant, was killed in a road accident during the week-end. She had been with the organization for about three years, always in the competitions department with Marcus Chambers.



ABOVE, RIGHT: World Champion Jack Brabham, with AUTOSPORT Championship co-winner Bob Gerard and challenger Paddy Gaston, cuts the tape of Paddy's new Kingston showroom with help from Rita Royce. RIGHT: A flight of Minicars! Silver City Airways are flying 100 Austin Sevens to France this week in a mass cross-Channel air-lift.

OPENING of the new Willment Garage at Brentford High Street was carried out by Tony Brooks, who drove the Willment-Climax through the tape. Later a bottle of champagne was broken over a 1907 Riley. The garage is now H.Q. for the Willment Speed Shop.

TULIP STABLE

THE Anglo-Dutch Tulip Stable, having felt its way very gently during the past two seasons in sports car and F2 racing, has much more ambitious plans for 1960. They are planning a full season of National and International events both at home, i.e., Holland and England, and on the rest of the Continent. Present plans include a Lotus Elite for G.T. races and a much-modified F2 Cooper for races in that category. Main driver will be Klaas Twisk and chief mechanic will be Jason Gruther, former Mercedes and Lotus mechanic.

"WORLD OF MEANING"

WORLD OF MEANING is the title of a magnificent new book published by S. Smith & Sons (England), Ltd. Generously illustrated in full colour, it provides in story form a panorama of the Smiths organization and the scope of its work. In particular it shows that "there can be very few people in this country whose daily existence—the work they do, the journeys they make, the leisure they enjoy, even the food they eat—is not in some way assisted or assured by the things that Smiths make and do."

Circulation is limited, but copies are available to organizations such as motor clubs on application to Smiths Motor Accessory Division, Publicity Dept., Oxgate Lane, London, N.W.2.



SPORTS NEWS

THIS year 19 countries will definitely take part at the 30th International Motor Show which will be held in Geneva from 10th-20th March. This number represents a new record, as well as the total of 996 exhibitors. Great Britain is leading with 24 exhibitors, followed by the United States of America (18), Germany (15), Italy (8), France (6), Russia (4) and so on.

SECOND RACING CAR SHOW

THE British Racing and Sports Car Club have announced their plans for the second annual Racing Car Show. This will take place in the New and the Old Halls of the Royal Horticultural Society, Westminster, London, S.W.1, from Saturday, 31st December, 1960, to Saturday, 7th January, 1961 (Sunday, 1st January excepted).

By holding the exhibition in the two halls the space available will be three times that of the 1960 show. This will mean larger stands for a greater number of exhibitors, and a corresponding increase in the space for the public and for the display of racing and competition cars.

Ian Smith, originator and organizer of the first show, will be solely responsible for the organization.

TOWER ENGINEERING INC., of New York, are preparing a Daimler SP250 for the forthcoming 12 hour race at Sebring on 26th March. The engine preparation is being carried out under the direction of Mr. C. E. Brown. The car will be run in the Sports category rather than the Gran Turismo class as the factory has not yet seen fit to register the SP250 in the latter category. The drivers will be Malcolm Woodward and Charlemagne Tower IV.

The Daimler is adapting itself beautifully to the various modifications and several of the vital organs have been sent to various "speed shops" in California, the proprietors of which have more than a little experience with this type of pushrod vee-eight engine.

The resulting power figures should be interesting, for this is a most brilliantly designed production engine.

KEN TYRELL will be running a team of three Cooper-Austin Formula Junior cars in events at home and abroad this season. Drivers will be John Surtees, Henry Taylor, Mike McKeen and Keith Ballisat.

JOHN SPRINZEL has been appointed manager of the Speed Equipment Division of the Donald Healey Motor Co. He will be based on the London headquarters at 64 Grosvenor Street, W.1.



BEFORE setting off last week in their Austin-Healey 3000 for the Sestriere Rally are Pat Moss and Ann Wisdom. Ann, by the way, is holding up an Optrex eye-lotion dispenser and not a B.M.C. secret weapon! As it turned out their journey was fruitless, the Rally being cancelled.

JOHN BOLSTER DISCUSSES

Ram Induction for Touring Cars

ALMOST ever since motor racing began, "the boys" have tried to pretend that they did it for research purposes. "The racing car of today is the touring car of tomorrow", they have asserted, as they quaffed the "champers" that victory brings. No doubt they will repeat this platitude after races in decades to come, but to some extent they have reason, as the French say. Many modern developments do owe their inspiration to racing, and some of the most unlikely innovations can eventually be turned to mundane uses.

An example of this is the supercharger. Time was when the supercharged racing car was considered to be the most temperamental beast in the world. Now, that same Roots blower boosts the diesel engines of heavy lorries and buses. Current formulæ forbid the use of this aid to performance, but "free supercharging", by the use of ramming pipes, is an accepted design feature of any highly tuned racing car. Nothing would appear less likely to be of use for the car of commerce, and yet this is the latest racing gimmick to be adapted for everyday motoring.

The virtues of tuned pipe lengths for power production have long been known. Even very early racing cars of the 1905 era bear evidence that their designers possessed some knowledge of these effects. The 1922 Miller straight-eight was a ramming engine with eight tuned ducts that equalled anything which we have today. Yet, we must face the fact that the typical racing engine which has been boosted in this way gives all its power near the top of the curve. Such a power unit is scarcely ideal for shopping and going to the office.

The principle of tuned induction and exhaust systems is well known. In brief, a column of air in a pipe has a natural frequency, which varies according to its length. By calculation, experiment, or both, we can tune these pulsations to the rhythm of the engine's gulps. Both the inlet and exhaust systems are so treated on a racing car, but considerations of silence limit what can usefully be done on the discharge side of a touring engine.

Although the induction system can be tuned, it might at first seem a pretty useless thing to do. The average owner seldom employs peak revs, and to extend the performance of his engine at this end of the scale would not be a practical improvement, especially as the medium speed acceleration would probably be jeopardized. If, however, the length of the induction passages be recalculated for a much lower speed, something worthwhile may be achieved.

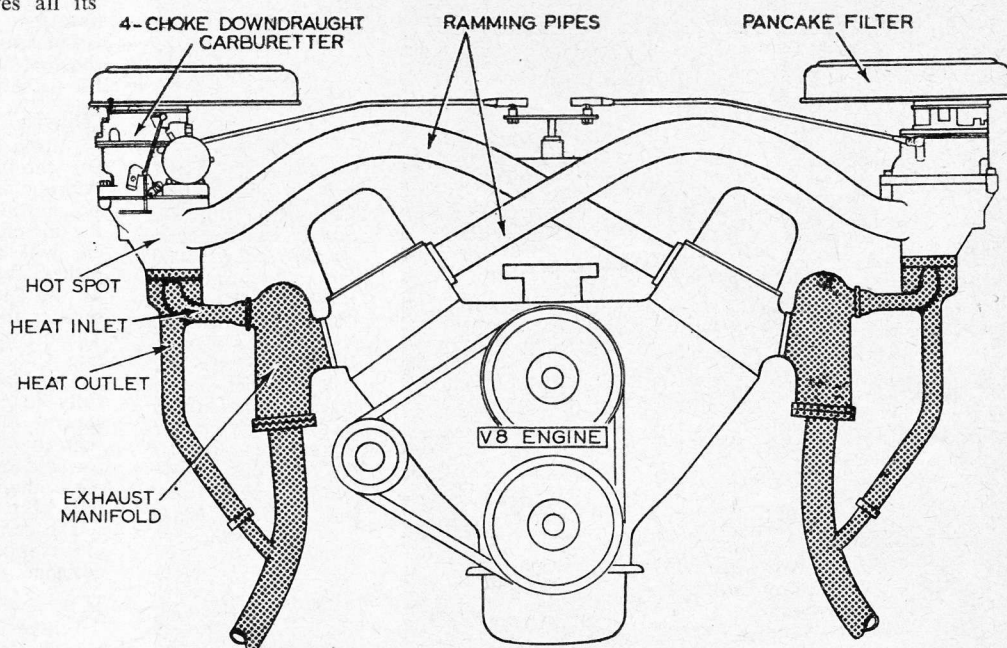
To increase the maximum power is pointless under modern road conditions, but to step up the urge in the middle

ranges is a valuable safety factor. The average driver will not change gear when he wishes to overtake, but an engine with exceptional power in the accelerating range will permit rapid top gear pick-up. Furthermore, a given increase will be far more noticeable here than at the top end.

Let us suppose that an engine is tuned until it gives 10 per cent. more power at maximum revs. On top gear, this will correspond to a speed that the driver never uses, and in any case, for reasons of wind resistance, it may only result in an extra three or four m.p.h. If, however, we get our extra 10 per cent. at 40 or 50 m.p.h., the whole of it is available for safe, quick overtaking. It will result in a delightfully lively car that feels responsive to the driver's slightest whim. With the former engine, he could get the same, or an even better, result by constant gear changing, but that is not a practical way to drive on a day's march, and results in intolerably fussy motoring with an automatic transmission.

It is with these facts very much in mind that the Chrysler Corporation have designed their new Ram Induction engines. The six-cylinder units are tipped

This drawing of the Dodge engine fitted with the D-500 ram induction system shows the passage of air and gives details of the heat riser connections to the exhaust manifold on each side. It also demonstrates how lower bonnet height can be achieved with this carburetter location.



over at 30 deg. to make room for the long pipes and give a low bonnet line. The new Valiant compact car has been endowed with such an engine, which was designed from the outset for ram induction. The larger V8s, however, are even more ingenious.

It was decided to go for a maximum

ramming effect at about 2,800 r.p.m. For this purpose, a pipe length of some 30 ins. was required for each of the eight ports. This was achieved by mounting two four-choke Carter carburetters right outside the engine. The left carburetter feeds the right bank of cylinders and vice versa, the pipes crossing over each other and curving across the valve covers (the tappet adjustment is hydraulic). The two carburetters are some 4 ft. apart, which is immaterial under a modern wide bonnet. What is important is that the opportunity has been taken to carry the carburetters as low as possible, thus reducing the overall height compared with the normal location in the middle of the Vee.

Naturally, these rather remote carburetters must be mounted over hot spots, but as they are reasonably close to the exhaust manifolds this is no problem. Each bank of cylinders supplies the heat for the carburetter of its opposite number, a part of the exhaust gases being diverted for this purpose and to actuate the thermostatic mixture controls. The whole induction system is cast in aluminium, so there is not a serious weight penalty.

A thorough development programme has resulted in a torque increase over a very wide range. This induction setup, with two four-choke carburetters, is optional equipment for engines which normally carry a single four-barrel instrument in the conventional central position. Thus, it is easy to compare the performance of the two alternative inlet systems. As the new arrangement is admittedly somewhat complex, it has to justify itself on a performance basis, but this it certainly does.

Right at the bottom of the scale, the two systems give identical results, but even at 1,000 r.p.m., the engine with the ram induction develops appreciably

more power. The increase is just under 10 per cent. at 2,000 r.p.m., and slightly over that figure at 2,800 r.p.m. The two curves only approach each other very gradually thereafter, and the benefit is still very marked at 3,500 r.p.m. As maximum revolutions are achieved the

(Continued on facing page)

A Memorable "Yorkshire"

Yorkshire S.C.C. 10th Classic Rally

A "YORKSHIRE" to be remembered. That was the verdict after the 10th in the series of "Yorkshire Rallies" organized by the Yorkshire Sports Car Club on the week-end of 12th-13th February after that organizers' dream had come true—only one car had finished without missing a control!

Frost, ice and snow made roads throughout Yorkshire extremely slippery with the result that only 71 of 126 starters in the rally finished the course and only the Sunbeam Rapier driven by Jim Wood and co-driven by Donald Wilkinson visited every one of the 44 time controls. Wood lost over 100 minutes—101 to be exact—but got around everywhere in an event in which where you went and not when you got there was what mattered. He drove the car with which he competed in the Monte Carlo Rally last month. Second was the Morris Minor 1000 driven by Mike Sutcliffe and co-driven by Phil Crabtree who missed only one control. Third was an ideal vehicle for the conditions—a Land-Rover entered by R. M. Fordy who was taking part in his first big event. He was one of the few to miss less than two controls, and made an excellent performance against much more experienced opposition.

On the other end of the scale controls were missed galore, the maximum being 23 failures or less than half visited, and one control was visited by only four cars.

The hospitality of the Crescent Hotel at Ilkley was once again appreciated by the crews as they spread out maps in the bars, lounges and passages, to plot the route to the controls already given, and then at one minute past nine the first car—the M.G.A Twin-Cam entered by John Heppentstall and co-driven by the writer—left the municipal car park watched by a crowd of several hundred. Unfortunately the car was destined to retire by just after half-distance with a burned-out clutch after trying to climb a hill with snow chains limited by a close-ratio gearbox.

The first part of the route was on a route card and had a reduced speed limit of 24 m.p.h. as it lay largely through built-up areas. After the first section the rally really started with several short sections in the West Riding Pennines where already occasional snow flurries added to the hazards of frozen roads. Marks were soon being dropped on two short sections on a maze of tiny roads near Ripponden, and soon after the difficult snow-covered road between Widdop Gate and Davy's Hill sorted out a large number of competitors, the Riley 1.5s of Ken Lee and Bruce Moss both becoming stuck on a steep climb here. From that point the route through Malham and down Wharfedale was still covered with a powdering of frozen snow, but there was little further difficulty until the climb to the Low Moor control in Nidderdale. Here on an unsurfaced, snowy hairpin many cars became stuck and later numbers were baulked.

The run in to the night halt to the south of Boroughbridge was easy, but

at the halt it was learnt that already the "Yorkshire" had lived up to its tradition and not a single car was clean. Early retirements were D. Gill with a sheared half-shaft on his Riley and Chippie Stross with clutch trouble.

As soon as the first cars were leaving the halt the "Yorkshire" began to show its teeth. A blizzard started which brought visibility down to a few feet and normal motoring was impossible. For the next two or three controls most cars lost an odd minute or so, but between the control at Boltby and the next at Old Byland was the steep escarpment leading to the North Yorkshire Moors. The intended route was up one-in-four Boltby Bank, but soon this was littered with cars spinning to a standstill in spite of snow tyres and studded tyres and crews trying to fit chains in about six inches of new snow. The first car to make the climb was Peter Procter's Sunbeam, later to retire, and only about a dozen cars did get up this road. Most gave up after several tries and went back to the longer, easier main road climb at Sutton Bank.

From that point controls were missed galore. The snow on the hills was deeper and frequent showers blocked out the moonlight. One of the most difficult places was a hill just short of a control at Chop Gate where snow was nearly a foot deep. Cars had to literally burn their way to the top at the expense of tyres, chains and clutch. The car driven by Mike Pickersgill took three quarters of an hour to make the climb—and still collected a first class award.

It was then a case of "which control shall we miss" as far as the breakfast halt and many people worked on the "do one miss one" principle. The control at Rosedale in the middle of the moors was visited by only four drivers, the winner, Wood, Ken Lee and two others. Unfortunately Ken Lee later spent about three hours in a snowdrift due to an indiscretion in not distinguishing between the snow-covered road and moorland.

An hour and 20 minutes' respite was

Provisional Results

Scarborough Trophy (best performance): J. D. Wood (Sunbeam Rapier), 0 fails, 101 minutes. Co-driver: D. Wilkinson.

Second Best Performance, and second, Class 1 (up to 1,600 c.c.): M. Sutcliffe (Morris Minor 1000), 1 fail, 125 minutes. **Third, and E. S. Myers Trophy (best in opposite-over 1,600 c.c. class):** R. M. Fordy (Land-Rover), 1 fail, 229 m.

First Class Awards, under 1,600 c.c.: D. Gray (Riley 1.5), 1 fail, 246 m.; R. Fidler (Triumph Herald), 2 fails, 265 m.; E. B. Masheder (Singer Gazelle), 2 fails, 335 m.; M. H. Pickersgill (Riley 1.5), 3 fails, 235 m.; R. Kirkham (Austin-Healey Sprite), 3 fails, 327 m.; C. W. Whiteley (Ford Anglia), 4 fails, 420 m.; A. W. Hobson (Ford Anglia), 5 fails, 341 m.; E. L. Yardley (Sunbeam Rapier), 5 fails, 518 m.; B. W. Moss (Riley 1.5), 6 fails, 422 m.; P. Simister (Anglia), 6 fails, 477 m.; J. J. Bransfield (Volkswagen), 6 fails, 449 m.

First Class Awards, over 1,600 c.c.: G. D. Grimshaw (Triumph TR3A), 2 fails, 261 m.; G. H. F. Parkes (Austin-Healey 3000), 2 fails, 275 m.; A. C. Taylor (Triumph TR3A), 2 fails, 304 m.

Best Team: Knowl Dale Car Club No. 1 team (Sutcliffe, Kirkham and Grimshaw).

Best Novice: N. W. Porteous (Riley 1.5), 9 fails, 135 m.

gained at the breakfast halt, and from this—situated at Everley, near Scarborough, the route back to civilization lay via four controls in the Yorkshire Wolds. Although these had a fair covering of snow, the drivers left in found little difficulty in maintaining time schedules all the way to the finish at Ilkley.

The arrivals were very slow to start coming in, and at the time when all should have clocked in, only about 30 cars had done so. Later about another 40 cars managed to clock in in time to remain in the running.

At the inevitable inquests afterwards it was agreed that the event was a vintage classic Northern rally, and although there have been years when conditions were worse with deeper snow, never had there been an event won so decisively by good driving and navigation in being the only car to get all round the course.

PETER CRAVEN.

"MOTOR BOOKS", of 33 St. Martin's Court, Charing Cross, W.C.2, are now acting as booking agents for the Webbair flights to the principal motor-ing events of 1960.

OWING to increased sales and demand for used cars it has become necessary for University Motors to expand their activities to their large works situated at 99-103 Boston Road, Hanwell, London, W.7, where an extensive range of used cars can be seen. Mr. R. Hulse is in charge of this department.

LONDON M.C. is holding a go-kart meeting at the Denham U.S.A.F. base on 12th March.

Ram Induction—continued

four-choke engine just about catches the eight-choke ramming unit. For example, the 6.3-litre Dodge engine develops 325 b.h.p. at 4,600 r.p.m. with the simpler layout, and 330 b.h.p. at 4,800 r.p.m. with the ramming equipment. It is likely that the latter version would be inferior at even higher speeds, but as the hydraulic valve lifters would probably call it a day at 5,000 r.p.m. the matter is purely academic.

It might seem unnecessary to boost the performance of these extremely powerful engines, but very high gearing can then be used for economy and silent, fast cruising. Alternative axles are available of which the "highest" has a 2.93 to 1 ratio, and such a "cog" demands plenty of low speed torque if a car is to be lively and flexible.

If medium speed ramming is advantageous in this case, think how much more useful it would be for small European engines! Even the smallest cars have plenty of speed these days, but a 10 per cent. improvement in acceleration and hill-climbing would render them safer and much more pleasant to drive. It would be difficult to find room under existing bonnets, and the Chrysler expedient of inclining the engine might be adopted in some cases. The inclined engine of the Mercedes-Benz 300 SL gives space for long ramming pipes, but the V8 is the ideal unit for the purpose.

Truly, the racing car of today is the touring car of tomorrow, to coin a phrase.

JACK FAIRMAN is undoubtedly one of the most experienced racing drivers of today. Here he is seen driving a Connaught.

new racing project, the type 450 coupé, and in company with Tommy Wisdom I did quite a bit of the preliminary running. I can't say that my testing resulted in anything spectacular apart from getting the driving compartment made habitable and the pedals put in the right place. I did discover, however, how shirty the designer types can get when told that you don't think much of their brain child! Anyway, I wasn't happy with the way the car went on test—all I could say was that I just did not like the feel of it. Sure enough, at Le Mans both cars blew up in a *Big Way!* However, it says something for the Bristol organization that within a month they had redesigned the bottom end. We went over to Rheims for the 12 Hours and won the 2-litre Class. For the next two

ON TESTING RACING CARS

TESTING a new racing car on behalf of its proud owner can be quite a responsibility. At times it can also be a little frightening!

The first time I was employed to assist in sorting out a car was in 1950. David Brown's new team of 6-cylinder Aston Martin coupés had been entered for Le Mans. The team was to be managed by John Wyer, and some months before the race he took the late Charles Brackenbury and me on two or three visits to the new M.I.R.A. (Motor Industries Research Association) proving ground at Lindley, near Rugby. At that date, of course, it was little more than a deserted aerodrome, and a pretty rough one at that. Our main task was to belt the cars round the circuit to see if any weak points showed up, and also to try different tyres, brake linings, dampers, and so on. It was my first introduction to the methodical and painstaking methods of John Wyer—methods which have paved the way to winning races, as all the world knows. We would cover a set number of laps at racing speeds, then the brake drum temperatures would be checked, the shoes removed for measurement of wear, etc., while we pushed on again with different linings or tyres, which would be checked in their turn.

Fortunately for all concerned, all I had to do was drive to instructions, report pressures and temperatures, and not voice opinions on the car's handling. Just as well, because at this stage I had never before driven a car with independent suspension and other refinements. The balance of the Aston was a little different from my 1929 G.P. Bugatti! I had never even heard of understeer, or oversteer, and had anyone mentioned the roll bar I would have thought it had something to do with public houses. As for shock absorber settings, all I knew was with the vintage cars on which I had learnt racing, the most important tool was the hefty spanner which tightened the Hartford friction dampers.

RECORD-BREAKERS. In 1952 Jack took part in the magnificent Jaguar "seven days and nights" record-breaking effort.

In 1951, I was invited by Lofty England to join the Jaguar team: in the early spring I went to Silverstone with that young chap Moss to try out the new "C" type. By this time, I had learnt quite a lot about the things that affect a car's handling, having spent a good deal of the winter with the late John (*Auto-car*) Cooper. John, a skilled designer,

BY JACK FAIRMAN

was helping me to build a single-seater based on a Dixonized 2-litre Riley and a Ray Martin tubular frame. As usual, we ran out of cash and had to abandon the project, but Martin's ideas for the frame were then applied to the new Kieft 500 which Stirling Moss drove to victory on its first appearance. However, during this period I had learnt a thing or two about important points which had previously been merely of academic interest, such as correct steering geometry, weight distribution, spring rates, camber and castor angles, roll centres, etc. Not that any of this was of much help when it came to trying the "C" type Jaguar as (a) my job was to get to know the car before racing it at Le Mans, (b) it went so jolly fast that I had no time to think of technical details, and (c) Jaguars had got them pretty well sorted out anyway.

In early 1953, Bristols launched their

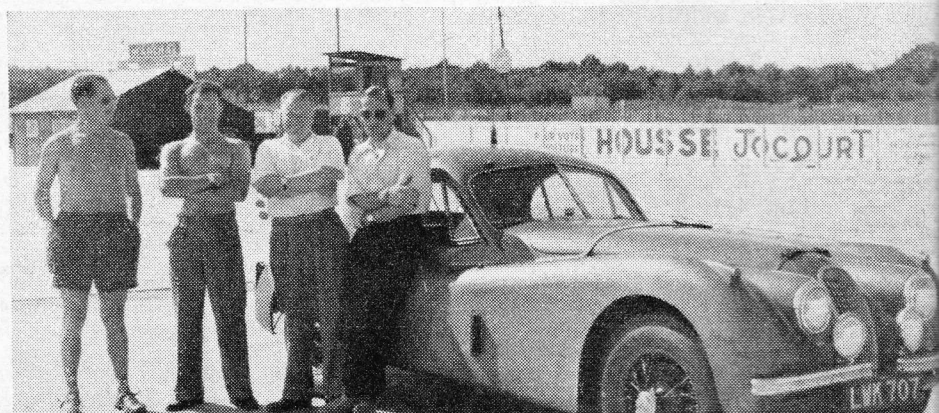
years the cars got better and better, and established a wonderful reputation.

Bristol's ultimate object was to win races outright, apart from the 2-litre class, and with this in view they had designed a much bigger engine especially for the job. Unfortunately, this had to be abandoned due to the necessity of concentrating all resources on the aircraft side of the business.

Round about this time, I did a lot with Turner's who had built a remarkably nice Formula 2 car powered by a Lea-Francis engine. All the testing was done the hard way—in actual races—and the handling and general behaviour of the car were gradually altered from bad to extremely good. John Turner learnt a lot from that prototype single seater and the knowledge is built into those excellent little sports cars which have won the AUTOSPORT Championship. I am glad to have been associated with the firm in its infancy.

Some of the most detailed and intensive testing I have done was with Rodney Clarke's effort, the Connaught. I have lost count of the number of trips to Goodwood and Silverstone, often for three days at a time. Rodney was a stickler for detail and aimed only at one thing—perfection.

Suppose, for instance, the problem happened to be anti-roll bars. First of all I would do about five laps to warm up both the car and myself and make sure everything worked. After stopping



MORE RECORDS—this time with a Bristol. Also seen in the picture are Lance Macklin and Mr. and Mrs. Vivian Selby. The car gained six class "E" records.

for a quick look around the car, Rodney would send me off to do two or three laps at racing speeds. Never more, because if there was a fault in the handling I might get used to the fault and allow for it. I would then come in and report. Everything—pressures, temperatures, tyre wear, etc.—would be logged and in the meantime the boys would whip off the roll bar and fit a stiffer one. We would then repeat the process perhaps as many as six or eight times until I might say "This is perfect—we have lost the oversteer and the car is raceable". At this stage, regardless of whether I might be worn out, Rodney would insist on trying an even stiffer bar as it might be still more perfect! If the last change showed a deterioration in handling, back would go the last bar but one and another two laps would be covered just to make sure.

This meticulous system was applied to everything else, such as final drive ratios, shock absorber settings, front-wheel toe-in, castor angle, rear wheel camber, ratio of braking between front and rear, pedal pressure, full and half-empty tanks, tyre pressures and various tyre tread patterns, size and angle of slots to extract fumes, and so on—*ad infinitum*.

Having done all this, we knew we had a car right for Silverstone. Before running at Goodwood, quite a bit more sorting out might be necessary as a chassis "tuned" to take Club Corner at Silverstone in one beautiful long drift could be all wrong for Lavant Corner at Goodwood and run you clean off the road.

I suppose all this sounds quite easy, but it isn't. The main thing which the boffin has to work on is your lap times. As alterations are made, he hopes to tell by the times whether or not improvements are being made. The trouble is that your first run may be made at 9 a.m. when you're cold (Silverstone is one of the draughtiest places in the country, and these tests are often done



in the winter). As the day wears on, you get more accustomed to the car, the tyres wear down a bit and therefore grip better, the brakes get fully bedded, what had been a cross-wind on the straight leading you to believe the steering was up the creek suddenly becomes a tail wind so you go faster and it is very difficult to maintain a consistent driving technique which will give the timekeeper a reliable guide. Then, of course, it often rains so you pitch all your figures out of the window.

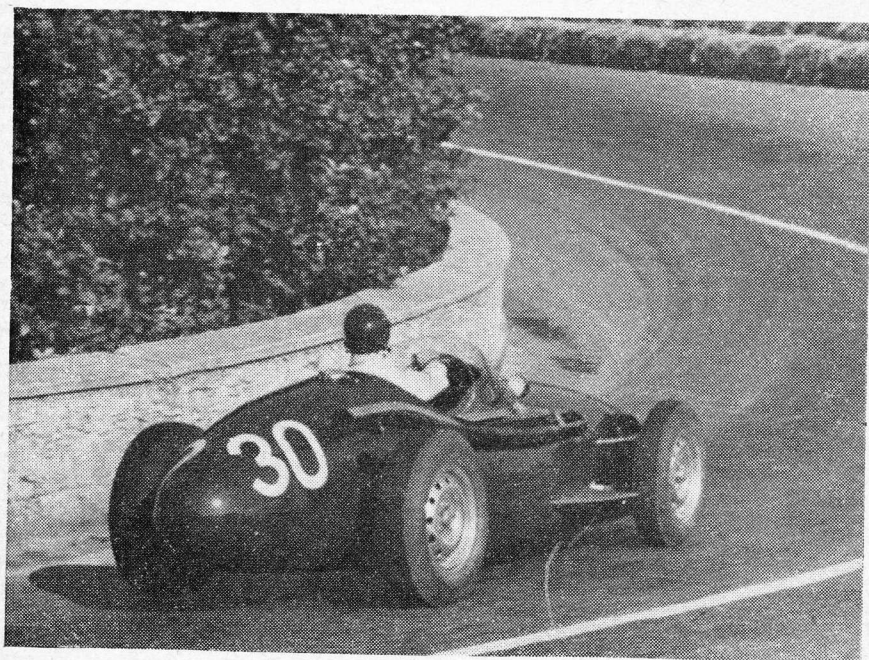
It is not always quite so simple, of course, and you have always to be on the alert for the unexpected, especially with a new prototype. I remember one occasion with the Syracuse Connaught when it was going very well and everyone was delighted. After stopping to report at our testing base by Abbey Corner, Rodney told me to have a "real go" for about five laps as a final check, and to see what was the best lap time the car could do. On my second lap I was

congratulating myself on having negotiated Copse Corner just like young Fangio, and had just changed into third at about 95 m.p.h., when there was an almighty BANG! Both the outer universal joints on the half-shafts had gone—so we had no drive. The flailing shafts severed the brake lines—so we had no brakes. As there was no drive, there was no engine braking effect either. I just about scrambled round the slight left hander after Copse, but Becketts was the problem as the car, thanks to its good aerodynamic shape, was coasting on, with little apparent reduction in speed, and Becketts is a slow corner. However, a piece of very untidy sliding round lock to lock took some of the speed off, and I finally rolled to a standstill about half way down Hangar Straight. Rodney, of course, was petrified when he heard the great bang followed by complete silence. He rushed to Copse immediately. As there was no sign of the Connaught, he thought it had gone clean over the bank and into the forest.

It is a pity Connaughts had to pack up. I still think Rodney Clarke could design and build a world-beater. His last brain child—the rear-engined car and five-speed epicyclic gearbox—was about 2 cwt. lighter than the Syracuse type and all the lessons Rodney had learnt the hard way were built into it. It got as far as me sitting in the car to settle pedal positions and whatnot, but the order to withdraw from racing came too soon. I really think it would have been quite something.

Testing can bring excitements in other ways. In 1957, David Murray of Ecurie Ecosse fame wanted to have a go in the Monza 500 Miles Race. As the "D" type Jaguars were designed for road circuits and not for banked tracks, David, before committing himself to entering a team of three cars, sent over to Italy his famous chief mechanic "Wilkie" Wilkinson with me and a "D" type some weeks before the race. Apart from sorting out the chassis and screwing up the

THE SYRACUSE CONNAUGHT—which gave Jack a considerable fright once when he was testing one at Silverstone.



JAGUARS VICTORIOUS. *At Rheims in 1954 Jaguars romped home first, second and third, with an Ecurie Ecosse car fourth. Jack finished third with Desmond Tittertoning.*

weaved to a stop just where Wilkie had gone to watch. All he did was to complain bitterly that he had walked half a mile in the broiling sun for nothing. Barlow's comforting words were that at least we now knew the safe maximum speed! The tread was still lying on the track like a big black snake and the words of the chap who picked it up are unprintable—he had overlooked the fact that it was very hot!

Last year, Aston Martin's were determined to have a real go at Le Mans and the preliminary testing followed the same meticulous lines that I first encountered with John Wyer 10 years before, only more so. There was not much to worry about with the Aston's handling, the main thing was to explore every possible avenue in order to find a bit more speed—a thing we knew the Ferraris did not lack.

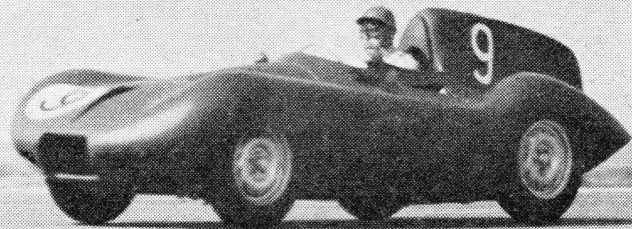
Back in the spring, new bodies were designed, and I went to M.I.R.A. with Reg Parnell and his technicians to try

suspension to prevent everything bottoming over the appalling Monza bumps, one of the objects was to see how the tyres would stand up. Vic Barlow of Dunlops came to help and he was worried.

For really high speed—and we were knocking up about 170 m.p.h.—you need big tyres. Especially on a steep banking when centrifugal force pushes the car down on the concrete and adds about 30 per cent. to the weight. It is surprising how few people seem to realise this, plus the fact that heat is the arch enemy of rubber—the strength goes down very rapidly as the heat goes up. Flexing causes heat, and the bigger the tyre diameter the fewer the times it rotates per mile, the fewer times it flexes and the cooler it keeps.

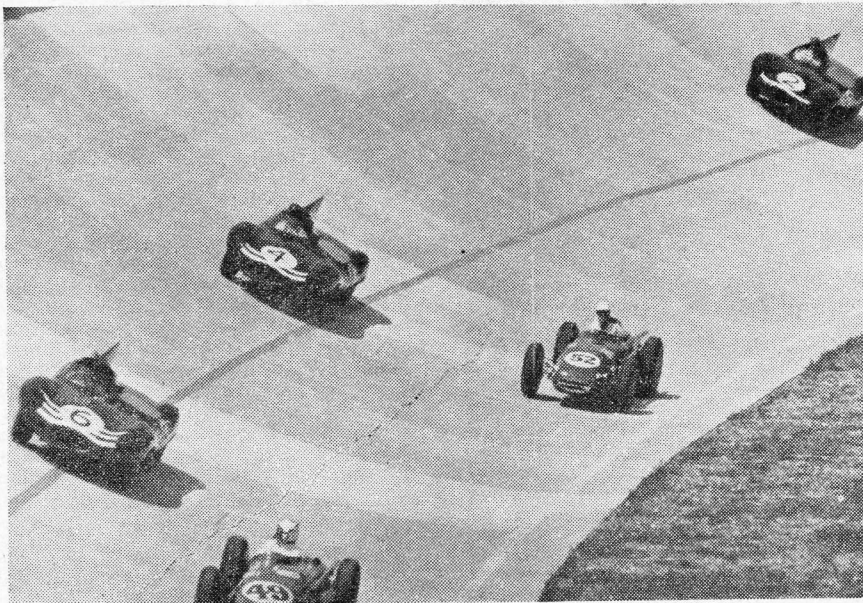
Anyway, we could not have anything bigger than the standard road racing Dunlops as there was no room under the Jaguar's standard road racing body. Barlow suggested a testing system of five laps, after which he would check tyre temperatures, followed by five laps at a higher speed and more checks of temperature. After we had put in a few laps at an average of over 150 m.p.h., Barlow announced that the temperatures were approaching danger point. At this stage Wilkie decided to walk half-a-mile along the banking so that he could observe how the car was behaving generally, as I had complained that I

was nearly being thrown out by the bumps. I waited for him to take up his position and then set off. On my second lap the off-side back tyre threw its tread with a noise like a six-inch shell just as I was coming on to the banking at about 165 m.p.h. It tore away a large chunk from the back of the body but, being half prepared for such a crisis, I managed to keep the car on the track. I



"IT IS A PITY Connaughts had to pack up," says Jack. "I still think Rodney Clarke could design and build a world-beater." ECURIE ECOSSE earned themselves a fine reputation at Monza (left) where they competed against the Americans in the 500 miles races.

them out. The track is, of course, quite unrecognizable from the old aerodrome of 1950. There is now a high speed circuit, roughly triangular in shape with three straight and level sections linked by steep bankings. It is about three miles round and can be lapped in the region of 150 m.p.h. There is an electronic timing device which records the exact speed of the car as it passes a certain point. Reg evolved a system whereby I would come off the banking at exactly 3,500 r.p.m. in third, then accelerate flat out as I crossed a line, until I had passed the timing device about 400 yards further on. I would do this three times, then three times at 4,000 r.p.m. and three times at 4,500 r.p.m. All the speeds were recorded by Reg and then I had to do it all over again in top gear—i.e., accelerating from 3,500, 4,000, 4,500 r.p.m., etc. Having got the results down on paper,



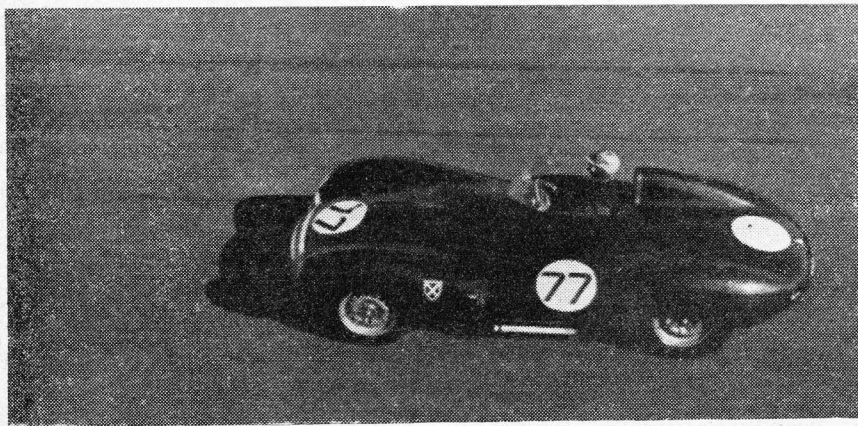
experiments such as a higher or lower windscreen were tried; spats or no spats over the back wheels; exhaust pipes coming out first from the side then from the rear of the car, etc. Each test was carried out individually as explained above.

All this took a long time and I think we visited M.I.R.A. about six times (not so boring as you might think as you are going too fast to get bored). Then, of course, allowances had to be made for varying barometric pressures, wind strength and direction and other conditions. Incidentally, on one occasion the boffin types gaily asked me to come off the banking at 5,500 revs in top gear, quite overlooking the fact that at these revs the speed would have been too high to remain on the banking!

Out of that meticulous testing was evolved the final compromised body shape. Details were settled on windscreen height and rake, exhaust pipe lengths, spats, tonneau covers and other points. As you all know, Aston Martin



JACK DROVE for Ecurie Ecosse on many occasions. He is seen here at the Nürburgring (above) being chased through a corner by a Porsche. TESTING the Jaguar at Monza (left). On this occasion a tyre blew out at around 165 m.p.h.



by the cockpit on which you burn your hand every time you get out. (8) Brakes which are so heavy that you have to push the pedal through the floor to get any result at all, or so light that when you breathe on the pedal you nearly get chucked over the screen. (9) A breather pipe from engine, axle or gearbox which shoots hot oil down your neck at 160 m.p.h. and when you complain, the boys say: "Oh yes, we know all about that." (10) When I diffidently mention any of these points the boffins will be terribly hurt and suggest that I am getting pernickity!

achieved their object and won the Le Mans 24 Hour Race which put them well on the way to winning the World Championship.

Well, there we are, I am told that in the last 10 years I have driven more racing cars than most people. It has been valuable experience. At times, apart from being instructive, it is amusing. For instance, before the Easter Goodwood meeting I expect I shall be asked to try out a new car, on which the back-room boys have been working their fingers to the bone throughout the winter. What will I find? I can forecast 10 points with reasonable accuracy: (1) Driving mirrors which are so placed that they either give you a wonderful view of the back wheels and nothing else, or if properly placed they vibrate so badly that you cannot see a thing. (2) The seat so placed that either you can't reach the pedals or your knees are round your ears. (3) The throttle so placed that you can't "heel and toe". (4) Nowhere to put your left foot other than on the clutch. (5) The gear lever so placed that you skin your knuckles when changing up, and/or a reverse catch so weak that you hit reverse when changing to second. (6) Oil pressure and water temperature gauges exactly alike and unlabelled so that you have to try to read the small print at 150 m.p.h. (7) An unprotected exhaust pipe right

VICTORY AT LAST. In 1959 Aston Martin finally won Le Mans. Here Jack prepares to take over the Aston from Stirling who offers a bit of advice.



←PROFILE **HENRY TAYLOR**

BY CHRISTOPHER NIXON



THERE are many young drivers in Great Britain today who are regarded as "up and coming". One person who has been looked upon in this light for longer than most is Henry Taylor, but for some reason or other nobody has stepped forward and given him the chance to up and come, to the considerable surprise of the writer and many others. He has twice been reserve driver for Aston Martin at Le Mans but has yet to set foot to throttle for Feltham in an official capacity. One wonders when his undoubted ability will finally be recognized and just who will be smart enough to make use of it.

Henry was born on 16th December, 1932, at Shefford Laundry, Bedfordshire. His father owned the laundry at that time, and, of course, his son learned which washing powder washes whiter than white at a very early age. He was educated at Bedford School and left at the age of 16 to spend a year as a student on a farm at Chalfont.

From there he moved on to Shuttleworth College where he studied farming for a further two years. It was whilst at this college that Henry learned a trick that ensured that, if he failed his farming exams, he could always become a trick cyclist in a circus. He and some of his friends used to tie a piece of string on to the handlebars of their motor-cycles, stand on the saddles and using the string as "reins", drive in to Bedford. Henry does not recommend this method of transport to those who wish to grow old, and it is indeed surprising to find that he never was forced to complete the journey to Bedford on a stretcher.

Having finished at college he went into partnership with his father on a farm. It was at this point that he decided to compete in motor-cycle scrambles. He borrowed a trials bike and started his motor-cycling career, which was to be spectacular and very brief.

When he had done a few events his parents decided one day that they would come and watch him. Henry, of course, was determined to do his best in front of his parents, and set off with grim intent. He did fine until he reached the

spot where they were standing. Then calamity; he hit a bump in the ground and did a complete somersault right under their noses. Which rather put paid to that. Very shortly afterwards Henry was given a Morris Minor and told, "No more scrambles!" I don't think that Mr. and Mrs. Taylor quite realized what this would lead to a few years hence. Had they foreseen their son doing far more dangerous things on four wheels than he had been on two, they might have changed their minds about scrambles!

Armed with his brand new Minor, then, Henry took up rallying and is still rather proud of his finisher's plaque which he gained in the 1953 London Rally.

Whilst at Agricultural College Henry had met a chap by the name of Bob Anderson, who is now, as you may or may not know, one of the very best when it comes to racing motor-cycles. One day the two of them went to see a trial. This, they decided, could be great fun, so they went home and built themselves a special, using an Austin Seven chassis and a Ford engine. Two weeks later it was finished and entered in its first event.

As they had thought, this form of the sport was indeed great fun, and they had some hilarious times together. The trouble was that they didn't take it at all seriously and in consequence they didn't exactly set the trials world on fire with their successes. However, to their considerable surprise they did manage to win the 1954 Guy Fawkes Trial, which pleased them no little.

All this time the desire to go motor racing had been growing in Henry's mind. But in order to race one must have, unfortunately, money. Having peered timidly into his piggy bank and realizing that he wouldn't get far on a Dinky Toy, Henry was forced to look elsewhere. Ah, yes, wasn't there £100 worth of saving certificates tucked away somewhere? There was, indeed.

Gleefully, he cashed the certificates and bought himself a Mk. IV Cooper chassis. Now he could really think about racing. Of course, there was the small matter of finding an engine to put in the chassis. This was a bit of a nuisance as he had used up all his money, but happily a friend came to the rescue and lent him a Vincent Comet 500 c.c. unit.

His first race was at Brands Hatch in 1954. For some reason he found himself on the front row of the grid. All the cars were started up and Henry dutifully kept his eye on the starter. Being an enthusiast of the impecunious variety it goes without saying that he had no rev. counter on the car. Anyway, the flag fell, Henry let in the clutch and floored the throttle—and stayed precisely where he was! His engine had died long ago, but owing to the noise of the other cars and the lack of a rev. counter, he wasn't to know that!

Next came a race at Silverstone—and his first shunt. He discovered that by letting his tyres down by 2 lb. he re-

turned a faster lap time. He did a couple more laps and then let another 2 lb. out. This was even better. Down went the tyres again. This time, however, he was in for a shock. The tyres were so flat by this time that things were becoming distinctly dicey. In fact, on one corner they just bent under so far that the car turned over.

Considerably chastened but unhurt, Henry decided that perhaps this wasn't the right way to win races!

1954 then, was "a year of failures but intense enjoyment". At the end of the season Henry's father asked him if he really wanted to carry on. Henry replied that he did indeed and that he felt that, given a good car, he could do some good in it, and wouldn't it be nice if he could get hold of a J.A.P. engine?

Mr. Taylor took the hint and bought a J.A.P. power unit and Henry supplied the car to put it in. He kept his word as regards doing some good, too, for that year, 1955, he won the J.A.P. Championship and the AUTOSPORT Clubman's Trophy. In all he gained 11 firsts, six seconds and six thirds. He also won his class at both Shelsley and Prescott, which had been one of his early ambitions.

The next year he purchased a new Mk. 10 Cooper. He also had two engines, a J.A.P. and a Norton. This enabled him to race in two classes and this he did. It meant a lot of engine changes but he found that he could complete this operation in 25 minutes.

It was at a Silverstone meeting once that Henry noticed that the steering was not quite right. After the race he brought the car into the paddock to have the engine changed and casually asked his helpers to "have a look at the steering, please". This they did, and found that the steering box had come adrift.

They rushed the car into Towcester to have it welded up again. During the operation the gas bottle caught fire. Henry, who expected it to explode at any second, was considerably frightened, but the welder merely turned the gas off and the fire went out.

When the job was finished they rushed the car back to the circuit where Henry raced it. However, at Prescott the next day the scrutineers refused to pass the car and told him to go and get the steering box properly welded.

That year Henry gained 15 firsts and won the J.A.P. Championship for the second year running. His best race of the season was probably the 100-mile event for 500 c.c. cars at Silverstone. Here he finished second after a great dice with the late Ivor Bueb.

At the beginning of 1957 Murkett Bros. asked him to drive their D-type Jaguar during the coming season. They also promised to look after his 500 c.c. car. Henry signed up with them and began to adjust himself to the D-type. After a couple of races at home he went to Spa for the sports car race there and it was at this meeting that he really made people sit up and take notice of him.

From the start the two DBR1 Aston Martins of Tony Brooks and Roy Salvadori (having their very first outing) went straight into the lead. Then it began to rain and Henry, driving brilliantly on this very fast circuit, started to over-haul the two Feltham cars. He passed Salvadori and began closing on Brooks. He was right on his tail when the rain eased off and Tony began to pull away again. Salvadori also repassed Henry, who finally came home in third place, after a very fine drive indeed.

His next Continental event was the Nürburgring 1,000 kms. race where he was unfortunate enough to leave the road after about five laps.

After his fine showing at Spa Henry was nominated as reserve driver for Aston Martin at Le Mans. He dutifully went along with the team but, of course, the cars all retired and he didn't get a drive.

He did a fair amount of 500 c.c. racing during this season and at the *Daily Express* International Trophy he drove a works F2 Lotus—his first works drive.

In July Henry went to Ireland for the Leinster Trophy Meeting. It so happened that among the many other people who came to watch the practice was a girl by the name of Peggy Fitzpatrick. (This is not as irrelevant as it may sound, as you will see.) Peggy had not been at all keen to go but she had been badgered into it by some friends.

Having got there, she looked around a bit and quite by accident met our 'Enery. "He didn't take the slightest bit of notice of me," says Peggy, "and I swore I'd never have anything to do with a racing driver!" The first part, frankly, I refuse to believe, for Henry is no fool, and I cannot for the life of me see him ignoring a girl like Peggy, who is very lovely and seems to be possessed of all the charms an "Irish colleen" should be possessed of!

This view is confirmed, I think, by the fact that a couple of days later, Henry took her out to dinner. From that point on things pursued their natural course and they were married in July the next year.

In 1958 George Nixon (no relation) was looking for someone to drive his F2 Cooper, and he asked Henry if he would care to do the job. The latter readily agreed and consequently had "a most enjoyable year". He won the Prix de Paris at Montlhéry, was first at Mallory Park, and then came Rheims.

This was where Peggy found out what it means to be the wife of a racing driver. She and Henry were married on the Monday and on Thursday they were in Rheims so that Henry could practice for the Formula 2 event!

In the race he had a monumental dice with Bruce McLaren for the last 100 miles or so. They were in identical cars and were constantly slip-streaming one another. Eventually, Bruce slid a little wide on the last corner and Henry made a dash for the line, just beating the New Zealander for fifth place.

He didn't do much more racing that season. Apart from having to look after the farm there was also a lot of work to be done on the farmhouse he and Peggy had moved into.

He did, however, find time for some winter sports, on which he is very keen. He drove for Britain's Bobsleigh team

UP THE WALL: The British four-man bobsleigh team is seen at Cortina earlier this year. Henry Taylor is the driver, behind him are Richard Craig, Tony Nash and Michael Davison (brake).

at St. Moritz. They finished a very creditable fourth which was the highest place achieved by a British team since the war.

At the beginning of last year Reg Parnell asked Henry to drive in his son Tim's team. Henry agreed and at the end of the season looked back "on a year in which I'd done more 'mechanicking' than ever before!"

It was a successful year though and the cars (two Cooper F2s) ran very well. At Pau Henry had a puncture when lying third and came into the pits. There was no spare wheel ready so he went to the next pit and pinched a wheel from Ken Tyrrell ("we told him afterwards") and put that on the Cooper. He finally finished sixth.

At Montlhéry he had a tyre blow out when doing about 130 m.p.h. down the straight. He went rocketing down the escape road, scattering spectators left, right and centre. At Rouen a fuel pipe broke on the first lap and that was that.

An amusing thing happened here though. Henry and Peggy were living in a caravan and parked it in the circuit. This, so they innocently thought, would enable them to sleep on in the morning whilst everyone else was getting to the circuit. This was a good idea but it didn't quite work out "for the entire British contingent, or so it seemed, converged on the caravan, woke us up, and demanded bacon and eggs for breakfast. We used 36 eggs that morning," says Peggy, ruefully.

Rheims last year was run off in boiling heat and was really, as Henry puts it, "an endurance test". He had a fine battle with Taffy von Trips in a Porsche and eventually finished sixth. "That was a wonderful race."

The meeting at Clérmont-Ferrand produced the most exciting race of Henry's career. He had a fantastic battle with Bruce McLaren for all but the first five laps. Both driving Coopers, they had different gear ratios, yet turned in identical lap times. After a ding-dong battle Henry finally fled across the line about a car's length ahead of Bruce, to gain second place.

At Le Mans he was again reserve driver for Astons and came near to getting a drive. Maurice Trintignant was troubled by a burnt foot and it was decided that Henry should take over. At the time, Henry was way up by the Dunlop Bridge with Peggy. Then over the loudspeakers came the request: "Will Henry Taylor please report to the Aston Martin pits at once!"

Now the Aston pits were at the very end, the farthest away from the Bridge, and when Henry arrived, having run all the way, he was completely out of breath, and in no condition to drive a car for the next five minutes!

As it turned out, though, his journey was all in vain, for Petoulet decided to carry on to the end.

Towards the end of the season he was asked to drive for the United Racing Stable, and he notched up a win at Snetterton for them. He also drove with Graham Whitehead in the T.T. but



Graham withdrew the car after the fire.

Henry lives with his wife and miniature Dachshund on his 500 acre farm in Bedfordshire. His main interest, apart from racing is Bobsleighing, which he first took up with Norman Barclay in 1957. The next year he decided to be a "driver" and competed in the World Championships at Garmisch. He had a shunt in practice for the two-man competition so he was unable to compete. He did, however, run in the four-man team and came 11th. In February last year he came seventh in the two-man and fourth in the four-man team, as mentioned. He has also tried his hand at ski-ing and actually won his first race. Water-skiing he has tried, too, and wants to do more. At home on the farm he does a bit of shooting every now and again.

He is a tall, well-built man with an easy going personality and a boyish sense of humour. Once, after a party following an Aintree meeting, Henry was going back to the hotel with John Cooper and Jack Brabham. In another car were Bruce McLaren and Peter Jopp. Bruce pulled level with the other car and Peter leaned out of the window to shout "You lead, we'll follow."

He got about as far as "You lead . . ." when he received a blast of soda water full in the face from Henry, who for some reason or other had seen fit to bring a soda syphon away from the party with him!

This year Henry will be driving the new Laystall-Climax Formula 2 car in all F2 races, Coopers in Formula Junior races and perhaps a Lola 1100 in sports car events. He hopes also to drive a Ferrari at Le Mans if his entry is accepted.

He is naturally hoping for a Formula 1 drive and it is surprising, I think, that no one has come forward and given him a trial. He has proved himself to be a very fine driver in F2 cars and has beaten the brilliant Bruce McLaren twice on equal terms. Given the breaks that Bruce has had, Henry could no doubt become a very fine G.P. driver. It remains to be seen who will give him the chance to make good. Let's hope somebody does—and soon!

WELL AHEAD of the nearest challengers in the final results, winner Rex Chappell swings his Cannon round a left-hand bend on one of the morning's sections.

from a large crowd of spectators. Ivor Portlock also made an excellent climb to the top, but several drivers were caught out by the very tight left-hander.

The next hill started with an adverse-cambered right-hander with an awkwardly placed tree to catch the unwary. From this point the course ran downhill to a tight left-hander and then steeply up again. The left-hander had to be taken very slowly and gingerly and this left no way on at all for the steep climb which followed, and no one got very far here.

The next hill was promptly cancelled after one climb, and it did look extremely dangerous. The section which followed ran through a gully, with a steep bump, a deep crater and a left-hander on adverse camber before reaching a steep finish. Rex Chappell reached 8 on this one, Ivor Portlock climbed to 6 and Dave Price reached 5, and the rest of the entry had similar success to leave Rex well ahead. One or two unlucky ones failed on the exit from the crater, while the nature of the surface was made plain by some remarkable acrobatics which Dave Render carried out on foot!

Then came another hill which climbed through a sort of ravine, the "cliffs" leaving only a very narrow course which started with a left turn, climbed steeply to a level patch, turned sharp right and climbed very steeply. The initial stages of this hill presented few difficulties to the experienced crews, but few competitors got much farther than the level patch. Good climbs included Gordon Holdrup, Fred Cole and Rex Chappell.

The next hill started with a sharp bump, the course running through a narrow gap between two trees before crossing a level section to climb to a steep finish. As last year, the trees at the start stopped many cars to the accompaniment of loud clangs. Fred Cole was the first to get through the gap, but

(Continued on page 280)

Good Entry For Coventry Cup Trial

Rex Chappell Wins London M.C. Event

FINE, sunny weather and a nice, mild day following heavy frost set the scene for the London M.C.'s Coventry Cup trial on Sunday, which took place on the ground used last year near Burleigh, Berkshire. A total of 22 hills were climbed by an excellent entry of about 20 competitors during the day, and although many of the hills presented the same sort of problems and tended rather to extremes of difficulty, nevertheless the entry was thoroughly sorted out and the ultimate winner, Rex Chappell, gained a total of only six clean climbs.

The hills were situated in a small area and rear wheel marking was used. The first hill started on an adverse camber and turned right at its half-way mark to climb very steeply on a surface, common to almost all hills, of extremely slippery mud. Most competitors reached only 4, and many failed to negotiate the bend, but the principal snag to the hill was the difficulty in extricating competitors. Notably good climbs were made by Rex Chappell and Ernie Chandler, whose Volkswagen-powered machine now boasts an unusual but smart body.

The second hill was scrubbed after only one climb: one must, incidentally, give the organizers, especially Derek Scott-Job, full marks for taking quick and firm decisions in this respect.

Next hill, therefore, was the third, which started on a patch of level ground in a morass before climbing a gentle rise. Then came a couple of bumps and a sharp left turn on an adverse camber before climbing steeply round a tree. Ivor Portlock climbed well here to reach 7, as did David Render, but a deep rabbit-hole caught either the front or rear wheel of many cars to stop them effectively.

Almost immediately after the start of the next hill, a short sharp one, came a

steep, slippery bump which brought most cars to a standstill, although Chandler managed to clear it only to come to rest through lack of impetus for a very good 4. Disregarding the cancelled hill, the fourth climb started with a sharp bump, with very sticky mud and little grip in the starting area. Then came a gentle gradient, followed by a sharp left turn which left no room for mistakes, a gentle climb up through the trees to a left turn followed by a sharp right-hander. First clean climb of this hill—and first of the day on any hill, for that matter—was made by Rex Chappell, who simply romped up without a single mistake to loud applause

Results

Best Performance: 1, Rex Chappell (Cannon), 147 marks gained; 2, I. Portlock (Cannon), 127; 3, M. R. B. Cannon (Cannon), 124; 4, R. Faulkner and D. D. Render, 120; 6, F. Cole, 113; 7, G. Holdrup, 100; 8, D. Price, 98. **Team Award:** Chappell, Faulkner and G. Clarke.

NOTABLY GOOD was the performance of Ivor Portlock, who just pipped Michael Cannon for second place. Here he and his passenger concentrate as they breast a rise.



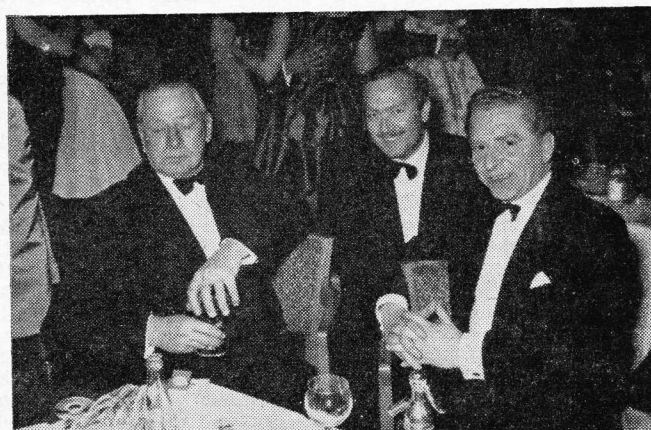
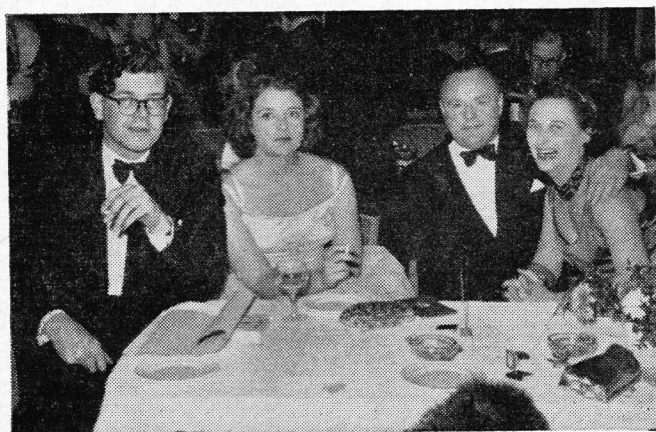


IAN SMITH (right) accepts the Alf Bottoms Trophy from Les and Mrs. Leston while Nick Syrett looks on. JACK BRABHAM is handed the Seaman Trophy and the Marklund Trophy from Mrs. Leston.

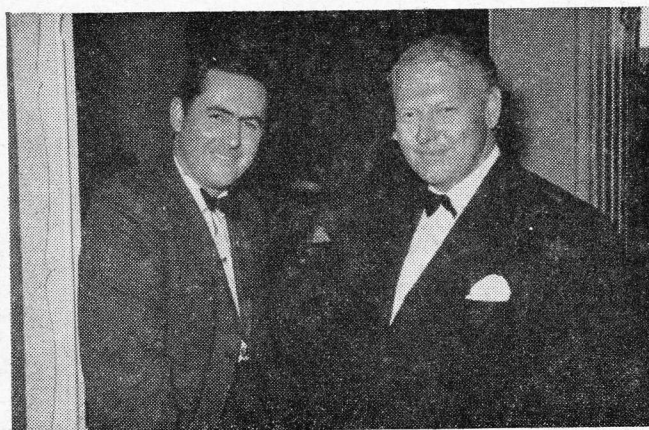


B.R.S.C.C. Dinner and Dance

Some of the Personalities
PHOTOGRAPHY BY GEORGE PHILLIPS



FLASHLIGHT FOURSOME: (Left) Enjoying an after-dinner chat are (l.-r.) Nick Syrett (Secretary of the B.R.S.C.C.), Miss Anthea Kent and Mr. and Mrs. Billy Carter. REG TANNER clutches his glass and looks thoughtful whilst Colin Chapman and John Coombs smile at the camera.

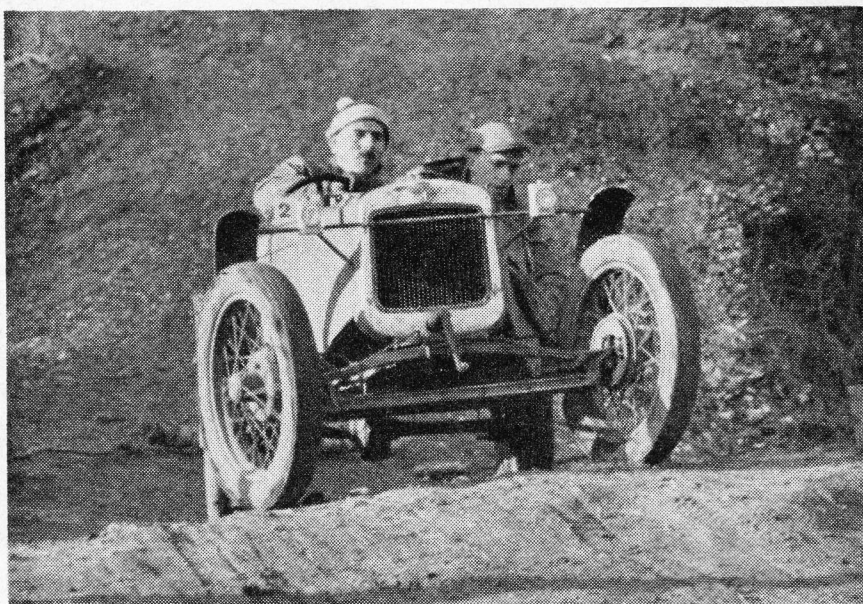


THOUGHTFUL TRIO: (Left) Bert Lamkin, Peter Jopp and Murray Thomas are caught engrossed in conversation. CHATTING with Dick Jeffries of Dunlops is World Champion Jack Brabham. Jack took home two trophies that evening!

PREMIER AWARD went to Arthur Mallock and his 750 formula trials car Simplastil. The combination defeated several 1172 cars built to the R.A.C. formula.

FOR the 750 Motor Club, 1960 marks its 21st anniversary. The Club's premier event, the Walsingham Cup Trial, held on 7th February on its home ground at Brands Hatch, worthily upheld its reputation by attracting a full entry of 60. Of these, pre-war Austin Sevens of almost all types dominated the entry list with 44, the remaining 16 being a fine mixed bag of Dellows, VWs, Austin 10s, F-N./BMW, Standard 10, Healey Sprite and Ford specials in assorted shapes and numbers.

The premier award went to Arthur Mallock, better known as a racing driver of skill and *élan*, driving on this occasion his home-brewed special built to the Club's 750 Trials Formula. That this car headed four 1172 Trials specials driven to the limit by their experienced pilots may be a pointer to the future trend of trials generally and a break-



750 M.C. CELEBRATE COMING OF AGE WITH THE WALSINGHAM CUP TRIAL

Premier Award Goes to Arthur Mallock

away from the "one-make" dominance. Several 1172 competitors are now thinking seriously about this very low-cost form of trials.

The cars assembled in the Brands paddock and moved off at minute intervals to the first two sections, which were timed special tests, the results of which were to be used only to decide ties. After these the trial really started with Section 3, a long winding up-and-down climb which brought the boys (and girl) down into the valley, known as Dingle Dell, from which the rest of the 17 sections were run. Section 4, a sharp upward slope and hairpin round a tree, caught out many but, as on most of the remaining sections, it was possible to reverse out. Section 5, a longish slope

with a sharp left turn into a roundabout and down, was easier but failed more people during the second runs after being rebuilt by busy little men during the lunch break while competitors had their backs turned.

Sections 6 and 7 were run together and were two of the best, consisting of the chalk pits. Competitors were ushered to the edge of what looked like a small precipice and told to go. The technique here was to ease down in first gear, then go hard down with the small pedal and bounce like mad up the opposite mountain. A sharp hairpin linked the sections and one was allowed to reverse without penalty before again "doing a Gadarene" into the second pit and out, the fast cars being almost airborne as

they emerged. Section 8, a very easy-looking "farthest up", was a real stopper for many on the first attempt but dried out a lot during the day and was much easier second time round. Most sections in fact benefited greatly from the warm sun which poured down all day, so perhaps the little men had right on their side after all in stiffening sections. The next section, 9 on the scorecard, was immediately nicknamed the mudbath. Consisting of a deep ditch filled with the best Kentish vintage—and we don't mean cider—followed by a long left climbing turn, it finished in a tight left turn which again found out the lack of lock of many standard Longbridge contestants. Section 10, a taped S bend, stopped all but the eventual winner. However, an escape hatch was thoughtfully provided for others which led conveniently to section 11, another climb up a reverse-cambered slope, a sharp right-hand turn and down. The remaining sections were very similar and were more or less straight climbs, starting on the gradient and getting up as far as possible.

Competitors, passengers, spectators and cars then enjoyed a short break for refuelling with appropriate solids and liquids before again running over the sections, several of which had been modified in the light of the morning experience. All were through by 3.30 p.m. and a move was made to the Pavilion for tea and the provisional results.

A. W. BUTLER.

Provisional Results

Best Performance: A. M. R. Mallock, 178 marks. **Best 750 Trials Formula:** A. Tickle, 173.*
Runner-up: D. C. Godfrey, 173.
A7 Specials other than Trials Formula: M. E. Ware, 167. **Runner-up:** G. Appleyard, 165. **Open and closed standard Austin Sevens:** D. Oliver, 161.
Best Chummy: F. A. R. de Paula Hanika, 153.
Best Lady Driver: Mrs. de Paula Hanika, 151.
Best open A7 other than Chummy: M. A. Terry, 153. **Best closed A7:** D. K. Rogerson, 153.
Tingey Trophy (best Ford trials special): A. E. Hay (Dellow), 173. **Runner-up:** S. R. Seely (1172 Special), 172. **Committee Cup (best other make):** D. Hitches (Ford), 172. **Runner-up:** C. Adlington (VW), 171.

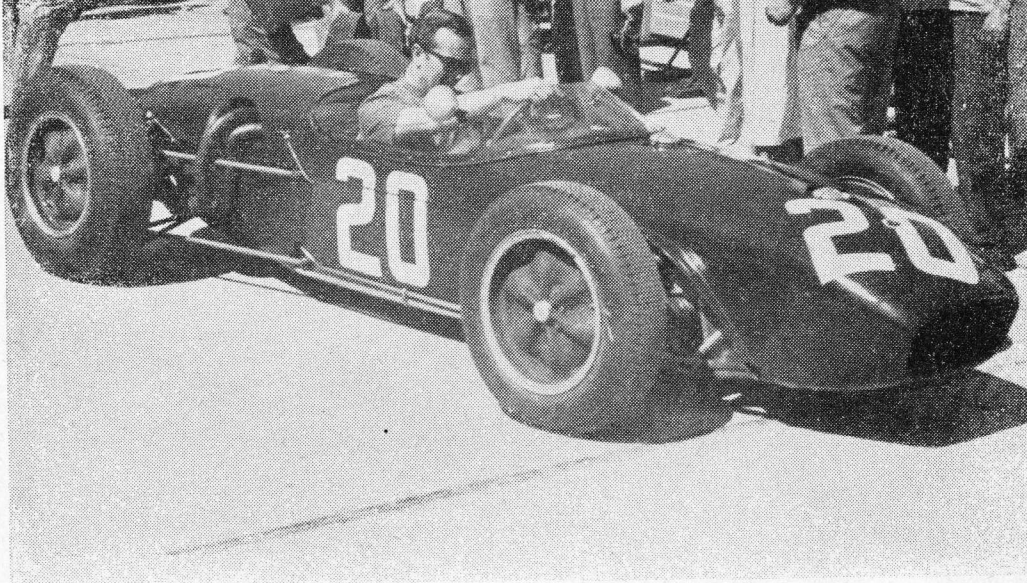
* Better special test times.



DESPITE all-night work the ex-Hazel Chapman, ex-Graham Hill car, described in a recent issue of AUTOSPORT, could not be made ready in time for the start of the event.

COLIN CHAPMAN gives the rear-engined Lotus the once-over shortly before the race. This car shows plenty of promise for this season's racing.

A CAPACITY crowd watched the seventh Grand Prix of Argentina, run on the Buenos Aires Autodrome on 7th February, but a good many of the spectators missed the dramatic final laps from which young Bruce McLaren emerged as a surprise winner. Lack of sufficient transportation from the Autodrome has forced the habit of leaving races well ahead of finish time; however interesting a race may be, many people are reluctant to queue up for hours at bus-stops and arrive home in the late evening. Two years had passed since the last *grande epreuve* in B.A., and local enthusiasts had grown speed-hungry in the meantime, hence the unusually large attendance—they left the Autodrome well



THE ARGENTINE GRAND PRIX

Surprise Victory for Bruce McLaren (Cooper)

satisfied with a show that certainly lived up to all anticipations. For one thing, they had the particular interest of judging the heir to Fangio's crown—all of them agreed Jack Brabham had all the merits to qualify for that. This Grand Prix was a most appealing proposition from the very interesting variety of machines in the entry list; the "new faces" were to prove their mettle very early in practice runs.

The Grand Prix started in a five-lap-heat fashion, with Bonnier (B.R.M.) and Moss (Cooper-Climax) duelling for the lead at a record-shattering pace, once the first-lap leader Ireland (rear-engined Lotus) spun off the road and dropped back. This personal affair kept the crowd on edge until Moss was forced out; the B.R.M. then took the lead—this seemed to be an easy job now and the crowd began to leave, assuming the race to be practically over. But things were to happen with a few laps to go: the B.R.M. stopped at its pit and the rear-engined Lotus looked like being the car to win. But gear-shifting trouble forced it back and Bruce McLaren, running second, found himself leading to the chequered flag with no rivals within

sight. McLaren covered the 80 laps of the 2.43-mile long course (total distance 191.622 miles) in 2 hrs. 17 mins. 49

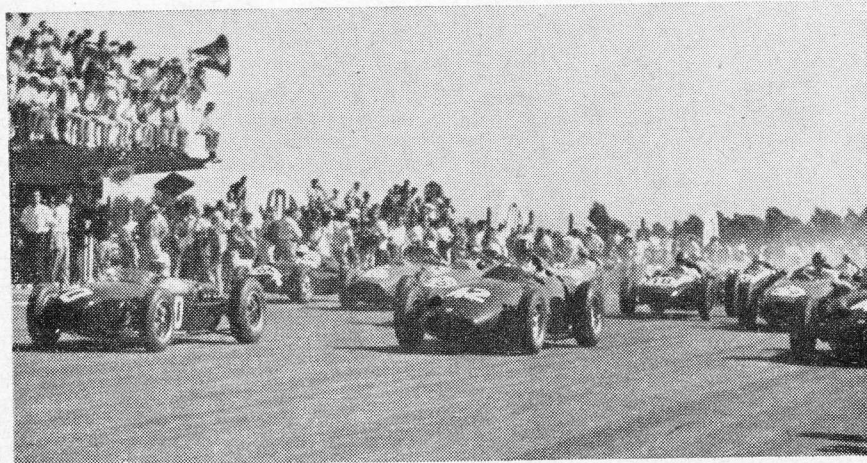
STORY AND PICTURES BY DR. VICENTE ALVAREZ

secs. at the record average of 84.668 miles per hour, at the wheel of a Cooper-Climax, beating runner-up Cliff Allison (Ferrari) by some 26 secs. Moss took third place, relieving Trintignant in a Cooper-Climax, and Carlos Menditeguy was fourth in a Cooper-Maserati, being the best-placed local competitor. Moss established the lap record for the day: 1 min. 38.9 secs., at an average of 88.494 m.p.h.

THE course was declared open for practice on Wednesday, 3rd February, and honours for the day fell to Jose Froilan Gonzalez; driving a Ferrari he made his fastest lap in 1 min. 41 secs.; although this was recorded as unofficial, Fangio's old mark of 1 min. 41.80 secs. had been broken—this was surely a promise of more to come; Graham Hill, driving a

B.R.M. (first time in Argentina), was second fastest for the day, equalling Fangio's old record. Innes Ireland, at the wheel of the new rear-engined Lotus, was third best, with a lap in 1 min. 47.20 secs. The fact was evident that Ireland found the course much too unfamiliar, but his driving was highly praised and the capabilities of the car were duly recognized. Colin Chapman was literally besieged by all the technical (and some not so technical) journalists, after this exhibition. The rest of the competitors were decidedly slow, but their cars had to be adjusted to the course and the climate. The official team Coopers were still *en route*, as well as the two older, front-engined Lotuses.

Gonzalez's new unofficial record was short-lived, as Joakim Bonnier made his best lap in 1 min. 39.80 secs. on the second day of practice, at the wheel of a B.R.M.; von Trips was the day's second: 1 min. 41.10 secs., in a Ferrari. Phil Hill was third, in 1 min. 41.60 secs., a mark with which Graham Hill (B.R.M.) tied. Up to this moment the cars with the "new look" had not seemed to be prominent, but through the efforts of Carlos Menditeguy, who had driven his Cooper-Maserati around in 1 min. 42.10 secs., old-timers still believed this Grand Prix might eventually "stop the march of time" as the conventional cars were faring distinctly better than the Formula 1 midgets, but they soon had to face the facts. On the last day of practice Stirling Moss broke all the lap records, old and new, at the wheel of one of Walker's Cooper-Climaxes. To begin with, he made a lap in 1 min. 39.40 secs., to which three laps under 1 min. 39 secs. followed; taking his team-mate Trintignant's car, he cruised for three laps in the neighbourhood of 1 min. 38 secs., to top his performance with one in 1 min. 37.50 secs. The Ferraris had been very busy



THE LITTLE LOTUS leaps ahead at the start. Ireland spun very shortly afterwards, dropping back to sixth.

ALL SMILES: A practice shot of (l.-r.) Bertie Bradnack (new B.R.M. team manager), Graham Hill and World Champion Jack Brabham.

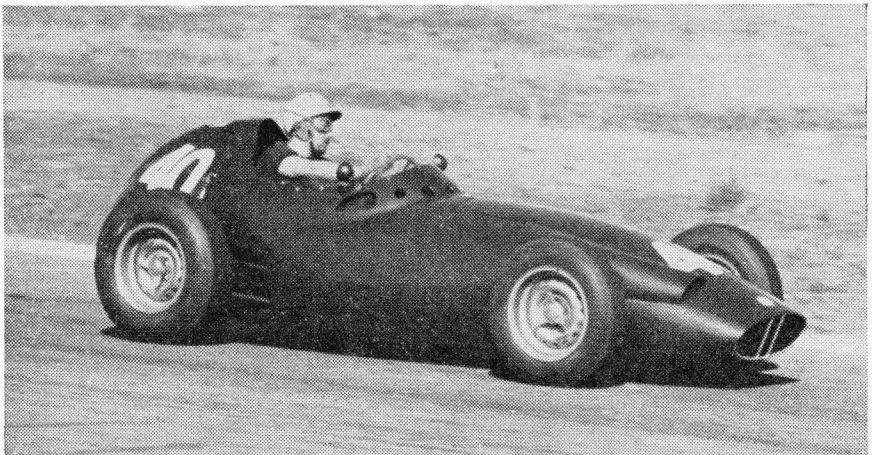
came next; they won the monopoly of second row for Ferrari. At noon we had met Messrs. Cooper at the Automobile Club and learned the official team cars were still on a boat *en route* to Buenos Aires, and while they were expected to make it in time for qualifying, there was little hope they could perform at their best. Jack Brabham tried to get some practice and he took Moss's own car around for several laps—he impressed most favourably, as he did again in his own car, on extended time granted him by the race directors. Brabham qualified at sundown and he made a lap in 1 min. 40.60 secs., in spite of carburation trouble. The critical crowd, who had already approved of Brabham as the man to deserve Fangio's crown, was most favourably impressed by the fact that Brabham did not exhibit any "prima donna" traits but worked hard with the mechanics in order to have the car ready to qualify as time was getting thin.

FOR the first time ever at this race, no Ferraris were in the front row of the starting grid on race-day . . . and for the first time, also, it was rather hard to pick a winner before the start. While the spectacular performances of Moss and Ireland had caught the eye of the public and made headlines, on second thoughts

Stirling Moss (Cooper-Climax)	Innes Ireland (Lotus)	Graham Hill (B.R.M.)	Joakim Bonnier (B.R.M.)
W. von Trips (Ferrari)		Phil Hill (Ferrari)	Cliff Allison (Ferrari)
Maurice Trintignant (Cooper-Climax)	Harry Schell (Cooper-Climax)	Jack Brabham (Cooper-Climax)	J. F. Gonzalez (Ferrari)
Carlos Menditeguy (Cooper-Maserati)	Bruce McLaren (Cooper-Climax)		Alan Stacey (Lotus)
Rodriguez Larreta (Lotus)	Masten Gregory (Porsche)	R. Bonomi (Cooper-Maserati)	G. Scarlatti (Maserati)
Gino Munaron (Maserati)	Nasif Stefano (Maserati)		Ettore Chimeri (Maserati)
	Antonio Creus (Maserati)		

—all they could do was 1 min. 40.60 secs. (von Trips and Hill), which the rear-engined Lotus (Ireland) beat with a lap in 1 min. 39.50 secs. Near the end of the practice Moss got back to the track in his own Cooper-Climax and made the fastest laps for the year: 1 min. 36.90 secs. and 1 min. 36.40 secs.; average for his fastest lap was 90.789 m.p.h. . . . and this mark may last for some time now.

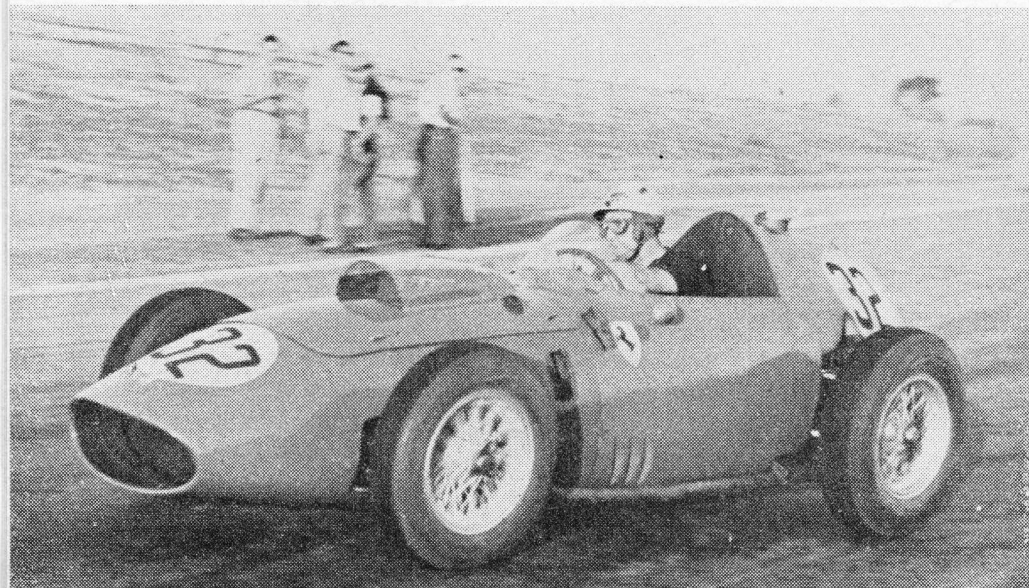
Qualification runs were made on Saturday, 6th February. Stirling Moss repeated his performance by getting the "pole" with his fastest lap in 1 min. 36.90 secs.—now an official record—with Ireland next in 1 min. 38.50 secs.; third and fourth berth on the front row were won by Graham Hill and Joakim Bonnier—B.R.M.s—who tied for third fastest time: 1 min. 38.90 secs. Von Trips, Phil Hill and Cliff Allison, in that order,



JOE BONNIER (above) drove brilliantly and is now very much a force to be reckoned with in G.P. racing. FROILAN GONZALEZ (left) made a welcome return to F1 racing. He finished 10th.

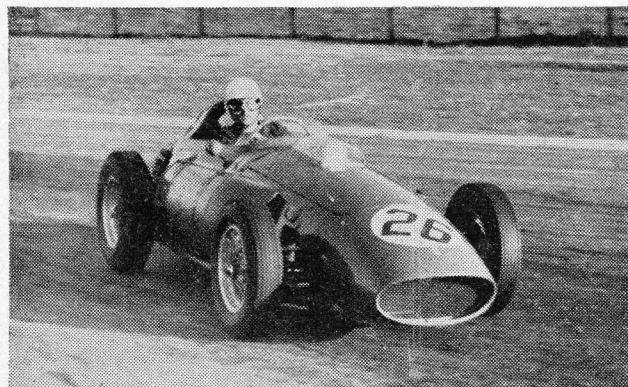
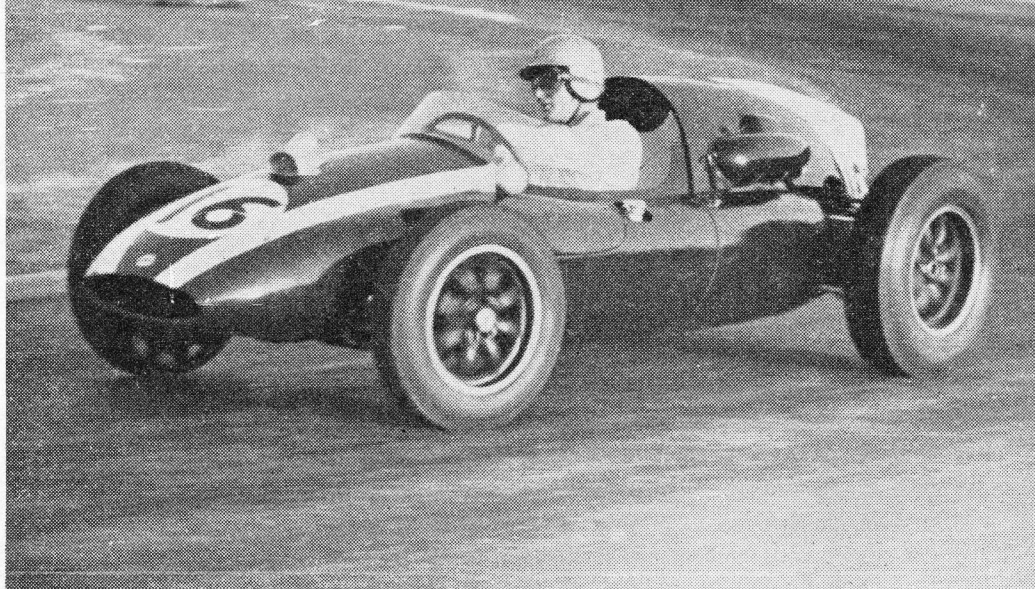
the B.R.M.s were both on the front row and ready to fight the "midgets". Start-order was as above.

As the field rolled off the line, the rear-engined Lotus, with Innes Ireland up, pulled away in front, reaching the end of the main stretch with some 50 yards of a lead over Moss, Bonnier and Hill. But Ireland's lead was not destined to last, as he spun off the road on a turn and dropped back to sixth—Bonnier got in front, followed by Graham Hill and Moss. Brabham had moved up to fourth, with Phil Hill close behind. The crowd was certainly enjoying the race: after 10 years of periodical announcements of the B.R.M. visit they had,



finally, made it and it was evident they were in very good shape; Argentine enthusiasts are well aware of B.R.M.s long string of heartbreaks in the past. Bonnier was doing a very clean job of driving (evidently, he is the most improved driver of the latest crop...) and Graham Hill was able, until the 10th lap, to keep Moss behind.

On the 10th lap, Moss passed Hill for second place, to get by Bonnier into first on the 15th. Ireland had moved from sixth to fourth and was pressing Hill hard now, but, in turn, he was threatened by Brabham and Phil Hill. Moss was visibly trying to pull away from Bonnier, but the B.R.M. was never more than 40 yards behind—Bonnier charged on the 21st lap and regained the lead. Positions at the 25th lap were: Bonnier, Moss, Ireland, G. Hill, Brabham and Phil Hill. Bonnier stayed in front through the next 10 laps, with Moss right on his heels. Graham Hill



★
BRUCE McLAREN
(above) drove a very fine race to come home the winner. He is now a great favourite of the Argentine race fans.

PHIL HILL (left) drove one of the new side tank Ferraris. He finished eighth.

pulled in with a broken radiator hose and valve-spring trouble and gave up the race. Moss had already broken the lap record and was holding to his position at a very fast pace—he managed to open a comparatively safe gap on Bonnier and by the 40th-lap mark spectators assumed things were definitely settled. However, as the leading Cooper-Climax pulled out of an "S" bend, it was seen to stoop on its left side: a suspension arm had given and Moss was forced to slow down and stop for the day, on the 42nd lap. This left Bonnier well up in front with about half-distance to go; he had a full lap on Ireland and McLaren at the 50th lap—Brabham was out with engine trouble on the 47th, while running in fifth position. Cliff Allison took advantage of von Trips and Trintignant slowing down somewhat, to move up to fourth.

At the end of the 60th lap—only 20 more to go—Bonnier was comfortably leading: behind him were Ireland, McLaren, Allison, Trintignant and Menditeguy. The latter had regained several places after an early pit-stop. With the race apparently won, Bonnier began to slow down and stopped at his pit on the 68th lap: the B.R.M. engine was failing due to valve-spring trouble, and he resumed racing at a moderate speed. Ireland, in the rear-engined Lotus, was supposed to win now, but he, too, had to drop back: gear-shift linkage had jammed at the critical moment and that sent the Lotus back to sixth spot. Moss was back in the race, at the wheel of

B.R.M.s put up a very good show indeed. Graham Hill (seen here) retired with a broken radiator hose.

Trintignant's car; at the end of the 70th lap, positions were: McLaren, Allison, Menditeguy, Moss (relief for Trintignant), Bonnier, von Trips and Ireland. A final unplanned pit-stop sent Menditeguy down to fourth place and Bonnier was passed by von Trips and Ireland near the end of the race.

Bruce McLaren, in a Cooper-Climax, covered the 80 laps of the race in 2 hrs. 17 mins. 49 secs., at a record average of 84.668 m.p.h. and the fact he was a surprise winner did not obscure his merit as a fast, cool, consistent pilot. He was right there when things happened....

Carlos Menditeguy filed a protest—he claimed he had finished in third

Results

1. **Bruce McLaren** (Cooper-Climax), 2 h. 17 m. 49 s., 80 laps.
2. **Cliff Allison** (Ferrari), 2 h. 18 m. 15.80 s., 80 laps.
3. **Trintignant/Moss** (Cooper-Climax), 2 h. 18 m. 26.40 s., 80 laps.
4. **Carlos Menditeguy** (Cooper-Maserati), 2 h. 18 m. 42.80 s., 80 laps.
5. **Wolfgang von Trips** (Ferrari), 79 laps.
6. **Innes Ireland** (Lotus), 79 laps.
7. **Joakim Bonnier** (B.R.M.), 79 laps.
8. **Phil Hill** (Ferrari), 77 laps.
9. **Rodriguez Larreta** (Lotus), 77 laps.
10. **J. F. Gonzalez** (Ferrari), 77 laps.

Lap Record: Stirling Moss, 1 m. 38.90 s.

place. Since many were the errors made by the timers and scorers throughout the race (periodical press releases were few, far between and consistently inaccurate) this protest seemed well founded, but it was turned down after a tape-recheck.

The 1960 Grand Prix was a very fine race—competition was extremely tough from the very start, which is exactly the kind of show the paying public wants; unfortunately, mechanical trouble of different sorts forced the early pace-setters back or out of the race, although the very furious pace had a lot to do with that... eventual winner Bruce McLaren (and his race-director, naturally) did not seem to be lured by the honours of the early lead—consistency and regularity paid in the end. And, for the time being, we will make grace of commenting on the poor crowd control, the mob in the pit area and the pit-pass epidemic. Shall we have to admit this is an incurable condition?





HIS MIND on the job in hand, Piero Taruffi sits in the cockpit of a Lancia before the start of a race.

The Technique of Motor Racing

Piero Taruffi's Important Book Reviewed by John Bolster

ONLY Piero Taruffi could have written this book. From his first race, the Rome-Viterbo of 1923, to his final victory in the Mille Miglia of 1957, he has had more actual driving experience than any other living conductor. He has been a member of virtually all the great Continental works teams, and he has also reached the top in motor-cycle racing and record breaking.

All this experience would be practically valueless without the necessary theoretical knowledge of engineering and mathematics which this highly mechanized art demands. Taruffi has an engineering degree, and has held important posts at "top-boffin" level behind the car and motor-cycle racing scenes. He is thus fully equipped to carry out his task of presenting the first truly authoritative text book on motor racing.

At first sight, this is just another attractively produced book on racing cars and drivers. The pictures are certainly entralling, but the text is really solid meat. This is not a book for casual reading, but demands hours of concentrated study. Excellent for the novice who wishes to become a racing driver, it is even better for the man who already has some experience and wants to embrace the most advanced techniques. Every situation is covered by drawings and analysed mathematically.

In the past, some writers have tried to explain the technique of racing from the safety of their armchairs. As that well-loved poet, the late W. H. Charnock said:

AN EXAMPLE of the many excellent diagrams which form part of the illustrative material in this first truly authoritative text book on motor racing. Drawings such as this cover every situation which might arise.

"Multiply by piston area, add the cube root of the date,

And divide by Laurence Pomeroy's size in shoes".

The theoretical stuff in Taruffi's book is not like that, for it is obviously based on the blood and toil of Grand Prix driving, and really helps one to appreciate why one gets round a corner or spins off, as the case may be.

Cornering is dealt with exhaustively, of course, but so is gear changing and braking, particularly as regards saving brakes that tend to fade. Physical training, clothing, and the correct driving position are all covered, and, in fact, there is useful advice on every aspect of

the racing driver's art. "Bunny" Tubbs has made an excellent job of the translation from the Italian, and the warm and human personality of Juan Manuel Fangio comes across delightfully from the foreword by that great man.

Almost every racing driver would benefit from studying this book. Furthermore, the really keen and dedicated spectator will understand and enjoy his sport even better after a few evenings spent with *The Technique of Motor Racing*.

The Technique of Motor Racing by Piero Taruffi, with a Foreword by Juan Manuel Fangio. Published by Motor Racing Publications at 35s.

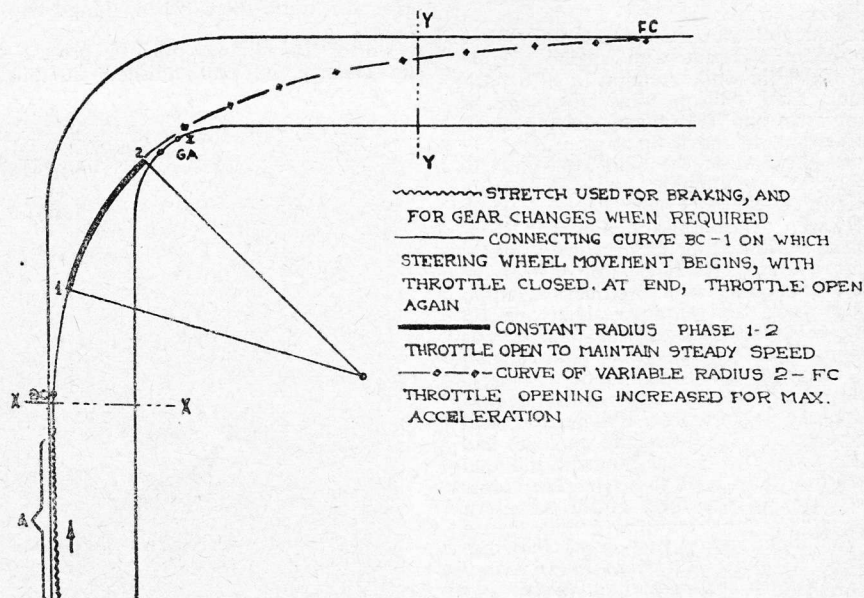
THE R.A.C. Rally awards will be presented at a cocktail party to be held by the Monte Carlo Rally British Competitors' Club at the Connaught Rooms on Friday, 26th February, at 6.15 p.m. Following this will be the annual dinner and special film show of the M.C.R.B.C.

THE silver jubilee dinner-dance and presentation of awards of the Lancashire and Cheshire Car Club was celebrated by some 340 members and guests at the Midland Hotel, Manchester, on the night of Friday, 5th February.

In proposing the toast of the guests, R. A. Davies referred to the many congratulatory telegrams received, which included messages from George Mangoltsi, Hugh Clapp, Jack Wyld Carrington and C. W. Provis. Other speakers included J. A. Sivey, J. Stuart Hall and K. R. Bailey.

On this occasion, it would be invidious to name any "chief" guests as just about everybody who is anybody in northern motor sport was present and correct!

After a perfect dinner, a huge array of silverware was presented by Mrs. J. A. Sivey, wife of the Club Chairman, the main recipients being C. G. Escott, B. J. Cox, F. A. Marsh, P. H. Crum-mack, R. Fidler, K. Liptrot, V. Loupart, Mrs. P. Haggie, J. C. Wallwork, L. Hurt, C. W. Pollard, B. H. Dees, R. N. Fletcher, A. H. Hill, A. W. Clift, R. H. Embley, Hon. E. G. Greenall and Tony Marsh.



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IRISH JOURNEY

Notes on a Flying Visit

BY GREGOR GRANT

LAST week-end I paid a flying visit to Dublin, the main object of the exercise being to give a talk to members and guests of the Motoring Enthusiasts' Club on motoring sport, and show Danny Carter's well-known Monte Carlo Rally films, "Nowhere in the World", and "Iron Curtain Raiser". It certainly was a large crowd that turned up at the Royal Hibernian Hotel, and after talking about sport in general and rallies in particular, I was bombarded with questions.

I was met at Dublin Airport by M.E.C. secretary Peter Jenkins and AUTOSPORT Eire correspondent Brian Foley. For my visit, Reg Armstrong, the racing motor-cyclist and NSU distributor, lent me a Prinz, a most intriguing little car with a really fine performance and excellent handling characteristics.

After a superb lunch in the Wicklow Hotel, I was taken to the Dunboyne circuit, scene of the well-known Leinster races. The party comprised Terry Jones, assistant secretary of the Leinster M.C., Donald Brindley, Peter Jenkins (M.E.C.), Brian Foley, Dr. Con Maguire (Leinster M.C.), Irish International rally driver Frank Bigger and that very promising Irish racing driver Bill Lacy.

The circuit is a very good one, made tricky by the presence of about three very sharp bends and a couple of hump-backed bridges. The surface is fairly good, and it is a genuine road course, leading right through the square of Dunboyne village where the pits are situated. I should say that a modern Formula 1 car in the hands of a top-line driver would get round somewhere in the region of 105 m.p.h., as the swerves are very fast. Ireland is fortunate in being able to close roads for motor racing, but the main trouble is trying to get people to pay money to watch. The Irish are used to having their motor racing free, and the only possible return organizers can hope to have is in the sale of programmes.

I went round a couple of times in the NSU Prinz, then in Frank Bigger's very standard Triumph Herald. It was interesting to compare the two vehicles; the Herald had, of course, a higher maximum speed, but "Weathermasters" on the rear did not improve the steering, which was inclined to be heavy. The Prinz is quite remarkable on bends, and it would have to be a very ham-handed driver to spin it. The car is the greatest competitor to the B.M.C. "babies" in the Republic, and has an enthusiastic following. On snow and ice it handles extremely well, but is much noisier than the Mini-Minor or Austin Seven, no doubt because of the air-cooled, twin-cylinder o.h.v. engine. It is astonishingly economical, and Foley reckons his own red car does over 50 m.p.g. around Dublin.

On Saturday I paid a quick visit to Brian McCaldin, who lives at Monaghan, some 88 miles from Dublin. The trip was most eventful, for Ireland had had its heaviest fall of snow of the winter, and parts of the road were very slippery. Anyway, there was very little traffic about, apart from the usual herds of cows, stray goats and the occasional pig.

Brian's leg is in a caliper, and although he gets around on crutches, it will be several weeks or even months before the compound fracture will have fully healed. To help him counter boredom, Charles Eyre-Maunsell is fitting up the Rapier with hand-controls, and Brian is eagerly looking forward to being behind a wheel once again.

As I had several engagements in Dublin, it was foot amongst the front suspension all the way back. However, 1 hour 48 minutes didn't seem at all bad for such a small car. In point of fact I was frankly amazed at the way the miles went past!

Interest in motoring sport is on the increase, and there is a definite move to bring back the famous Irish Grand Prix. Irish Motor Racing Club officials Joe

SMILES from the winner of the Irish Experts' title, Bill Chesney, and his passenger Tommy Graham. The pair visited England in November for the R.A.C. Championship Trial.

O'Neill and Johnnie Moore have plans continually to improve their races, prompted by the success of the 1959 meeting on the "short" Phoenix Park circuit. Main trouble is the complete lack of racing machinery in Ireland, and the only way to attract very large crowds would be to invite British and Continental drivers, with sports car and production saloon events for local entrants. Realizing the tremendous enthusiasm behind the scenes, I should not be surprised in the least to learn that Ireland had succeeded in reintroducing the pre-war International flavour that attended most of its races.

The Leinster Club has a race meeting scheduled for 9th July on the Dunboyne circuit which should interest British drivers. Main event will be the Leinster Trophy race of 30 laps (120 miles), for *Formule Libre* machinery. This event will be confined to entrants whose cars have a lap speed potential of at least 75 m.p.h. on dry roads. For slower cars, the club have arranged a 15-lap (60 miles) race for the Holmpatrick Trophy. Regulations can be obtained from T. A. Jones, 32-33 Lower Abbey Street, Dublin. Closing date for entries is 8th June. Once again the meeting will be sponsored by the famous cognac concern of J. & F. Martell.

On 23rd July the I.M.R.C. will run the Phoenix Park races, details of which should be available about the end of March. Address of the club is 37 Exchequer Street, Dublin.

Incidentally, I saw a "leprechaun"; this was the well-known J.A.P.-engined special which used to be raced by Redmond Gallagher, and has recently been acquired by Stan Ryan. It is surely one of the lowest racing cars ever built, ground clearance being about 2 ins. Everything was built in Ireland, the only proprietary pieces being the engine, Norton gearbox and clutch, and the supercharger. It will be seen during the season in sprints and speed hill-climbs.

I was only sorry that my visit was such a brief one, but I will long remember the hospitality of everyone, particularly Frank and Delphine Bigger. I also learned that by far the most popular figure ever from the Irish point of view was the late Mike Hawthorn, who was admired by everyone. When news of his accident came through, I understand that there was scarcely a dry eye amongst the motor sporting crowd. The Irish believe that one day they will produce a big-name racing driver of the same calibre as motor-cycling stars Reg. Armstrong and Stanley Woods. If and when full-scale racing comes back again, it is felt that one or two promising folk will get their opportunity. At the moment it is an expensive proposition to purchase a modern racing car, with the sole outlet restricted to a few club meetings each year. Also, trips to the mainland cost more than the average enthusiast can possibly afford, whilst heavy import duties prevent equipment being brought into the country. Formula Junior may appeal, but even so, the cost of importing proprietary-built cars would be inclined to be prohibitive.

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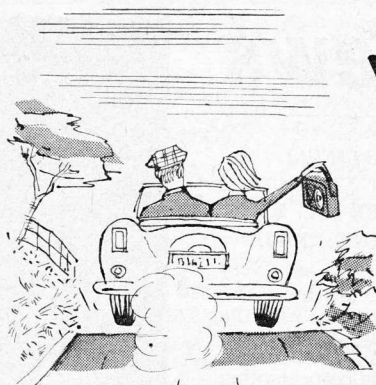
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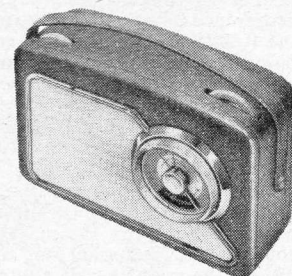
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Club News

By MICHAEL DURNIN

ANNUAL CONFERENCE OF R.A.C. RECOGNIZED CLUBS, 1960

THE Clubs' Conference was not very enlightening. Among the most important items on the agenda was the M.G.C.C.'s suggestion that co-promoted closed events on the road should not be permitted unless one of the co-promoting clubs gives up one of the closed events held by that club in the previous year. It was generally agreed that this would be a good thing. Several clubs supported the Metropolitan Police M.C.'s opinion that members of a club promoting a restricted event should be permitted to participate in the event without a competition licence but, on the whole, opinion was sharply divided on this question. The Sussex C.C. and Stroud and D.M.C. were both convinced that the number of clubs that may be invited to participate in a restricted rally should be increased but the feeling of the delegates seemed to be that the R.A.C. regulations should remain unchanged on the matter.

The most important single item on the agenda, the London M.C.'s motion "That delegates attending the Annual Conference of R.A.C. Recognized Clubs should be given an opportunity to exercise a vote at same", was withdrawn but the matter was put to the Conference after the other business had been discussed. Sir Charles Kimber, one of the London M.C.'s delegates, addressed the Conference and obviously made a great impression with his club's viewpoint. This is his impression of the Conference:

"GOOD sense prevailed. That is the verdict on the R.A.C. Conference of Clubs. It is no exaggeration to say that the most important topic for discussion was not on the agenda—a proposal to set up a committee, elected in some way by the clubs, to regulate road events held in this country: the committee to be responsible to the R.A.C. Competitions Committee.

"This proposal had been submitted by the London Motor Club and had been the subject of correspondence between the L.M.C. and the R.A.C., all of which had been circulated to the delegates. The R.A.C. had refused to include the proposal on the agenda explaining that 'as the R.A.C. has no intention of changing the structure of the government of the sport it does not wish further to discuss this subject at this conference.' Later in the correspondence the R.A.C. agreed that, if there was time, discussion might be permitted. In the event the matter was discussed for a full hour—one-third of the time of the whole conference. The R.A.C. should be most warmly congratulated on its change of mind.

"In moving the proposition, the L.M.C. delegate made the following points: over the past few years rallies in this country had increased out of all recognition; the problems of controlling them and of meeting the possible threat of legislation had become a major preoccupation for the R.A.C. Competitions Committee, which had many other and



RALLYE MILITAIRE: Due to lack of space our report is being held over until next week. Here Paul Steiner, who had a clean sheet, is seen on the Militaire driving tests. He finished fourth overall. His well-known Simca 440 which will be kept exclusively for competitions.

possibly more important matters to deal with; that the best way of meeting this situation was to form a committee of representation elected in some way by the clubs—possibly through the area associations—which would submit proposals to the R.A.C. Competitions Committee. He emphasized that there was no suggestion of removing final authority

details. Two of the three area associations which had discussed it—representing 60 clubs—came out unanimously in support, and, while individual delegates expressed doubts about the possibility of finding people able to give their time to such work or about the finances of it, there seems little doubt that the majority would welcome some alteration of the machinery of government affecting rallies in this country so as to make it more democratic by giving the clubs more responsibility. The precise form would, of course, need a lot of discussion.

"The chairman, Earl Howe, promised that the matter would be carefully discussed by the Competitions Committee. Clubs which favour a change in this direction will watch eagerly for the results of this discussion and will hope that the R.A.C. Competitions Committee will itself take the lead in proposing changes. The alternative is that interested clubs should get together and formulate their own proposals.

"The appeal at this conference was to reason but there are some strong feelings in many quarters."

* * *

FARNBOROUGH D.M.C. "Judgment Day" driving test meeting, to be held on the Parade Square, Malta Barracks, Aldershot, on 20th March at 1.30 p.m., has, they tell me, been "planned to cater for all tastes, entirely suitable for the family car as well as more potent machinery and vintage cars. The classes and marking are so designed that there will be fair chances for all." Clubs invited to the event are: B.A.R.C., Chichester M.C., Guildford M.C., Haslemere M.C., Horsham D.M.C. and L.C.C., Lancia M.C., Lloyd's M.C., Southern Counties Sprite C., Surrey S.M.C. and V.S.C.C. The secretary of the meeting is H. W. Greenwood, "Torestin", Abbey Estate, Rectory Road, Farnborough.

(Continued on page 280)

Coming Attractions

- 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.** Starting points at Wolverhampton, Liverpool, Hereford, Oxford and Nottingham.
- 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.
- 12th-13th March.** U.H.U.L.M.C. Rosette Rally. Starts from Perry's Garage, Edgware, at 7 a.m.
- Cirencester C.C.** Cirencester Rally. Starts from Cricklade Road filling station, Cirencester, at 10 p.m.
- 13th March.** Falcon M.C. March Hare Trial. Start, Lisle Motor Works, Woolmer Green, near Knebworth, at noon.
- 20th March.** Farnborough D.M.C. Driving Test Meeting, Malta Barracks, Aldershot. Start, 1.30 p.m.
- B.A.R.C. (S.E.)** March Hare Rally.
- 8th-9th April.** M.A.C. Birmingham Post National Rally. Starts from Civic Centre, Birmingham, at 8 p.m.
- 10th April.** B.A.R.C. (S.W.) Closed Hill-Climb, Brunton, near Collingbourne Ducis, Wilts. Start, 2.30 p.m.

from the R.A.C. and argued that an elected body to deal with this one branch of the sport would improve relations between the clubs and the R.A.C., make the clubs more informed and responsible, and relieve the Competitions Committee of much detailed work.

"It was clear that there was a very great deal of support for the general idea behind this proposal, however many reservations there might be about



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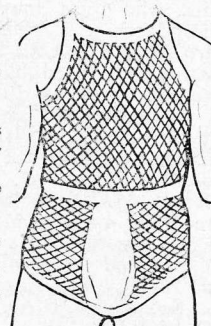
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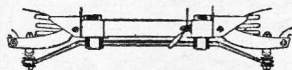
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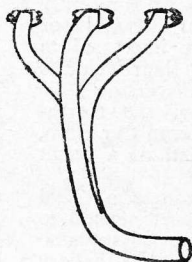
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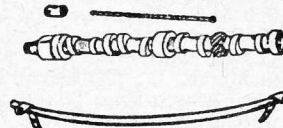
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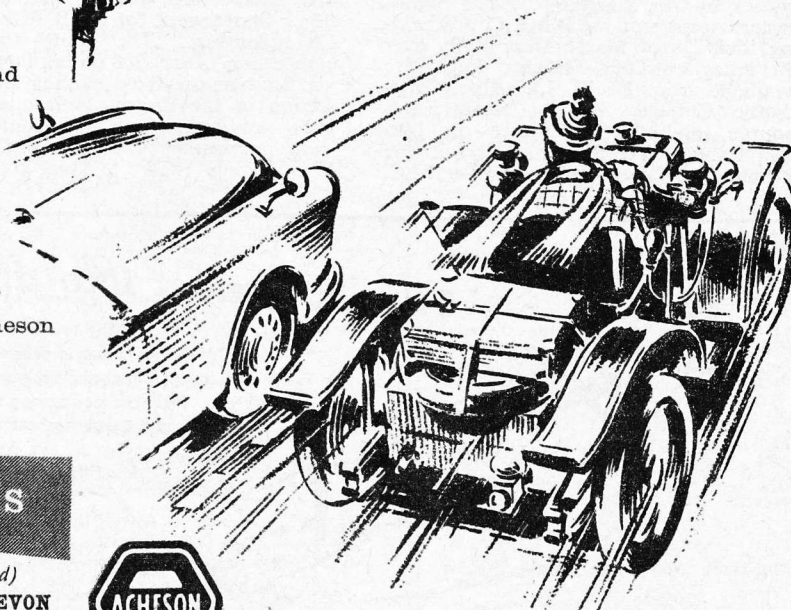
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Club News—continued

Hants, who must have all entries by 17th March. . . . The South-western centre of the **B.A.R.C.** are to have a closed-to-club speed hill-climb at Brunton at 2.30 p.m. on 10th April. There will be classes and regs. are available from P. B. Pyle, 12 High Street, Fareham, Hants, who must have all entries before 31st March. . . . The **R.A.F. Butzweilerhof M.C.** will have their March Hare Rally on 6th March. The start will be from the Volkspark, Cologne, at 9.30 p.m. and there will be a 9.15 start from Julich. Regs. are available from the Secretary, R.A.F. Butzweilerhof M.C., B.F.P.O. 19. . . . **U.H.U.L.M.C.** Rosette Rally will take place on 12th-13th March. The event, which will be over some 300 miles, is open to the Cemian M.C., Combined U.M.C., Forces M.C., Hants and Berks M.C., Harrow M.C., Haslemere M.C., London M.C., M.G.C.C. (S.E.), North London E.C.C. and 750 M.C. Regs. are available from K. W. Giles, 13 Colne Valley, Upminster, Essex, who must have all entries by 5th March. . . . The **Falcon M.C.** will hold their March Hare Trial for standard and special cars on the 13th March at noon. The event is open to Cambridge 50 C.C., Chiltern M.C., Herts County A. and Ae.C., East Anglian M.C., Harrow C.C., London M.C., M.C.C., North London E.C.C., Stroud and D.M.C. and Verulam M.C., and regs. are available from Miss G. Warren, Jesmond Dene, Shish Lane, Stevenage, who must have all entries by 12th March. The start will be from Lisles Motor Works, Woolmer Green, near Knebworth, and the route will extend over about 85 miles. . . . The eighth annual Cirencester Rally, organized by the **Cirencester C.C.**, will be held on 12th-13th March. Clubs invited to this 240-mile event are Bristol Aeroplane Co. M.C., Bristol M.C. and L.C.C., Burnham-on-Sea M.C., Stroud and D.M.C., Morgan 4/4 C., Oxford M.C., Forces M.C., M.G.C.C. (S.W.) and Dowty M.C. The start will be from the Cricklade Road Filling Station, Cirencester, at 10 p.m. Regs. are available from S. A. Stallard, Rodbourne House, Malmesbury, Wilts, who must have all entries by 7th March. . . . The South-eastern section of the **B.A.R.C.** are holding their closed March Hare Rally over 90 miles on 20th March. Regs. are available from D. W. Llewellyn, Glen-thorne Cottage, Arundel Road, Eastbourne, and the list closes on 14th March. . . . The Border Rally of the **Birmingham Young Conservative M.C.**

will be held on 12th-13th March. The 350-mile event will start from Cutlers Garage, Chester Road, Streetly, at 7 p.m. Invited clubs are: Linden C.C., Rugby M.C., Midland M.E.C., Shenstone and D.C.C., Wolverhampton and South Staffs C.C. and Austin Apprentices' C.C. Regs. are available from K. R. James, 380 Stratford Road, Birmingham, who must have all entries by 11th March.

A NEW club catering for the interests of those enthusiasts keen on pre-December 1916 cars has been formed in Yorkshire.

Known as the Horseless Carriage Club of Great Britain, the first secretary is Mr. John Campbell, a Hull chartered accountant.

He commented on the formation of the new club: "It is mainly composed in membership of members who recently resigned from the Veteran Car Club of Great Britain as they are interested in the actual mechanics of their vehicles rather than the social side."

At a recent meeting of the North-Eastern section of the Veteran Car Club, many officials resigned and as a result the new club was born.

"The title is an American term," said Mr. Campbell. "It has been started to meet the demands of interested types so that we can get together. We believe that a subscription of 10s. a year is all that will be required."

Officials of the old North-Eastern section of the Veteran Car Club will hold office in the new club.

SPORTING OWNERS' D.C.'s THIRD "RALLYE DUBONNET"

PROMPTLY at 8 p.m. the Mayor of Dunstable flagged away the first of 62 starters in the "Rallye Dubonnet" organized by the Sporting Owner Drivers' Club. The starting ramp was at the Market Square, Dunstable, Bedfordshire, and the weather at the time was bad enough to deter the most dedicated rallyist. Heavy and persistent snow was falling, and the forecast for most of the route was similarly bleak.

This rally has increased in popularity, and now counts towards marks in the Silver Star contest for the B.T. & R.D.A. Championship. The route took the competitors some 300 miles into Wales via Stow-on-the-Wold with a mountain section in the Brecon Hills. Here the snow was very deep and some roads were impassably blocked with drifts. Five points had to be completely

abandoned, and some 40 cars bogged down in a snow-filled valley, thereby losing a lot of time. A number surmounted these difficulties and got round the course, though the conditions could not have been worse.

The finish was at the Evenlode Hotel near Witney, and all agreed that it was a well-organized rally, and that the weather was just one of those things.

Results

Outright Winner: M. W. Reeves (Austin-Healey).
Class A: 1. A. C. Harmer (Standard 10); 2. S/Ldr. E. A. Brittain (Singer Gazelle); 3. P. Noad (Volkswagen). **Class B:** 1. P. J. Marr (Triumph TR3); 2. J. L. Shears (Triumph TR3); 3. J. B. I. Scott (Sunbeam Alpine).

NORTH MIDLAND M.C.**Kitching Trophy Trial**

1. **Kitching Trophy**, P. Highwood (Canhi), 31 penalties; 2. J. F. Harrison (Harford), 38; 3. J. Newman (Cannon), 39; 4. F. Lewis (Cannon), 43; 5. A. W. Francis (Cannon), 51; 6. E. Harrison (Harford), 51.

Coventry Cup Trial—continued

he failed on the hill proper after a good attempt.

The ninth, and last, fresh hill started on the level and then rose over a steeply cambered bump before turning left and climbing steeply. The camber tended to throw cars off line and several finished up uncomfortably close to a barbed wire fence, but of those who surmounted this obstacle Fred Cole and Rex Chappell made excellent climbs, as did Ivor Portlock.

To finish off the morning, the first three or four hills were attempted again.

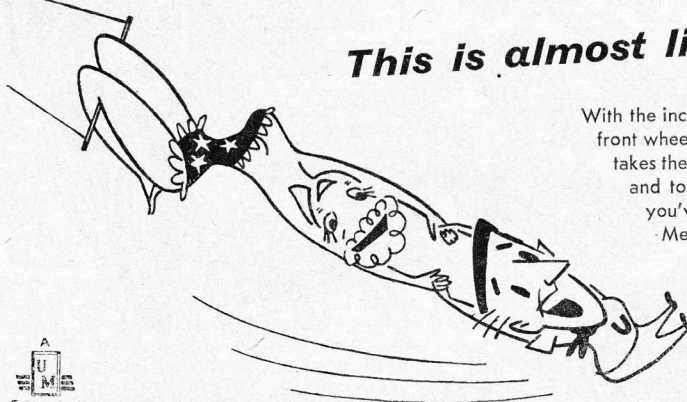
At lunch Rex Chappell was already in the lead, despite having suffered damage to the panhard rod on his car (damage which was repaired more than satisfactorily by constructor Mike Cannon!).

Then, in the afternoon, the course was run through for a second time, some of the hills having been modified to some degree to make them simpler or safer: none of them required to be made more difficult! The afternoon produced no fireworks, but notably good climbs were made by Gordon Holdrup, David Price, Mike Cannon, David Render and Ron Faulkner, in addition to those already mentioned.

The results were promptly produced and, as expected, Rex Chappell turned out to be the winner, to make this his third trials win since Christmas, well ahead of his nearest rival.

MARTYN WATKINS.

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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Sales: Stratton House, 80 Piccadilly, W.1

Service: 7 Hertford Street, London, W.1 Telephone: GROsvenor 4141



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All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

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The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

USED CARS FOR SALE

A.C.

S. H. RICHARDSON & SONS, LTD.,—Wanted, Accca-Bristol.—Tel.: Colnbrook (CN 8) 2258.

ALFA ROMEO

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.

Gemini House, High Street, Edgware, Middx.

1956 GIULIETTA sprint coupé, Alfa red, radio, new Pirelli tyres. An exceptional example. £1,445.—Pinner Motor Co., Pinner 0456.
1956 GIULIETTA Sprint, white with red hide, radio. Absolutely unblemished. £1,295. H.P. and exchanges.—Jones Garage, Syston, Leics. Syston 2257.

ALVIS

SPEED 25 Charlesworth saloon, 1939, magnificent condition, enthusiast maintained.—Box 3392.

1934 ALVIS Firefly preselector saloon, original condition, in very sound order. £85.—Woodgate Motors, Pembury, Kent, Pembury 130.

ASTON MARTIN

THE CHEQUERED FLAG (COMPETITION CARS), LTD., offer:—

DB3S. The very famous 63 EMU. Discs, Webers, twin plug head. Recently completely works overhauled, in superb condition ... £2,185
DB3S. An ex-works car. Immaculate in pale green, twin plug head, R.5s, etc. ... £1,435
DB2. 1952. Dark blue/grey interior, Vantage unit, radio, heater, spots, etc. ... £975

Telephone: EDGware 6171/2.

Gemini House, High Street, Edgware, Middx.

ASTON MARTIN 34 1½-litre international saloon. For very quick sale. Would accept £190.—CUNningham 2499.

1955 DB2/4, superb motor car, fitted with every conceivable extra. Heater, radio, rad, blind, rear window demister, twin spotlights, etc., etc. Now being fitted with a brand new 3-litre Vantage engine. The car is available in the workshops for viewing to any potential customer. An offer of £1,375 will be seriously considered.—Phone: Isleworth 5641.

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.

1952 DB2. 52,000 miles from new. Recellulosed British Racing Green. Engine overhaul and works rear axle within last 10,000 miles. Radio, heater. Accept £875.—Ladds, 24 Church Road, Willington, Beds. Phone Cardington 330.

AUSTIN-HEALEY

THE CHEQUERED FLAG (LONDON), LTD., offer

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 of five from ... £545

Telephone: CHiswick 7871/2/3.

Chiswick High Road, W.4.

AUSTIN-HEALEY 100/6, 1957, ivory/black, overdrive, heater, twin exhausts, etc., under-sealed, 23,000 miles. £795 o.n.o. Terms.—Tel.: Kidderminster 464.

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.

AUGUST, 1959, Austin-Healey 3000. Fastest in the country. Blue and ivory. 5,500 genuine miles. Overdrive, wire wheels, heater. £300 worth of extras. Works Rudd-tuned engine including three carburettors, 10:1 compression, gas-flowed head, racing cam, competition suspension front and rear, Servo assisted disc brakes, Derrington wheel, 6.40 x 15 Michelin X, oil cooler, works exhaust system. Company director's car. Immaculate condition, maintained regardless of cost. £1,250.—C. W. Andrews, South Lodge, Burgess Hill, Sussex. Burgess Hill 2317, 6-8 p.m.

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
BN2, 1956. Two-seater in quite exceptional condition in white, heater, tonneau ... £695
Sprite, 1959. Two-seater in white, radio, tonneau, twin spots, washers, heater ... £595

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

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.

1956 BN2 AUSTIN-HEALEY, black, fitted hardtop, heater, overdrive. £600.—Ray Fielding, Garage, Forres. Phone 422.

AUTO-UNION

1960 (Reg.) AUTO-UNION S.P.1000 GT saloon. One lady owner, 4,000 miles from new, coral and white two-tone body and interior. Car completely as new. The only model imported into this country. Extremely pretty, attractive car, cost £2,400—accept £1,750.—I. E. Raby, Empire Cars (B'ton), Ltd., 85 Preston Road, Brighton 21713.

BENTLEY

1948 BENTLEY Mk. IV standard steel saloon. Black/silver, radio and heater. Splendid condition throughout. £850.—Woodyatt's of Malvern, Worcestershire. Tel. 390.

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BERKELEY SPORTS CAR CENTRE
TUNING and RACING SPECIALISTS

The new B/95 and B/105 models with the Royal Enfield 692 c.c. four-stroke engine available for early delivery. See and try our demonstration car.

Spares, etc., in stock for all models.

1959 (Sept.) B/95. Very low mileage. Absolutely as new ... £525

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

MANTLES GARAGES, LTD.,

Henlow Garage,

Henlow Camp, Beds.

Tel.: Henlow Camp 233.

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.

DE LUXE BERKELEY, 328 c.c., December, 1957. Genuine 16,500 miles, one owner, cream. £250 o.n.o.—Phone LADbroke 2301, after 2 p.m.

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

B.S.A.

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

CITROËN

12.8 H.P. CITROËN, f.w.d., two new tyres, recent general overhaul. Floor needs repair. £40.—40 Woodland Drive, St. Albans.

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The European Car Specialists

offer Britain's finest selection of Continental models including the latest Volvo 122S; Peugeot 403 Saloon, Estate Car and 7-seater Limousine; Renault Dauphine Saloon, Sunroof and Gordini; Fiat 500, 600, 1100 and Multipla; Simca Monthlery and BMW Isetta. Current range of guaranteed used examples includes 1959 Volvo 122S; 1959 Volkswagen de Luxe; 1959 Skoda 440; 1959 Fiat Multipla; 1959 Simca Monthlery; 1959 Fiat 500; 1958 Goggomobil Mayfair Coupé; 1957 Citroën DS19; 1957 Alfa Romeo 1900 Super; 1957 Fiat 1100 Saloon; 1957 Renault 750 Estate Car; 1957 NSU Prima; 1956 Mercedes-Benz 220S Saloon; 1956 Borgward TS75.

Contact the enthusiasts at

250 Woodlands Road,

Glasgow, C.3.

Douglas 3738.

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

(Continued overleaf)

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(MITCHAM) LIMITED OFFER

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

New M.G.A. 1600. White, black upholstery. List

For immediate delivery.

1957 M.G.A. Black/red upholstery, wire discs, spots, badge bar, heater, rad. blind. £695

1956 M.G.A. White/black, heater, tonneau cover, exhaust boost. £665

1956 M.G.A. Red/red, luggage carrier, heater, excellent throughout. £630

1954 M.G. TF. Black/green, heater, spot lamp, luggage carrier, mascot, badge bar. £550

1954 M.G. TF. Black/green, radio, tonneau, P.V.C. hood, rad. blind. £540

1953 M.G. TD. Cream, with heater and many extras. Excellent example. £455

1947 M.G. TC. Green, many extras, fast car. £315

66/67 Monarch Parade, Mitcham

Phone: 3392-7188

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1958 Morgan Series II 1172 c.c. Crimson. One owner, excellent condition £585

1957 Morgan Plus 4 2-seater coupe, Vanguard engine. One owner, under 18,000 miles £665

1955 Morgan Plus 4 2-seater, Vanguard engine. Green, good condition, one owner £515

1954 Aston Martin D.B. 2/4 saloon. Black and ivory. 50,000 miles. One owner, excellent condition Offers

AVAILABLE SHORTLY—1959 2-SEATER PLUS 4

All vehicles have been passed through our works and are now guaranteed for 3 months.

USED MORGANS FROM 1950 URGENTLY REQUIRED

161 GT. PORTLAND STREET, W.1
LAN. 7733/4/5

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BUTT'S MOTORS. Official sole London distributors of these fabulous sports cars. Electron Minor (Herald powered). Electron (Climax powered). Zeta (R. Mays Conv. Zephyr). Available in kit form, demonstration cars on premises. We are specialists in race and rally preparation and experienced fibreglass repairers. Qualified mechanics with racing experience.—Further details, 9, Pindock Mews, Warwick Avenue, W.9. CUNNINGHAM 2843.

FORD

ANGLIA DE LUXE. November 1958. Alexander Conversion, single carb., straight-through exhaust, 34 m.p.g. Many extras inc. heater, washers. I.A.M. owner. Cherished vehicle. £510.—Details: Lovejoy, GERrard 7004, daytime.

FRAZER-NASH

F.N. SEBRING. 1954, ex works car, two owners only. Laid up at A.F.N. 1956-59. 14,000 miles. Fast and successful car (class 2nd, AUTOSPORT Championship, 1959). Recellulosed green. Engine rebuilt to B.S.4 by Don Moore. New R.5s, good hood, s/screens, whole car in perfect racing order.—Enquiries to P. Sutcliffe, Greystones, Birkby Hall Road, Huddersfield.

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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".
SEE UNITY MOTORS' advertisement under Transporters.

G.T. CARS**THE CHEQUERED FLAG****(COMPETITION CARS), LTD., offer:**

Borgward Isabella TS coupé. Brand new and unregistered, in turquoise blue with white leather interior, fitted heater, screen washers, reclining seats, etc. List ... £1,928

Peerless 1959 2-litre GT saloon. Pearl white with pale grey leather interior. Overdrive, radio, heater, disc brakes, X tyres, nominal mileage by one owner ... £1,285

Sunbeam Alpine. 1960 series 2/4-seater. Unblemished, pearl white with black interior and tonneau, discs, radio, heater, 1,400 miles only ... £1,095

Porsche 1500. 1955, drophead. Extremely attractive in pale blue and fitted radio, heater, X tyres, washers, etc. ... £1,075

Telephone: EDGware 6171/2.

Gemini House, High Street, Edgware, Middx.

HEALEY

SPRITE, 1959 (July), blue, 8,000 miles, unmarked, extras. £575. H.P. and exchanges.—Jones Garage, Syston, Leics. Syston 2257.

JAGUAR**THE CHEQUERED FLAG (LONDON), LTD., offer**

XK 140, 1955. Fixed head coupé, spotless black, radio, heater, overdrive, spots. Also roadster and drophead models from ... £695

XK 120, 1954, drophead. Dark green, wire wheels, X tyres, spot, heater, washers ... £545

Telephone: CHIswick 7871/2/3.

Chiswick High Road, W.4.

"D" TYPE. The ex-Col. Hoare-Coundley car, chassis number XKD 0515. Full appendix C. Very little used. Never crashed or damaged. In mint condition, colour blue. Price £2,250.—F. English, Ltd., Poole Road, Bournemouth. Phone: Bournemouth 20731.

JAGUAR XK 140 sports, 30,000, green, one owner (not going abroad), immaculate.—Freeman, Shenley Farm, Headcorn (236), Kent.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

XK 140, 1955. Fixed head. White. C-type head, chrome wire wheels, comp. clutch and suspension. C.R. gearbox, radio and heater, etc. ... £765

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

Telephone: Nottingham 89282/3.

5-11 Arkwright Street, Nottingham.

JAGUAR XK 140, VKE 243. A dark grey fixed head coupé, first registered 24th May, 1955. The mileage is 23,500 which corresponds with the general beautiful appearance and feel of this one-owner car. At £785, it is worth careful consideration by anyone looking for the best value in this class.—The Robertsbridge Garage, Ltd., High Street, Robertsbridge, Sussex. Telephone 3.

JAGUAR XK 140 drophead coupé. See our advertisement under Sports Cars.—Baker and Roger, Ltd.

THE CHEOUFRED FLAG**(COMPETITION CARS), LTD., offer:**

Lister-Jaguar, 1959. 3.8 wide angle head unit, discs, Webers, all synchro gearbox, limited slip rear end, superb in B.R.G. ... £1,995

XK 150, 1958. Fixed head in dark green, radio, heater, wire wheels, disc brakes, overdrive, spots, 15,000 miles only ... £1,385

C-type, 1952. Ex-Ecurie Ecosse, B.R.G., D-type mods., Webers, etc., hard top ... £965

C-type, 1953, 2-seater. Exceptional in bright red, just retrimmed, tonneau, etc. ... £845

Telephone: EDGware 6171/2.

Gemini House, High Street, Edgware, Middx.

JOHN WOOLFE'S "C" Type Jaguar (correspondence went astray whilst in Switzerland), West-lake 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.

KARTS

SUPERTUNE, LTD., for Kart engines. West Bend 99 c.c., 4½ b.h.p., 13½ lb., £45. Tuned and modified Clinton A.490, £24. Tuning your Clinton, £4 10s.—Pindock Mews, Warwick Avenue, W.9. CUNNINGHAM 9040-8314.

KARTS.—All classes. Early delivery, also kits, engines, wheels, accessories, etc.—Write, details, demonstration, to Kart House, Darlington. Tel. 67991.

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OCTOBER, 1938, V12 LAGONDA. Enthusiast owner posted overseas, forced to sell. B.R.G. D/h. coupé, light leather upholstery, wireless, heater, windscreen washers, spots, etc. New batteries. Outstanding condition throughout. Maintained regardless of cost. £550 o.n.o.—Box 3398.

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Lotus Distributors for the South Midlands and South Wales.

Immediate delivery of Lotus "Seven".
Demonstration model available.

Portland Road,
Malvern, Worcs.
Tel. 391

THE CHEQUERED FLAG (LONDON), LTD., offer

Mk. XI, 1957, Series I. Fitted hardtop, highly tuned 1172 unit, fully upholstered and unraced, finished in pale metallic green ... £795

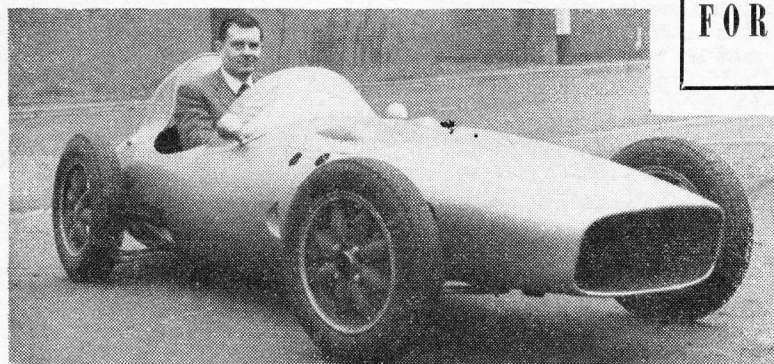
Mk. VI, 1955, Stage II, 1100 Climax, alloy wheels; hydraulic brakes, M.G. gearbox ... £485

MK VI, 1956. Two-seater in red, fully tuned 1172 unit, Aquaplane mods., hood, etc. £395

Telephone: CHIswick 7871/2/3.

Chiswick High Road, W.4.

ANSTY GARAGE (Chris Summers), Warwickshire Lotus Centre. "A" and "F" type V12s. B.M.C., Ford engines, etc., always in stock. Open seven days a week until 6 p.m.—Ansty, Nr. Coventry. Walsgrave-on-Sowe 2569.

THE CONDOR**A REAL RACING CAR FOR FORMULA JUNIOR**

Complies fully with the F.I.A. Formula Junior regulations. Fully independent suspension space frame chassis. Magnesium wheels, brake drums and diff. carrier. Inboard rear brakes. Rack and Pinion steering. Close Ratio gear box. Available with tuned Herald or Ford engine.

We invite you to our works to see the completed car.

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MOTOR CAR
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ALL ENQUIRIES TO—

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THE CHEQUERED FLAG (MIDLAND), LTD., offer
Lotus Mk. XI, 1957 "Club". Ford 100E unit with Elva conversion, close ratio gears, Alfins, full weather equipment, etc. ... **£595**
 We are officially appointed Lotus distributors for Mk. VII. Demonstrators always available and all models obtainable.
Telephone: Nottingham 89282/3.
5-11 Arkwright Street, Nottingham.

MONKSPATH GARAGE, SHIRLEY.

The Lotus centre for all Greater Birmingham area and North Worcestershire. Lotus Seven components in stock for immediate delivery.

MONKSPATH GARAGE, LTD.,

824-826 Stratford Road,

Shirley, Solihull.

Phone: Shirley 1645.

LOTUS VI, 1956, highly tuned M.G. 1500 engine, suitable for road or track use, wire wheels, Alfins brakes, Dunlop racing tyres, full all-weather equipment, superb condition. **£500**—Carden, 12 Portugal Street, Cambridge.

LOTUS VI, 1956, E93A, usual mods. Two new Michelin tyres. B.R.G. **£395**.—Jones, 114 Aldershot Road, Guildford, Surrey.

MARK XI LOTUS, 1500 c.c. Climax engine, M.G.A. gearbox, twin-plate clutch, Appendix "C".—G. H. Breakell, Moreton Park, Whalley, Lancs. Whalley 3294 (business hours Blackburn 5456).

1959 (June) **ELITE G.T.**, B.R.G., fully Stage II, 4.1 axle, 6,000 miles, not pranged, spares. **£1,695**. H.P. and exchanges.—Jones Garage, Syston, Leics. Syston 2257.

THE CHEQUERED FLAG (COMPETITION CARS), LTD., offer:—

Elite. Brand new and unregistered at list price. Or choice of two superb one-owner, very low mileage examples, with extras, from **£1,635**

Mk. XV, Series II, 1959, 1500 twin-cam Climax, discs, 5-speed box, unmarked. ... **£1,585**

Mk. XI. Ex-Alan Stacey, Stage III, 1100 Climax, Webers, discs, de Dion, fibreglass body **£965**

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

Telephone: EDGware 6171/2.

Gemini House, High Street, EDGware, Middx.

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DAVID BUXTON, LTD.—DISTRIBUTORS for the fabulous "3500 G.T." model in Central and Southern England and London. 150 m.p.h. 0-100 m.p.h. in 14 seconds. Coachwork by Touring of Milan. Sales and service.—David Buxton, Ltd., London Road, Derby 55129.

M.G.

U.M. HAVE the largest stock of M.G. spares in the country outside of the M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. GROsvenor 4141.

THE CHEQUERED FLAG (LONDON), LTD., offer

Twin-Cam, 1959. Spotless in black with grey leather, discs, tonneau, heater, rack, spot washers, etc., very low mileage ... **£995**

M.G.A., 1956. Two-seater, blue, radio, heater, wire wheels, X tyres, tonneau ... **£685**

M.G. TF 1500. Two-seater in metallic green, exceptional condition throughout ... **£575**
 We also have two other "A" types, TF and TC models. All very realistically priced.

Telephone: CHiswick 7871/2/3.
Chiswick High Road, W.4.

M.G.A. FIXED HEAD COUPÉ, blue, August, 1957, 1,600 miles, heater, etc. **£720** o.n.o.—Towse, 274 Promenade, Blackpool.

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

M.G. TB, excellent car, heater and many extras. —Clements, Shipham, Winscombe 3203.

M.G. TC, 1947, red, reconditioned engine, brakes relined. **£255**.—21 Goddington Road, Bourne End, Bucks.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

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

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

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

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

M.G. TD, 1953, B.R.G., new engine, extras, undersealed, must sell.—Willis, 2 Cromwell Road, Forest Gate, E.7. GRAngeWood 4797.

M.G. TF 1500, 1955. Immaculate, red. Engine overhaul 1,000, high lift cam, four-branch manifold, heater, rack, twin spots, bar washers, tonneau. **£565**.—Rose, 99 Barley Lane, Goodmayes, Ilford.

M.G. TF, 1954, ivory and red, new P.V.C. hood, good condition throughout. A fine example of this model. Must be seen. **£565**. —Young, Pool Farm, Taunton. Tel. 5426.

S. H. RICHARDSON & SONS, LTD., the M.G. Specialists, offer: 2,000 miles M.G.A. 1600 1960 model. **£895**. M.G.A. F/H coupé, 1958, **£825**. M.G.As 1956/9, ten from **£625**. M.G.s all models wanted. Part exchanges. H.P. terms. Immediate insurance.—Moor Lane, Staines. Colnbrook (CN 8) 2258.

1958 M.G.A. White with black leather, heater, tonneau and luggage grid. Mileage 8,000 only. B.M.C. warranty. **£775**.—Wood-yatt's of Malvern, Worcestershire. Tel. 390.

(Continued overleaf)

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COUNTY MOTORS

HUSBANDS BOSWORTH, Nr. RUGBY

Junction A50-A427

12 minutes from the end of M1 at Crick

NEW CARS IN STOCK

SPRITE. Blue, heater, rev. counter, etc. **£670**

SELECTION OF USED CARS

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

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

1956 MORRIS MINOR four door de luxe saloon, Clarendon grey, heater, new engine. **£445**

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

1950 MORRIS MINOR convertible, plastic hood, new seat covers, recellulosed. **£265**

1953 M.G. TD. White. Stage I tune, heater, well above average, taxed. **£425**

All the above cars are guaranteed for three months. They are engineer tested, serviced, and represent excellent value for money.

Part exchanges. Deposits from 10 per cent.

Up to four years to pay.

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Phone: **HUSBANDS BOSWORTH 251**

BUILD A GO-KART

SIMPLE CONSTRUCTION—SLICK LINES



Complete drawings available. The design is a proven winner in U.S.A. and this country.

Send cheque or postal order for 7/6 to:

HENRY HAGUE LTD.
COMBERTON, CAMBS.

David Buxton Limited

Open 8.30 a.m. — 9 p.m.

Sunday 10 a.m. — 6 p.m.

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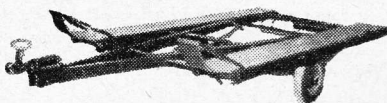
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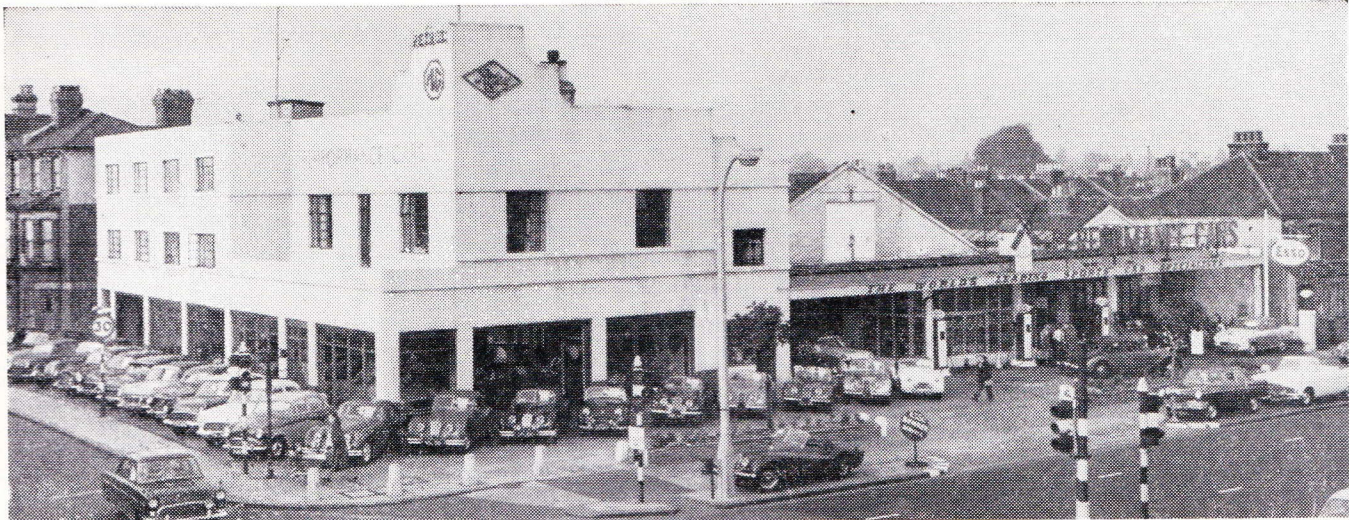
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