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MARCH 4, 1960

AUTOSPORT

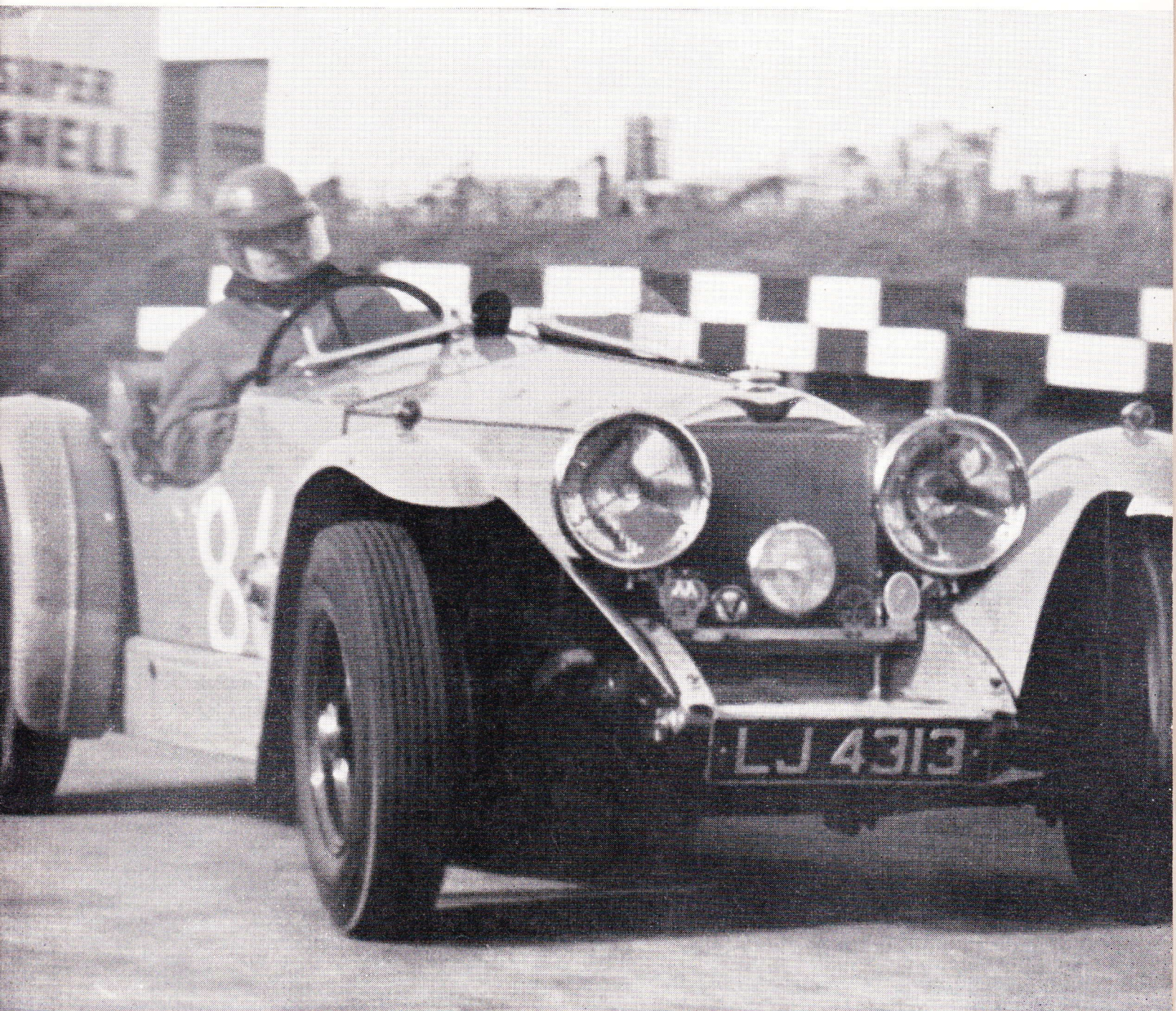
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EVERY FRIDAY

Vol. 20 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

TRINTIGNANT WINS IN THE ARGENTINE : S.S.M.C. SPRINT
MIDLANDS BOAT SHOW : RILEY WINS CANADIAN WINTER RALLY

On the road in Swedish Lapland some of the test cars meet typical Arctic winter conditions. In weather like this, starting was easier and warm-up more rapid with BP 'Visco-static' motor oil.



LAPLAND TEST PROVES EASIER STARTING WITH BP ENERGOL 'VISCO-STATIC'*

the oil that's proved to give 80% less piston ring wear

ARCTIC SWEDEN – home of reindeer and Laplanders – this was where BP scientists chose to carry out cold performance tests with fuels and motor oils.

Here in the intense winter cold of the Arctic, engineers made many tests on a number of different cars. In every case where BP 'Visco-static' motor oil was used, tests proved quicker warm-up compared with a winter grade ordinary oil SAE 20. They found too that starting in the intense cold, which went as low as minus 10 degrees Fahrenheit, was consistently easier with BP 'Visco-static'.

Flows freely even in intense cold

Even in freezing cold, BP 'Visco-static' remains free-flowing. So your engine is free to turn over more easily. This means easier, quicker starting and less strain on your battery.

From the moment your engine starts it runs more easily, takes less time to warm up and gives better performance. You save petrol too because less power is lost in oil drag with BP 'Visco-static'.

80% less wear in tests

Because it flows more freely in cold weather BP 'Visco-static' prevents the

heavy wear that usually occurs immediately after cold starting. Tests in the laboratory and on the road with the amazing radio-active wear detector showed 80% less wear on piston rings compared with ordinary oils.

Change now

With BP 'Visco-static' your car starts more easily, gives better performance and will last longer. So change now. But remember for best results you should make a complete change – have your old oil drained away and replaced with BP 'Visco-static'.

*VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED



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Vol. 20 No. 10

March 4, 1960

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EDITORIAL

RE-BIRTH OF MASERATI

THE success of Stirling Moss with the 2.8-litre Maserati in Cuba adds even greater interest to the Sebring 12 Hours race on 26th March. The withdrawal of Aston Martin tended to indicate that Scuderia Ferrari would have it all their own way in the championship events, and that the main opposition would come from the much smaller Porsches. However, Lucky Kasner and his Camoradi *équipe* will certainly provide stern opposition to both Ferrari and Porsche, with a star-studded team comprising Moss, Gurney, Shelby, Gregory, Rathmann and Ward. Officine Maserati, having been re-born as manufacturers of sports-racing and high-performance machines, are giving all possible support to the American venture in the way of technicians and equipment, and a renewal of the Ferrari-Maserati duels of the past will undoubtedly give the sports-racing category a much-needed shot in the arm. It will also be interesting to see how the big-engined Grand Touring Chevrolet Corvettes will fare against out-and-out sports-racing vehicles. Although the "Detroit Agreement" prevents General Motors officially from supporting any form of motoring sport, it must be obvious that the development department cannot afford to ignore a World Championship event, with its attendant publicity, and entrants of the calibre of Briggs Cunningham. Sebring has its critics, and although the venue of the U.S.A.'s most important international race is anything but ideal, one cannot overlook the fact that if it had not been for Alec Ulmann and his associates, such a race might not have been possible—to say nothing of last December's Grand Prix of the U.S.A., which brought Formula 1 racing back to the country for the first time since the Roosevelt Raceway days.

THE RALLY CRISIS

SPEAKING at the annual dinner of the Monte Carlo Rally British Competitors' Club last week-end, Piet Nortier, in announcing the 1960 Tulip Rally, hinted that there was a possibility that this may be the last of the series. In a passing reference to the last-hour cancellation of the "Sestrieres", he pointed out the ever-increasing opposition in Europe to motoring events held on public roads, and the high cost of closing sections for eliminating and other tests, as a result of having to pay for the services of the police. Undoubtedly the future of the big international rallies is very much in the balance, and the majority can only be staged with considerable financial outlay. This week-end's "Lyon-Charbonnieres" is a case in point; in order to satisfy official requirements, countless police will be employed to patrol the route, both in France and in Germany, not only on the closed-to-other-traffic sections, but on the highways generally.

OUR COVER PICTURE

BACK WITH US is the speed season, and traditionally the first event of the season is the Surrey Sporting M.C.'s Brands Hatch sprint. Pictured here is S. G. Bourne's fine Invicta, seen pressing on through Paddock Bend.



GRAND PRIX DE BRUXELLES Championship Formula 2 Race on 10th April

AFTER a lapse of several years, motor-racing returns to Brussels in the shape of a Formula 2 Championship event on the Strombeek-Bever circuit, situated to the north of Brussels near the site of the Exhibition. The circuit is of 4.2 kilometres (2.6 miles) and the race distance will be 70 laps, run in two 35-lap heats.

Twenty-two drivers will be invited, but only the fastest 18 will qualify for the race. Practice periods will be arranged for 8th and 9th April. The race starts at 2.45 p.m. on the 10th April.

Entries close on 1st April, and all enquiries should be made to the R.A.C.B., 4 Rue du Luxembourg, Brussels. Prize fund totals 150,000 Belgian francs, and there will be several silver cups including the Challenge Cup of the Syndicat d'Initiative of Brussels.

COUPE DES DAMES OF THE EUROPEAN RALLY CHAMPIONSHIP

THE following bulletin has been issued by the Secretary to the Commission Sportive Internationale de la Fédération Internationale de L'Automobile.

"In calculating the points scored for the Coupe des Dames in this Championship, it was wrongly assumed that Mlle. Annie Soisbault and Mme. Renée Wagner had driven together throughout the season.

It has now been brought to our notice that this was not so, Mme. Wagner therefore scores only 22 points. The order in this Championship is accordingly as follows:—

1. Ewy Rosqvist/Annie Soisbault, 28 points.
3. Pat Moss/Ann Wisdom, 26.
4. Anita Rosqvist-Borg, 24.
5. Renée Wagner, 22.

The Commission Sportive Internationale wishes to draw particular attention to the fact that the only drivers who have the right to call themselves Champion of Europe are those who have obtained the highest points in general classification or class placings in the Championship Rallies.

The Coupe des Dames refers only to the results obtained in the classes reserved solely for ladies, and it is improper to refer to the ladies who win this Championship as European Champions."

★
JOINT RECIPIENTS of the U.S. Sports Car Driver of the Year award are *George Constantine* (left), who has driven a DBR2 Aston Martin, and *Walt Hansen* (right), whose driving has been done in Lister-Jaguars.

★

IAN STEWART, former Jaguar and Ecurie Ecosse driver, has opened "The Four Seasons" Hotel at St. Fillans, Perthshire. He will be pleased to see his friends.

AN additional B.A.R.C.-Webbair flight (No. W39) will be run to the Brussels G.P. F2 championship race on 10th April. The flight will leave London on 7th April, returning on 11th April, and the return fare by 32-seater DC3 will be 11 gns. (8 gns. single).

BRITISH drivers in the cancelled Sestriere Rally have started a fund for the two orphaned children—Bobby and John—of the late Mrs. Margaret Hall, Marcus Chambers's assistant.

Treasurer of the fund is Marcus Chambers, B.M.C. Competitions Dept., Abingdon, Berks.

PIT and PADDOCK

SNETTERTON

AN indication of the rapidly growing enthusiasm for the new Formula Junior is given by the rush of entries for this event in the opening meeting of the season at Snetterton on 27th March. With over two weeks to go before the entry list closes, an exciting event is already promised by the entry of the works Elvas, which have already appeared on test at Snetterton and also the privately entered Elvas of R. Hudson and R. Hanson of the Team Triple S.

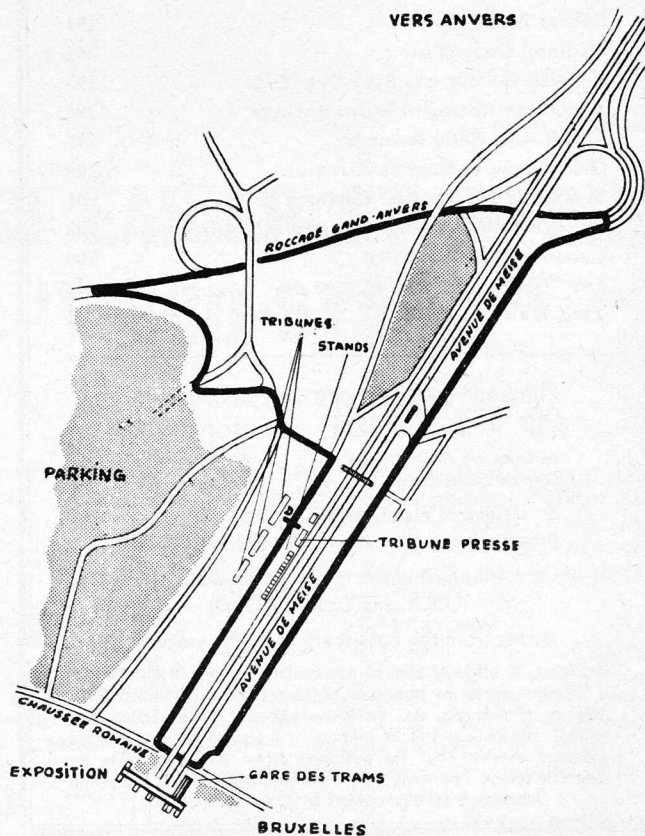
Others include Ian Raby's Envoy, J. Alderslade's Cooper Fiat, D. Taylor's Evad and the Cooper Juniors of J. Venn-Pack and N. Woodley.

The remaining five events in the day's programme include a 10-lap race for single seat racing cars, and much interest is certain to centre upon Brian Naylor's new J.B.W., which, like its predecessors, has a Formula 1 Maserati engine.

"AUTOSPORT" CHAMPIONSHIP 1960

THE full list of homologated Grand Touring cars has just been received from the F.I.A. via the R.A.C. Regulations for the AUTOSPORT Series-Production Sports Car Championship are now with the printers and should be applied for now. A full list of eligible G.T. cars as passed by the F.I.A. up to January, 1960, will be published in next week's issue.

★
COURSE for the first Grand Prix de Bruxelles for many years measures 2.6 miles and will be covered 70 times.



THE PORSCHE Type "RS 60", which includes the new 25 cm. high windscreen and small luggage compartment required by 1960 regulations. Maximum speed is stated to be over 150 m.p.h.

SPORTS NEWS

LATEST NEWS FROM STUTTGART Sports-Racing Car "Porsche RS 60"

PORSCHE have produced for 1960 a small series of the well-known works sports-racing car for 12 international qualified private drivers. Seven cars are for U.S.A., two for Canada, one for South Africa and two for Europe. Price of the car will be U.S. \$9,000 with delivery in Stuttgart. If the car is delivered in U.S.A. or Canada the price will be \$9,000, plus the charge for these countries (transportation, tax and other things).

The car, which is officially named "Porsche RS 60", differs in several ways from the 1959 type 718 and has the same technical conception as the works car. Modifications include the new 25 cm. high windscreen and a small luggage compartment in the rear placed over the gearbox. Front suspension is with new trailing links (two on each side) with transverse torsion bars and double-acting telescopic shock absorbers Koni 85/75. At the rear there are the same universally jointed half-shafts with which the car was equipped at the end of 1959 with slanting double wishbones and helical springs around the double-acting telescopic shock absorbers Koni 100/85. Wheelbase is now 2,200 mm. (against 2,100 mm. in 1959). Wheel size is 15 ins. against 16 ins. in 1959. The frame is wider, and the car is 3,700 mm. long, 1,510 mm. wide and its height, with windscreen, is now 980 mm. Road clearance is 150 mm., track in front 1,290 mm. and at the rear 1,250 mm. Engine is the same, but with reinforced crankshaft. It is available with 1,498 c.c. (85 mm. bore and 66 mm. stroke) with 150 b.h.p. output and with 1,587.5 c.c. engine with 87.5 mm. bore and 66 mm. stroke and 160 b.h.p. Maximum r.p.m. are 8,000, and top speed 156 m.p.h. There are still drum brakes at front and rear. Drum radius is 280 mm., brake area in front 558 cm² and in rear 372 cm². The car is a little heavier than last year with a dry weight of 550 kg. Fuel capacity is 80 litres, oil capacity 8 litres. The new Formula 2 car is the same as last year with minor changes: its body is slimmer. This car will be driven for the first time by Stirling Moss at the Gran Premio di Siracusa.

GÜNTHER MOLTER.

THE TULIP RALLY

2,500 Miles Event Starts on 2nd May from Noordwijk

ALL competitors in this year's Tulip Rally will start from Noordwijk-aan-Zee on 2nd May on a 4,000 kilometres route via Belgium, France, Monte Carlo and Nürburgring. There will be about 22 hours' rest period in "Monte". Entrants are due to return to Noordwijk on 5th May.

The Zandvoort races will not be staged this year; speed events will be



FRANK MILLER

WE regret to report the death of Frank Miller, following an accident when his twin-engined aeroplane crashed at Patterson, N.J., in a freak storm. Frank was formerly President of the Westchester S.C.C. and an official of the New York region of the S.C.C.A. Immensely popular, Frank was probably the first man to import a Lotus into the U.S.A. He gave up racing after a serious abdominal operation, from which he had made a full recovery.



used as eliminating tests, for which roads will be closed to normal traffic.

Cars admitted will be:—

Category 1. Production Touring cars. Group 1, Normal series. Group 2, Improved series.

Category 2. Grand Touring. Group 3, Normal series and Special series touring.

Classes will be F.I.A., from up to 400 c.c. and over 5,000 c.c.

Entry forms should be sent to the R.A.C. Competitions Dept., Pall Mall (entry fees to B. W. Blijdenstein & Co.). Individual entries close on 10th April, and teams on 20th April.

AFTER leading throughout the race Stirling Moss (Maserati) won the sports car Cuba Grand Prix at Havana on Sunday. Second place throughout was held by Pedro Rodriguez (Ferrari), who finished over a minute behind. Jack Brabham (Cooper) retired at half-distance.

BIG WEEK-END FOR SEBRING Formula Junior and Historical Car Cavalcade to Support "12 Hours"

STAGE is set for Sebring's 12 Hours Race, supported by a Formula Junior event and an Historical Car Cavalcade. On 26th March, the Ferrari team will be led by Phil Hill and Cliff Allison; both hope to score a "double" in repeating the Ferrari victory at Buenos Aires last January.

However, the Italians will have strong opposition from the Camoradi stable, whose remarkably fast 2.8-litre Maseratis will be driven by such toplineers as Stirling Moss, Carroll Shelby, Masten Gregory, Dan Gurney, Jim Rathmann and Rodger Ward.

Porsche will also be prominent, and it is felt that the 1960 Championship will go to one or other of the three marques, with Ferrari the favourites.

It will also be interesting to see how Briggs Cunningham's Chevrolet Corvettes perform. Although they are in the G.T. category, the Detroit cars might well spring a major surprise.

The race will be broadcast on coast-to-coast by C.B.S., with Art Peek and Walter Cronkite as main commentators. For those with powerful radios, network times for broadcasts on all C.B.S. stations are from 9.55 a.m. till 10.30 p.m. (Eastern Standard Time).

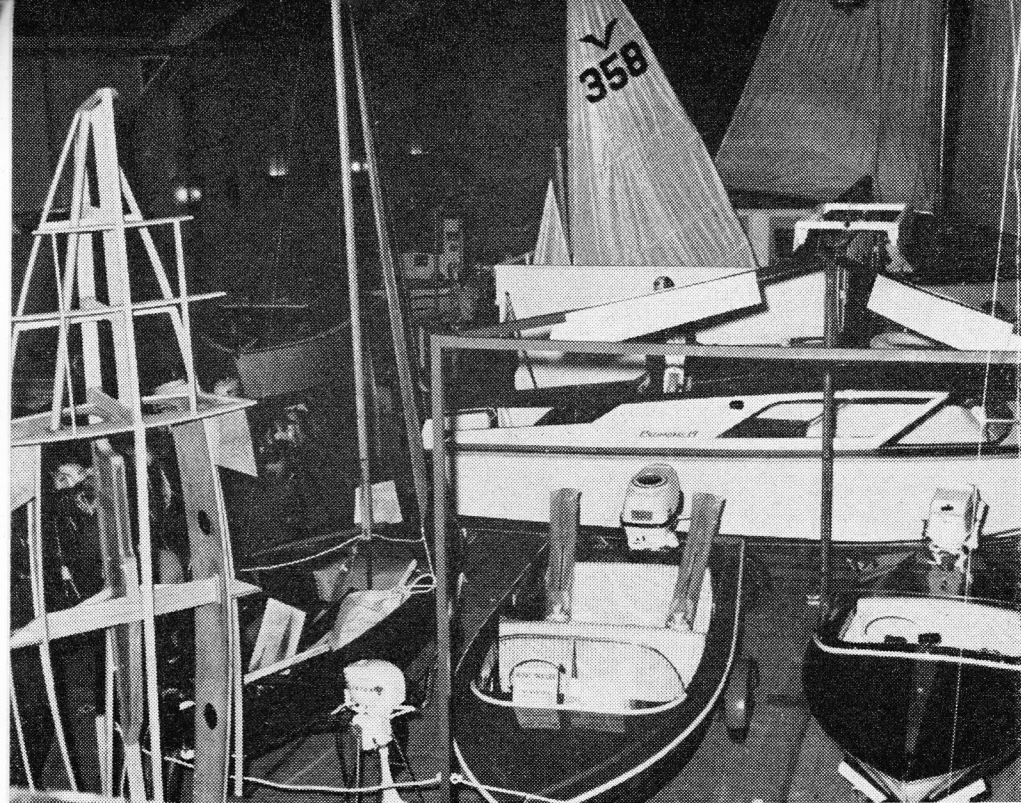
As in previous years, the Historical Car Cavalcade will be a feature of Sebring week-end. This will take place at noon on 25th March, following the Formula Junior event (30 laps on 2.2-mile course).

At 1.30 p.m. there will be a four-hour race for G.T. cars of up to 1,000 c.c., with a full entry of Team Roosevelt Fiat-Abarths, as well as Austin-Healey, SAAB and so on.

On 26th March the "12 Hours" starts at 10 a.m. Distance record is held by Phil Hill and the late Peter Collins (Ferrari) who covered 1,040 miles in 1958. Sports car lap record stands to the credit of Stirling Moss (Aston Martin), who returned 3 mins. 20 secs. (93.6 m.p.h.) in 1958.

INDIANAPOLIS 500 Miles Race is open to gas-turbine cars.

GENERAL VIEW of power craft and sail at the second successful Midland Boat Show at Kenilworth.



WATERSPORT

The Midland Boat Show

Another Successful Exhibition

THE first Midland Boat Show, at Chesford Grange, Kenilworth, was a great success; the second exhibition has just taken place at the same venue, and was even better. It is a curious thing that more boats and equipment are sold in the centre of England than in all the coastal areas put together. At the Midland Boat Show, one met more rabid enthusiasts to the square yard than at any other boating function. Yet the water was miles away.

The opening ceremony was performed by the technical editor of AUTOSPORT, and very soon afterwards cheques were being signed by keen buyers on the stands. A most interesting feature was the wide popularity of the Clinton outboard motor, which was tested by AUTOSPORT last summer. The majority of hull manufacturers seemed to have chosen this neat little prime mover for their boats. Of course, the big American outboards were also on view, and a fascinating exhibit was the sectioned six-cylinder Mercury.

Sectioned engines were to be seen on several stands. It is most interesting that among fast outboards, as well as the smaller utility versions, the deflector-piston two-stroke engine is preferred to the flat-piston type. A few years ago, it appeared that the flat-piston engine had all the advantages, but deflectors are now in the majority again. These vary greatly in shape. The Clinton has a very tall and steep deflector on the top of its piston, and the new Saunders-Roe twin is rather similarly endowed. The big Mercury engines have a most unusual deflector shape, which is much lower and less abrupt than would be

expected. Two-stroke engines are very much in the news, both for Formula Junior cars and Go Karts, so these fast marine units are worth close study.

Hulls of various types abounded. A genuine three-pointer single-seater—you don't sit, you kneel actually—was fitted with the famous dope-burning König engine. Small and speedy boats for car-topping and trailing were much in evidence, and a new sports boat of superb appearance was the Merrycraft 13. This retails at £220 and is suitable for various powerful outboard engines, the show model being fitted with Ride-Guide steering at £25 and a 45 h.p. Mercury motor at £300, though it can even take the 80 h.p. Mercury. The boat is made by Brooklands Aviation, Ltd., and Evinrude, Johnson or Gale engines may also be used.

Fast inboard boats with car-type engines were also on view, notably the Healey Sports Boat and the Moonfleet. The charter firms were taking orders for holidays afloat, and even the most enthusiastic car driver may like to leave the crowded roads of summer. The sailing experts could see boats with the traditional wind-engines, and there were excellent facilities for telling nautical yarns with one's elbow on a bar.

JOHN V. BOLSTER.

★
SPEECH! The technical editor opens the show.
★



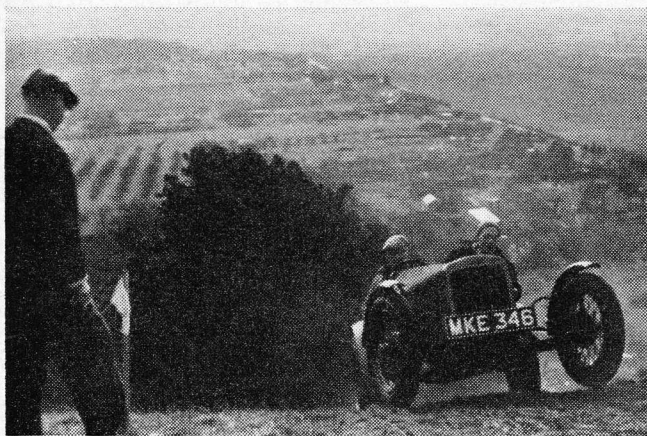
ON ITS TRAILER is a Penncraft run-about (left), sharing the stand with a Gull sailing dinghy.

WAITING TO GO (right): An assorted group of trials specials wait to climb a hill. BELOW: Peter Highwood, winner for the second year running, storms a crest yet again in this, one of his most successful seasons.

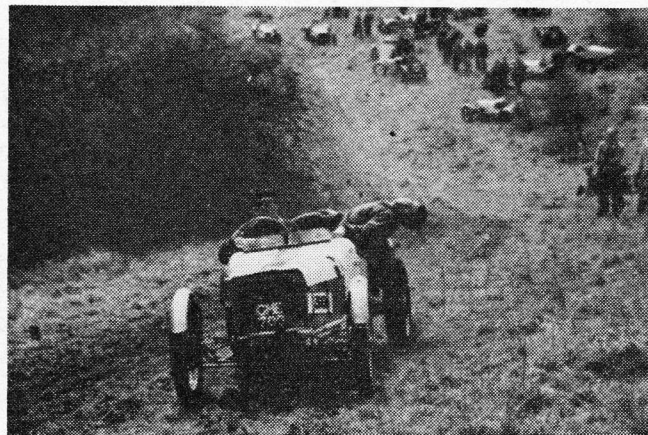


The "Best" Cup Trial

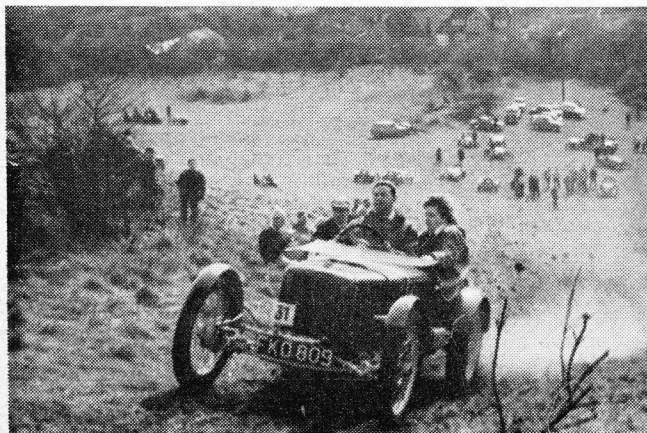
Peter Highwood Wins Kentish Border C.C. Event



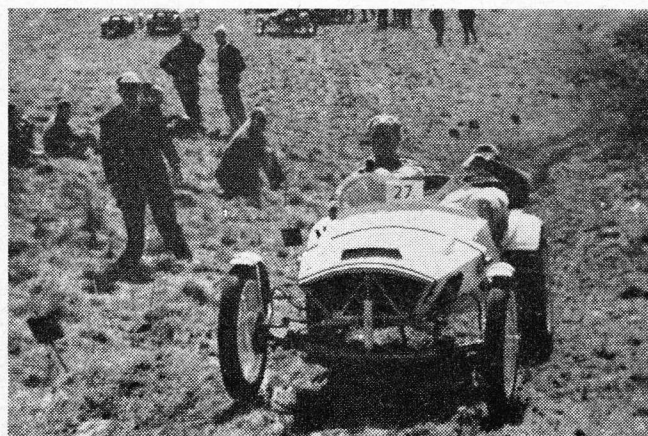
UP WE GO! Grins of satisfaction from Fred Cole and his crew as a hill is successfully climbed.



WORKING: Norman Overton's passenger finds it a strenuous life.



SMOKING: David Paul ascends in a smoke cloud on a long hill while other competitors watch to see how he fares on the course.



AIR-COOLED: Ernie Chandler's unusual Volkswagen-engined car chugs upwards while the passenger uses his weight.



LISTER-CORVETTE MAKING HAY: Ronnie Hissom unties hay bails with his sliding Lister as Bob Drake's "Birdcage" Maserati moves up to pass on his way to victory after an earlier spin put him back in the pack.

sweet revenge for the marque after eating Alfa Romeo Super Spyder dust for most of last season. Ed Barker averaged 69.38 m.p.h. for 10 laps (22 miles in 19 mins. 8 secs.) to lead the victorious Porsche contingent of Gary Beitel, Walt Davis and Hank Montonen. Chuck Kessinger was fifth in the best-placed Alfa Super. Joe Catron sixth in a Porsche, and Jay Chamberlain took seventh in his Lotus Elite. The race started with 24 cars running.

Low Spencer continued his winning ways aboard his famous number "45" A.C. Bristol in the 1,500 c.c. to 2,900 c.c. Production Car race for 23 cars. Jay Hills was second in his Porsche Carrera,

Heady Racing in Desert Air

**Palm Springs Races Mark the Return of the Names
of Drake and Maserati to U.S. West Coast Racing**

THE names of Drake and Maserati roared back into prominence on the West Coast at the 17th running of the S.C.C.A. Palm Springs races. Bob Drake, popular owner of the Grand Prix restaurant in Los Angeles, made a glorious comeback after a long three-year absence from the racing scene and the winner's circle. Although stacked up against cars of mammoth displacement, Drake outdrove the field in a new 2.8 "Birdcage" Maserati to win the 44-mile Main Event at 80.99 m.p.h. (The previous winning record of 72.4 m.p.h. at Palm Springs was set by Carroll Shelby in 1958 in a 5.7 Maserati. That was also the last previous main event victory for a Maserati on the West Coast.)

Formula Everything

THE first race of the meet was a *Formula Libre* event, with *Formula Junior* and the *Ladies' race* thrown in for good measure. Bob Estes averaged 73.33 m.p.h. to take this one in an old Talbot-Lago Formula 1 machine. Hap Sharp was second in an Elva Formula Junior

(making its West Coast debut) and the fastest lady was Barbara Windhorst, fifth, in an A.C. Bristol in a clear win over sixth place Betty Shutes in a Porsche Spyder.

BY GORDON H. MARTIN

Photography by
BILL NORCROSS

The Under 1,300 c.c. Production Car race went to John English in an Alfa Romeo Giulietta. He averaged 64.39 m.p.h. (22 miles in 20 mins. 30 secs.) for the 10-lap race. Jim Fouch in another Alfa was second and James Thompson was third overall and first in the Under 1,000 c.c. Class in his Austin-Healey Sprite. Fourth place and first in the Under 750 c.c. Class went to Willie West aboard a Fiat-Abarth-Zagato. It was a 22-car race.

Porsches Beat Alfas At Last

Porsches finished in 1-2-3-4 order in the Under 1,600 c.c. Production race, a

followed by the A.C. Bristols of Ron Leonard and Bob Young. Spencer's average for the 10 laps was 72.00 m.p.h. (22 miles in 18 mins. 28 secs.). Ron Cole, eighth, was winner of the Under 2-litre Class in his TR3.

Overdue Lotus Victory

The name of Lotus shattered the results column in the 26-car Under 1,500 c.c. Non-production Car race, by winning first overall, first in the Under 1,300 c.c. Class, and again in the Under 1,100 c.c. Class. Jay Chamberlain clobbered the surprised Porsche opposition by winning the 15-lap event at 75.42 m.p.h. (33 miles in 25 mins. 30 secs.) in his 1.5 Lotus Mk. XV. D. D. Michelmores's Porsche Spyder was second 14 seconds behind, and veteran Frank Monise was third overall and first in the 1,300 c.c. Class in his well-used Lotus Mk. XI. Harry Jones, 11th, was winner in the 750 c.c. Class in his Club Lotus. Joe Jordan was hospitalized when his 650 c.c. Special lost a wheel and flipped on the back straight, but his injuries were not considered serious.

Race of the Day!

A furious Corvette battle marked the Over 2,900 c.c. Production Car race as the most exciting of the day. The small field of big production cars included Corvettes, Mercedes-Benz 300 SLs, plus a Jaguar XK 120 and a Ferrari "250" Berlinette. The three Corvettes of Bob Bondurant, Tony Settember and Vince Mayel thundered off into an early lead. It was hub-to-hub racing at its classic best. Coming out from under the ocean of Los Angeles smog into the clean desert air may account for some of the exuberance displayed, but the dicing was fantastic. It lasted for all 10 of the



FORMULE LIBRE MIX-UP: Bob Estes won the Libre event in the big Talbot-Lago F1 car in spite of this mild spin. Behind him Ed Freutel also bobbles a bit in his Formula Junior Stanguellini as Dan Coleman approaches in his F3.

BACK TO THEIR WINNING WAYS: The new flat cornering 2.8 "Birdcage" Maserati helped first-rate driver Bob Drake win his first major victory in three years. Palm Springs was the first victory for a Maserati on the West Coast in over a year.

furious laps. Bondurant and Settember evenly matched and side by side most of the time, with Mayel within striking distance if anything went wrong, and it did on the last lap. Settember was flying for home on the last crucial lap, just a fraction ahead of Bondurant. He was screaming down the back straight absolutely flat-out, then into a full-bore sweeping bend with Bondurant only inches behind. Settember bobbled slightly, Bondurant moved up abreast on the inside as they thundered toward turn seven for the last time. As usual neither touched the brakes until the last split second. The second was split on the long side. Settember just knew he couldn't make it and took to the escape road; Bondurant thought he could and went flying into turn seven and off the course into the sand. Instantly the two Corvettes unleashed every foot-pound of torque and horsepower to regain the circuit as Mayel came sweeping into the

★

BEST RACE OF THE DAY: Here is the fantastic Corvette duel between Bob Bondurant (51) and Tony Settember (58). They put the world's fastest production sports cars to the limit as they passed and repassed until the dramatic final lap left Bondurant the lucky but deserving winner.

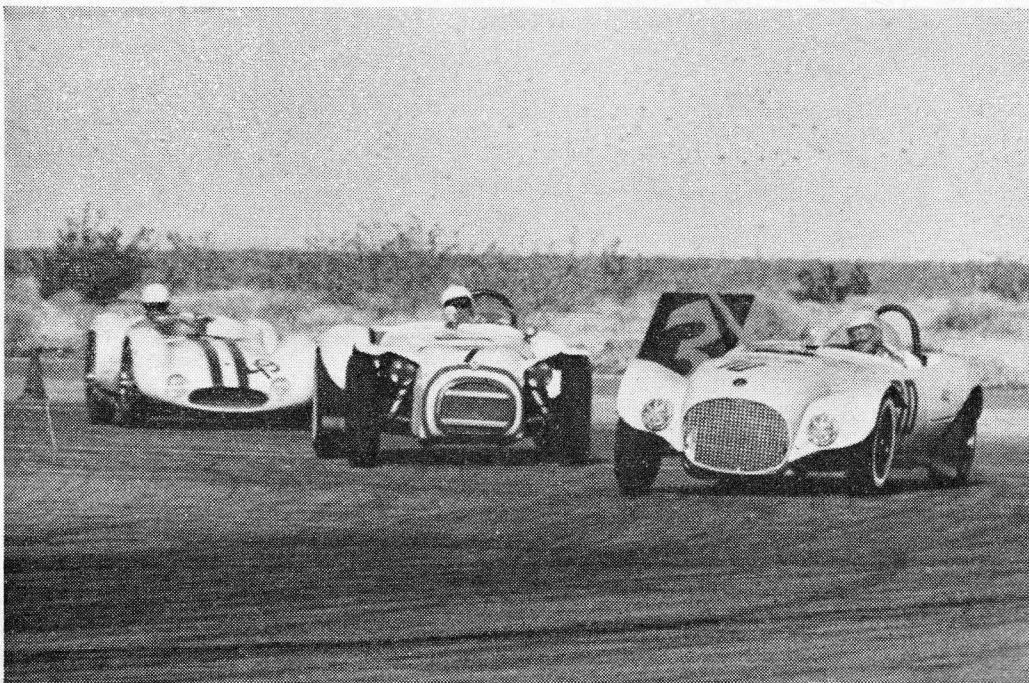
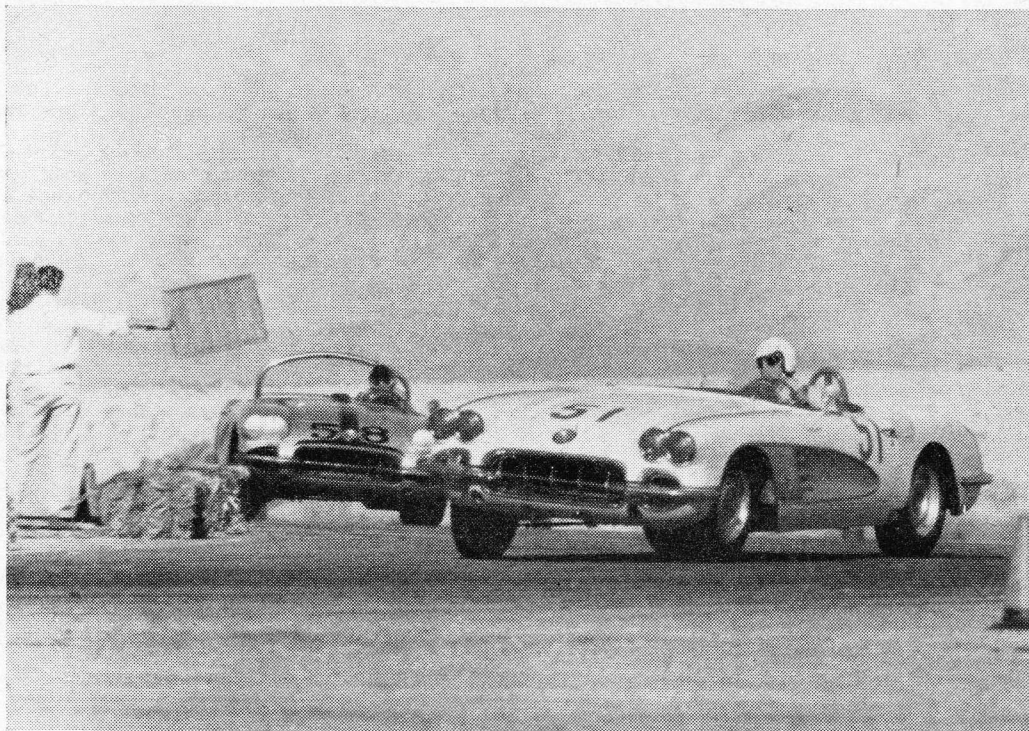
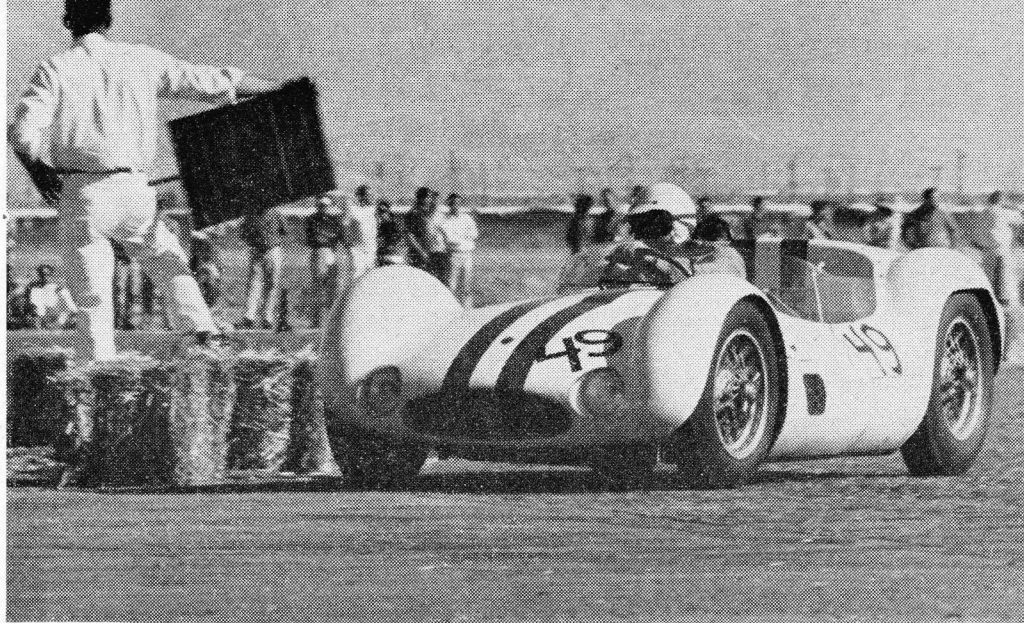
★

turn for his big moment and the lead. But Bondurant sliced on to the circuit in front of Mayel and Settember roared neatly in behind. Still no one drew a breath as a trio of the world's fastest production cars streaked for the finish line. Then just as suddenly it was all over but the proverbial shouting. Bondurant first, Mayel second by 2 seconds, Settember third by 3 seconds. Whew! David Troeffer was fourth, 17 seconds off the fearful pace, in a Mercedes 300 SL. Bondurant averaged 74.71 m.p.h. for the race (22 miles in 17 mins. 45 secs.).

Main Event

Bob Drake returned to Palm Springs, the scene of his greatest triumph, after a long siege of semi-retirement and indifferent driving. Over three years ago he had stood the racing enthusiasts on end with one of the most exciting demonstrations of driving skill ever seen in the "colonies". On that memorable day he took a brand new, untried, 1.5 Cooper-Climax sports car for a joy ride for everyone, except for a half-dozen or so soundly shaken Porsche 550 Spyder pilots. Starting well back on the grid he had worked his way up to the leaders, made a one-minute pit stop, dropped back six places, took off again and swallowed up every-

MAIN EVENT CONTENDERS: All three of these machines took turns leading the exciting main event. (Right to left) Max Balchowsky in "Ole Yaller Mk. II", Eric Hauser's "Ole Yaller Mk. I" and eventual winner, Bob Drake, in the 2.8 "Birdcage" Maserati, in this marque's first major win of 1960.



PORSCHE BATTLE ROYAL: Gary Beitel holds a momentary lead over Ed Barker, who eventually won the race by two seconds from Beitel. Porsches finished 1-2-3-4 in this race after disposing of the Alfa Romeos for a change.

days and it was good to have him back in the winning circle again, clutching the flag girl a lot harder than the flag or the trophy. As usual.

Officially Drake's winning average was given as 80.99 m.p.h. for the 20 laps (44 miles in 32 mins. 34 secs.) and Bill Krause took second, 33 seconds behind. Third and fourth places went to Jim Connor and Ronnie Hissom, both in Lister-Corvettes. Dick Hogue was fifth and first in the Under 2-litre Class in his 1.6 Porsche RSK, recently purchased from Sam Wiess, one of the best small-bore drivers in the U.S.

PALM SPRINGS NOTES

PALM SPRINGS was the first West Coast race of 1960 and the first time the desert airport circuit has been used in over a year. Although the weather was perfect, a widespread flu epidemic in Southern California held the crowds down to a disappointing 9,000. . . . One casualty of the race was top-flight *Road & Track* writer-photographer Jack Brady. While going like the clappers from one corner to another on a miniature motor scooter he spun out and broke his ankle. Our personal and professional sympathies. . . . Bill Krause was unable to make Saturday's practice sessions and preliminary races because he was flat out in bed with the flu. He deserves a lot of credit for dragging himself out of bed and into second place in the main event. . . . The latest 3.0 Ferrari with disc brakes that was flown from the factory to the U.S. for the last Riverside G.P. and won that event with Phil Hill at the wheel, was at the Palm Springs races. The car's new owner, Jack Nethercutt, could finish no better than sixth in the main event. . . . Although U.S.-made "Compact" cars are taking the country by storm, so few showed up for the scheduled "Compact" Car race at Palm Springs, this promising event had to be cancelled. It would have been the first such race on the West Coast.

thing in sight, including the chequered flag.

This time Drake had Joe Lubin's new 2.8 "Birdcage" Maserati out for only its second race. The 21 competing cars included three Ferraris (one of them was the latest 3-litre disc brake model), three Maseratis, two Lister-Corvettes, six U.S. Specials with over 5-litre displacement, and assorted other machines of winning potential. The Main Event was cut short to only 20 laps because a scheduled airliner had to cross the circuit to get to the airport terminal, so the effect of the usually high attrition rate of U.S. Specials would be negligible.

At last they were off, with the big bore machines well in the lead, as usual. Down the back straight they got sorted out a bit and Max Balchowsky in "Ole Yeller Mk. II" had a slight lead, followed by Eric Hauser ("Ole Yeller Mk. I"), Bill Krause (Mercedes-Corvette), and Bob Drake. By the time they reached the start-finish line the rest of the pack was already out of contention. At the end of the back straight Balchowsky had spun, Hauser slipped past, Balchowsky jumped in behind to hold second place, and the front runners went charging on.

Drake found the sensational handling

and braking of the light 2.8 Maserati to his liking and by some steady, serious driving (a little unusual for Drake) was able to make up what he lost in the straights to the bigger machines. Drake roared by Krause going into a turn and was now third.

Drake's only "moment" happened on the sixth go-round when he spun and dropped four places. His climb back up to the front was helped by the thinning out of the leaders. Balchowsky's heady driving in the new "Ole Yeller Mk. II" had shredded his tyres (to Max every race is a drag race) and he limped into the pits with flapping carcasses. Hauser was doing his usual workmanlike job, but "Ole Yeller Mk. I" (the original "Ole Yeller", now sombrely named the Larkin-Hauser Special) was having brake and transmission trouble. By the time Drake had worked his way back up to second place ahead of Krause on the 16th lap, Hauser had to relinquish first place and eased his seven-year-old mount into the pits. Drake was in the lead.

Drake eased his pace for the remaining laps, relaxed, and started smiling and waving to the crowds. He reserved his special "cute" gesture for the enthusiastic turn marshals. It was just like the old

SWANSEA M.C.—J. OWEN SMITH TROPHY RALLY

S. P. LEWIS, driving his Gordini Dauphine and navigated by A. L. Bennett, was outright winner of this event with a total loss of only 28 marks.

Of the 30 entries, 28 cars started on the Swansea event, on a fine sunny morning with roads that were mainly clear, though later in the day some snow was encountered. The route, from Felindre, was in three sections, the first two of these constituting the pre-lunch run over a distance of 64 miles. Navigation was straightforward "shortest distance between six-figure map references" stuff, and the competitors proceeded from Felindre, via Ammanford over the Black Mountains. On this section came the first incident of the event, when somebody's Hillman Minx was seen to have gone hedging and ditching at speed—possibly that of Brownrigg.

The route continued to Llangadock and thence to Llandilo, crossing the river Tywi at Dryslwyn and looping north to the end of the second section

at Llanfynydd and the lunch stop. Here, at the Pen-y-Bont Inn, a perspiring host served 64 lunches in a room roughly 12 ft. square, and it was, therefore, with some relief that crews escaped and set out on the third and final section, of 93 miles, which, while retaining the same general pattern as the morning, was rather more demanding of the navigator's skill.

Having completed a loop west to Brechfa, competitors found themselves back very near to Llanfynydd and the earlier sections, which created difficulties for those who hadn't cleaned up their maps! Heading north-east towards Talley, John Hill, in the lead in the Zephyr, rounded a corner rather too quickly to find that an obliging local authority had closed the road by digging a large hole in it. The combination of hole and firmly stuck Zephyr completely blocked the narrow road, and following competitors were obliged to re-route pretty rapidly.

Returning via the Black Mountains, competitors faced the special test, craftily devised by organizers Howard Strawford and David Evans—it consisted of an "acceleration and braking test", over a downhill "S" bend, through a ford, and finishing with a winding climb. But the sting was in the tail—the test was timed over the period taken by the navigator to plot three six-figure map references, while the driver completed these manoeuvres. Fastest time was 33.2 secs., by Keri Nicholas (navigator Dr. H. Bowen) and the slowest, by a competitor who shall be nameless, 156.2 secs.

From this point competitors returned, via Ammanford and Swansea, to the finish at Fairwood Flying Club, the average speed being reduced to 20 m.p.h. for the last few urban miles.

H. M. BILEY.

Provisional Results

J. Owen Smith Trophy and Replica: S. Lewis/A. L. Bennett (Gordini Dauphine). **Class One (Saloons up to 1,300 c.c.):** R. Rumble Snr./A. Blair (Austin Seven). **Class Two (Saloons over 1,301 c.c.):** Dr. H. Bowen/K. Nicholas (Singer Gazelle). **Class Three (Sports Cars):** R. Rumble Jnr./D. Jopling (M.G.A 1600).

RECEIVING the Peel Trophy from Earl Howe for the best performance in General Classification is Gerry Burgess, with co-driver Sam Croft-Pearson (right). BELOW: Bill Meredith-Owen collects the AUTOSPORT trophy for the best performance by a privately-entered club member in the 1960 "Monte" from Mrs. Jack Kemsley.



The 1959 R.A.C. Rally Awards

Presentations at the Monte Carlo Rally British Competitors' Club Dinner



THIRD in general classification were Mike Sutcliffe and D. Astle, who drove a Riley 1.5.



FOURTH were the successful Morley brothers, who conducted an Austin-Healey on this occasion.



MEMBERS of the winning team included E. Hodson and D. Seigle-Morris (Triumph) seen here with Earl Howe and Ken Richardson.



RECEIVING the Coupe des Dames awards from Earl Howe are the winners Anne Hall (right) and Patsy Burt (left) who drove a Ford Anglia.

FAVOURITE with the Argentine enthusiasts, Maurice Trintignant won after a remarkable display of determination and polished driving.

general reaction is that they will "borrow" this race again from Buenos Aires if/when the "Temporada" is staged again. Only five cars were running at the finish, but the race kept everyone deeply interested throughout: first it was the sizzling pace set by Brabham and McLaren in the Coopers, well in front of the field—then the furious charge of local boy Menditeguy, in a borrowed Cooper-Maserati, while U.S.A.'s Dan Gurney was leading, in a masterly fashion, at the wheel of a B.R.M.—then they noticed Trintignant, who had been climbing in a most inconspicuous manner and took over the race when his time had come.

GRAND PRIX OF BUENOS AIRES CITY

Maurice Trintignant (Cooper-Climax) Wins Non-Championship Formule Libre Event

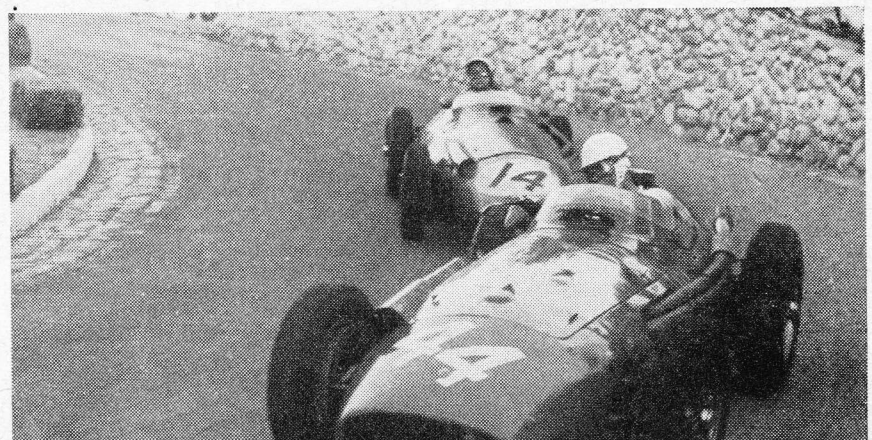
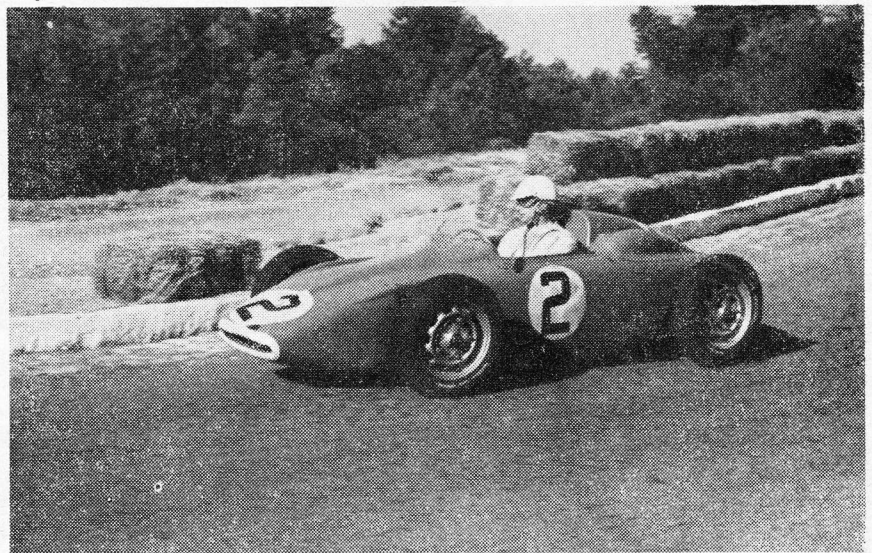
THE surprise winner of the 1954 Grand Prix of Buenos Aires, Maurice Trintignant, scored again in the same race—on a different location. It was Cordoba City this time that played host to the 16th edition of the outstanding *Formule Libre* event in South America. The stage for the race was a 3,100-metre long course (approximately 1.9 miles) that ran in and out of the town's most popular park. Although a non-formula, non-championship affair, the field for this race was nearly the same Formula 1 lot that ran at Buenos Aires the week before, with the exception of Gonzalez's Corvette-engined Ferrari, the only machine that took advantage of the free-for-all status. Stirling Moss had announced he would not enter, well ahead of time, reportedly because he did not want to run in mixed company (not to be blamed, considering his experience in 1958). The Ferrari team decided not to run . . . their future does not look over bright for 1960 and they are too busy by now.

The only *Formule Libre* sign of this race was, in the end, the smell of alcohol—Gonzalez's was the only big-bore job at the starting line and from the first lap it began dropping back, to stall for good very early in the race. Maurice Trintignant—a favourite with the Argentine enthusiasts from the day of his debut in the "Temporada", many years back—was not a surprise winner this time: victory came to him following a remarkable display of his customary polished chauffeuring plus a well-controlled determination. In the leading group from the start, he stuck to the right pace and stayed there until his break came; the fierce battle for the lead told on the fastest cars and before the half-way mark Maurice began to press on—he was running in third place, gradually moving up—and a very interested spectator, by the name of Juan

STORY AND PICTURES BY
DR. VICENTE ALVAREZ

Manuel Fangio, pointed at him as he drifted smoothly on a tricky downhill "S" bend . . . "Watch the Frenchman go! . . . He IS going to win this race!" And that is exactly what happened, eventually. This Grand Prix was witnessed by a huge crowd—this was the first time the "Cordobeses" could sample International racing at its best—and the

Nobody thought of leaving the course before the race was over—still then, many thousands were asking for more. A very hot race (on a very hot day, climate-wise, that is) which pleased everyone. Net revenue of this Grand Prix was earmarked for the local Centre of Rehabilitation of Invalids—organization was a joint project of the local Auto Club and Buenos Aires' main office. Timing and scoring were performed by officials from Buenos Aires. The usual



EXHIBITION run in Gregory's Porsche was given by the great Juan Manuel Fangio. Later he shocked the crowd by crashing a Maserati.

OLD-TIMERS: The 250C Maserati of Munaron about to pass Chimeri's similar car. Both cars finished, but well back.

BUT for a defective gearbox Dan Gurney might have won his first race for B.R.M. He led for 20 laps until the gearbox slowed him and Trintignant took over the lead.

swarm of pit-passes was to be seen, in spite of the energetic pre-race protests of the local official in charge who, probably, did mean well. Press release service was practically non-existent—a particular line in which the Automobile Club has been distinctly slipping lately. Crowd control was exceptionally good . . . of course, if by that we refer to crowd self-control only; ice-cold drinks were available in large quantities all around the course—in that respect, Cordoba has set an all-time record. The course has a very interesting shape and spectators could watch the race in all comfort.

Unfortunately, the surface was not particularly good—too rough and bumpy at some particular spots, while the last-minute "fillings" tore up after a few laps; several cars—new, lightweight jobs mainly—suffered costly fractures as they hit those spots.

Practice spins got under way on Friday, 12th February, and few cars were at hand for the first session. Two truckloads of race cars were delayed on their way from Buenos Aires. This inconvenienced the B.R.M. team most seriously: with qualifications scheduled for Saturday afternoon, their cars had not reached Cordoba (450 miles from B.A.) 30 hours after their departure and a lot of mechanical work had to be done. The B.R.M.s finally arrived in Cordoba on Saturday late afternoon and there is

some story behind this—any member of the B.R.M. team can tell it better. Under permission of race organizers, both B.R.M. drivers were to qualify with a single car, each of them earning a starting berth. No time was left to get two machines ready for the trials.

Maurice Trintignant had been the fastest man on Friday, with a lap in 1 min. 29 secs., but with the complete field at hand on Saturday, this mark was not expected to survive long: Jack Brabham was the fastest qualifier, with a lap in 1 min. 27.90 secs. (79.436 m.p.h. average), yet Trintignant managed to better his previous mark with a lap in 1 min. 27.90 secs., a close second to Brabham. Bonnier was third fastest, in the B.R.M.: 1 min. 28.20 secs., beating his team-mate

Gurney by only 40 hundredths of a second. Menditeguy won fifth spot, in his Cooper-Maserati—1 min. 29.10 secs., with Ireland (rear-engined Lotus) one-tenth of a second slower.

Only one of the announced big-engine cars was present and it was that of José Froilan Gonzalez (Corvette-engined Ferrari) and a hot argument started on whether sheer power might beat the superior power-to-weight ratio and handling of the Formula 1 jobs. This confrontation was not to take place, though. Lubrication troubles slowed the Corvette down—Gonzalez qualified in 1 min. 36.10 secs. Local boy Rodriguez Larreta—cub driver in the Lotus team—was plagued by ignition trouble. The rear-engined Lotus had to be repaired after hitting a kerb. Late in the qualifying session something happened that the "Cordobeses" were literally praying for: Fangio was announced to drive Gregory's Porsche in exhibition . . . this was the first appearance of the Maestro at the wheel of a Grand Prix machine in Cordoba. Fangio made several laps, the roar of the Porsche drowned by the wild cheering of the crowd. A little later he took one of the old Maseratis and went back to the course—then it happened . . . he overshot a right-angle turn and by the time he had the car pointing in the right direction, it was sliding to the outside and then hit the kerb sideways; the impact lifted the rear end of the car high up in the air—Fangio left the seat, nearly standing on the cockpit floor, but he kept a grab of the wheel; the Maserati, still flying, tilted considerably to the outside of the road, then landed back on its four wheels, Fangio falling back into the seat. The crowd watched breathlessly how the Maestro fought for control and sighed in relief as he drove away, the two offside wheels badly bent in the Maserati. A complete roll-over would have sent the car down a 30 feet embankment.

* * *
THE thermometer read 100 degrees—the highest of the year in Cordoba—as the cars were lining up for the start; the extreme heat had a lot to do with

EARLY in the race (above, left) Joe Bonnier (B.R.M.) tries hard to get past the flying Trintignant (Cooper-Climax). LEADER in the World Championship, Bruce McLaren (Cooper-Climax) held second place for many laps and set the lap record while chasing his team-mate Jack Brabham.



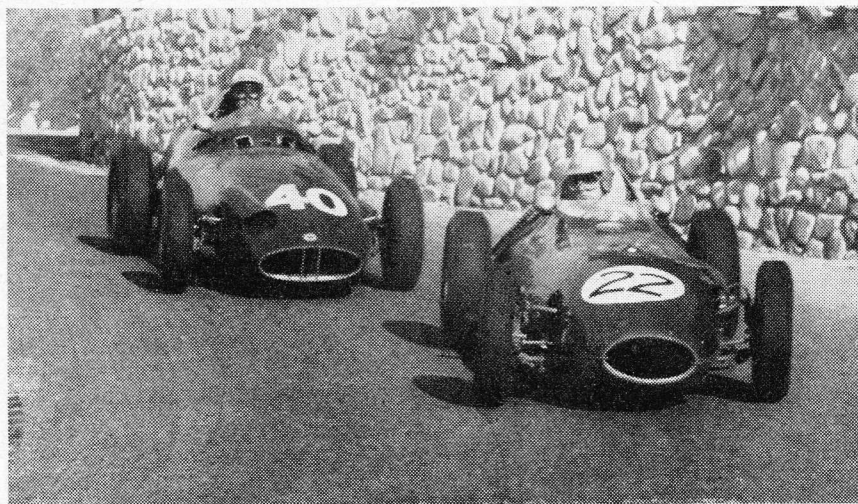
the high number of desertions during the race. Grid formation was modified in the last minute: cars were lined in alternate rows of four and three (instead of the original three and two) in the following order:

Jack Brabham (Cooper-Climax)	Maurice Trintignant (Cooper-Climax)	Joakim Bonnier (B.R.M.)	Dan Gurney (B.R.M.)
C. Menditeguy (Cooper-Maserati)	Innes Ireland (Lotus)		Bruce McLaren (Cooper-Climax)
Harry Schell (Cooper-Climax)	Alan Stacey (Lotus)	G. Scarlatti (Maserati)	Gino Munaron (Maserati)
Masten Gregory (Porsche)	R. Bonomi (Cooper-Maserati)		J. F. Gonzalez (Corvette-Ferrari)
	Ettore Chimeri (Maserati)		Antonio Creus (Maserati)

The race started with the two "official" Cooper-Climax, driven by Jack Brabham and Bruce McLaren in front, with the Walker Cooper-Climax driven by Trintignant in third place. A favourite on the slow, twisty Cordoba course, Innes Ireland—in the Lotus—made a very poor start and could not finish the first lap. Munaron's Maserati refused to go with the pack and had to be pushed back to its pit, where it finally got started. It was evident that Gonzalez had failed to solve the serious trouble in his engine—the Corvette was merely crawling at the rear of the field; Scarlatti's Maserati quit on him on the fourth lap; Creus's did the same on the seventh and Gonzalez finally stopped for the day on the 11th. At the end of the 10th lap, Brabham was leading, with his team-mate McLaren but four-tenths of a second behind—both well ahead of the field; Dan Gurney had moved his B.R.M. up to third, with Trintignant, Menditeguy, Bonnier and Bonomi following in that order. Masten Gregory dropped out with mechanical trouble in the Porsche on the 17th lap. Average had been of 76.723 m.p.h. for the first 10 laps—Brabham raised it to 77.470 for the 20 laps; McLaren kept literally on his heels; he set the lap record for the day on his 20th lap: 1 min. 27.20 secs., at an average of 79.521 m.p.h. Well up in front, the pace-setters were putting up one of the most exciting driving exhibitions ever witnessed here; the crowd's attention was focused exclusively on the two leading Coopers and what happened behind them went unnoticed until McLaren stalled with front end trouble, on the 29th lap. On the next lap, Menditeguy broke the gearbox in his Cooper-Maserati and gave up, while riding in fifth place. At this moment, the defending World Champion was comparatively

safe in front—Gurney's furious charge had placed him as close as three seconds behind; Trintignant was now in third spot. Stop-watches were telling of the hot pace: the men in the leading group were circling the course at an average of

1 min. 29 secs. per lap—too fast to last. Schell was out on the 34th lap with engine trouble; Bonnier had moved up to fourth place, in the B.R.M., and Bonomi to fifth, in a Cooper-Maserati. Alan Stacey was holding sixth place in the front-engined Lotus. Bonomi was called in then, to give his car to Menditeguy. Up to this moment, he had



been driving a conservative race and moving up as the front-runners dropped back and out. He expressed his disgust for the team-director's command in no uncertain terms—the Cooper-Maserati was given a somewhat faster pilot but a full lap was lost in the shifting. Stacey stopped and was relieved by Ireland—he had to be treated for sunstroke. Brabham was then forced out with trouble in the fuel-feed system, on the

40th lap. Gurney took the lead, with Trintignant 15 seconds behind; Bonnier pulled in on the 45th, with engine trouble, while running third. Thus, Menditeguy, driving relief for Bonomi, got third position. There was no possibility of catching the first two men, but Menditeguy drove all out, taking more chances than he should—his furious display of bravery and hot chaffering was supported all the way by the wild cheering of the crowd—however, he could not get any farther up than third; again out with a broken gearbox later.

At the 50-lap mark, Gurney was still leading Trintignant by 15 seconds, with Menditeguy one lap behind. Gurney slowed down with an ailing gearbox and Trintignant got by him on the 60th lap, soon opening a five-seconds gap on the B.R.M., only to surrender to Gurney three laps later as the clutch began to

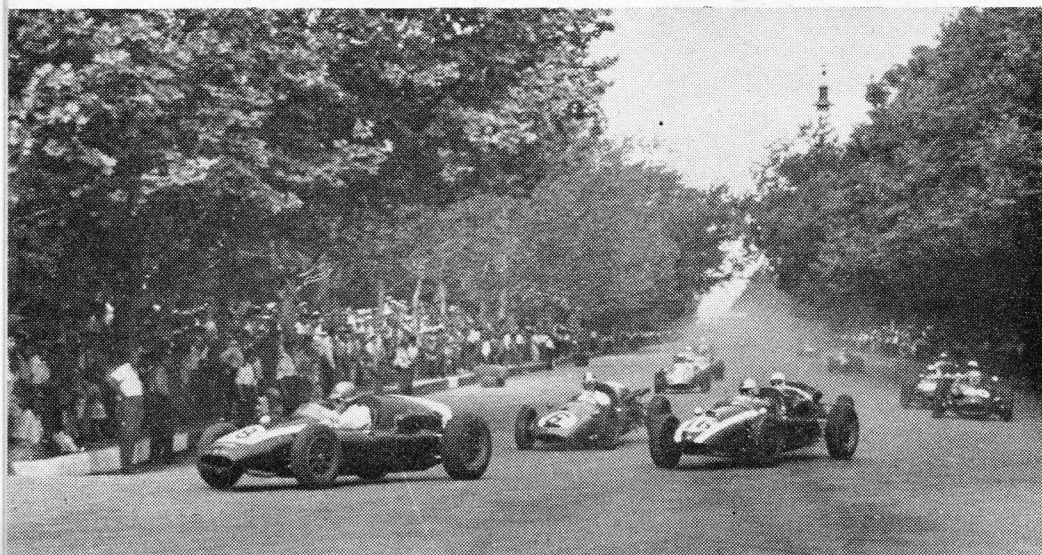
STANDING-IN for sun-stroked Alan Stacey, Innes Ireland (below) tries to keep ahead of Joe Bonnier (B.R.M.). The car retired on the 67th lap.

fail in the Cooper. With two somewhat sick machines in front, this looked like Menditeguy's great break—quick calculations were made to find out whether he could regain a full lap before the finish; optimistic spectators were sure he would make it, but his gearbox gave on that 63rd lap. Driving all the way in top gear was quite a handicap but Gurney got by Trintignant as the Frenchman slowed down to "feel" how bad his clutch was—Gurney's lead lasted for a single lap, though: Trintignant got back in front on the 64th lap and stayed there to the finish. With a few laps to go, there were only four cars running—Ireland, relieving Stacey, was out on the 67th circuit, and Bonnier, who had been a spectator for several laps, climbed back into his B.R.M. and resumed the race, if only to win fifth place.

Results

Maurice Trintignant (Cooper-Climax), 1 h. 53 m. 50.90 s., 75 laps; 2, Dan Gurney (B.R.M.), 1 h. 54 m. 38.50 s., 75 laps; 3, Gino Munaron (Maserati), 70 laps; 4, Ettore Chimeri (Maserati), 63 laps; 5, Joakim Bonnier (B.R.M.), 53 laps.
Winner's Average: 76.420 miles per hour.
Lap Record: Bruce McLaren (20th lap), 1 m. 27.20 s.; 79.521 m.p.h.

FIRST CORNER and the order is Brabham (Cooper-Climax) in the lead, followed by McLaren (Cooper-Climax), Menditeguy (Cooper-Maserati) and Trintignant (Cooper-Climax).

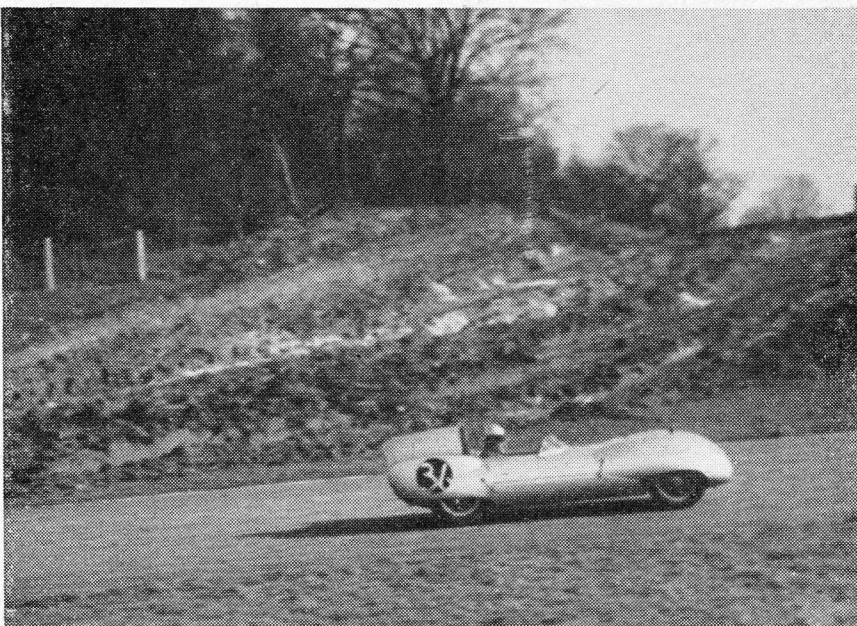


ELEVEN AND EXTENSION: R. P. Wren's Lotus Eleven passing the start of the "road-works" of the new Brands extension at Kidney Bend/Clearways.

SURREY Sporting Motor Club's annual sprint meeting at Brands Hatch traditionally opens the British speed season and it is for that reason that many enthusiasts look forward to the event. Winter is behind us, Spring is on the way and it will not be long before the circuits echo to the sound of high-revving engines.

In bright sunshine and on a dry track the exponents of the 750 Formula opened the day's sport: none of them was tremendously fast, B. Small's Austin Special dominating the class with a total time of 3 mins. 55.4 secs. for his three laps. The second fastest man, J. Sutton, in a similar car was eight seconds slower with a time of 4 mins. 3.4 secs.

Class 13 was, for some obscure reason, run off next. There were only two entrants for this class for unlimited sports cars, the lovely 4½-litre Invicta of S. G. Bourne, and the immense, alloy-bodied 4.2-litre Alvis of Tony Charnock. The



SURREY SPORTING M.C.

BRANDS HATCH SPRINT MEETING

B. Millbank (Lotus-M.G.) Records B.T.D. at Season's First Speed Event

Alvis was sent off first but unfortunately suffered from ignition disorders on its second lap and had to call it a day. The grand old Invicta went very steadily to record 4 mins. 19.6 secs.

The 1172 Formula class was dominated by Lotuses, the marque taking first three places. K. Sloman and Geoff Mott were particularly quick, recording 3 mins. 35.6 secs. and 3 mins. 37.2 secs. respectively while the third placeman, Peter Martin (the former Morgan driver now mounted in the ex-Tim Powell car), was nearly eight seconds behind with 3 mins. 45 secs., despite mercilessly high revs. Lotuses also took first two places in the class for open cars up to 1,100 c.c. Peter Warr, driving the Lotus Seven Climax which John Bolster road-tested just a year ago, drove very well to record a total of 3 mins. 22.6 secs., a time which was tipped as likely to be best time of the day, and which was, in fact, beaten only by B. Millbank's splendid effort. R. P. Wren, in a Lotus Eleven with Climax engine, managed 3 mins. 26.4 secs., but lacked the polish which characterized Warr's driving.

The class for closed cars up to 1,100 c.c. was a walk-over for J. L. Venner-Pack, whose highly tuned Austin-Healey Sprite with Speedwell aerodynamic bonnet and hardtop was some 13 seconds faster than his nearest rival, D. J. Fisher, whose less modified Sprite recorded 3 mins. 47.8 secs. A feature of the class was the spirited drive of John Harris, who hustled his Mini-Minor round in a total of 3 mins. 56 secs. In the next class, for open cars up to 1,500 c.c., no one could approach the time of 3 mins. 21 secs. which Bernard Millbank set up in his Lotus-M.G., although test pilot D. G. "Dizzy" Addicott managed 3 mins. 24.4 secs. in his o.h.v. Ford-engined Lotus. Richard Sheppard-Barron won the class for closed cars up to 1,500 c.c. with his incredibly noisy

Alfa-Romeo Giulietta Sprint Veloce and a time of 3 mins. 39.2 secs. while J. C. Wallis (Lotus Elite) made a tremendous recovery to record 3 mins. 47.4 secs. after a first lap spin coming out of Paddock Bend.

Several famous cars appeared to contest the class for open cars up to 2 litres. J. G. Tallis, in the ex-Col. O'Hara-Moore/John Gott Alpine Rally winning Frazer-Nash Le Mans Replica won the class in 3 mins. 32 secs.; R. Stelfox in the ex-Bill de Selincourt TR was second while third spot was taken by R. D. Paine in the Mille Miglia Frazer-Nash in which Tony Crooke once took several international class records. There were but three contestants—J. M. Duncan (TR), D. J. Mackay (Austin-Healey) and C. F. White (Austin-Healey) in the class for open cars up to 3,000 c.c. and the closed class was equally poorly supported, D. Howard and Ian Gillett (Aston Martins) with B. Aston (Jaguar 2.4) having things all their own way.

The class for open cars of unlimited capacity produced the most unnerving moment of the day when Miss Pat Richardson, who has recently graduated to a C-type Jaguar from a large open Daimler, spun on Clearways and ran up the bank backwards. The car hung in the balance but fortunately did not roll. The light was beginning to go and several people did not manage runs in this class, which was won by John Lipton's XK 150. It was at this juncture that a young lady who had been watching the event with obvious boredom and ever-increasing irritation came and asked me when Stirling Moss was due to make his appearance. On being told that he was not entered she said: "He must be, my brother told me Stirling was to be here. That's why we came." I assured her that Moss was, to the best of my knowledge, in Havana, whereupon she walked over to a small boy and admin-

istered a resounding wallop to his ear and marched him off muttering: "Little liar. . . ." What some enthusiasts suffer to watch their sport!

The event ended with a class for closed cars, which was a Jaguar benefit; the marque occupying the first three places.

MICHAEL DURNIN.

Results

Best Time of Day: B. Millbank (Lotus-M.G.), 3 mins. 21 secs.

750 Formula: 1, B. Small (Austin), 3 mins. 55.4 secs.; 2, J. Sutton (Austin); 3, J. Fuller (Austin).

1172 Formula: 1, K. Sloman (Lotus), 3 mins. 35.6 secs.; 2, G. W. Mott (Lotus); 3, P. W. Martin (Lotus).

Up to 1,100 c.c. Open: 1, P. E. Warr (Lotus), 3 mins. 22.6 secs.; 2, R. P. Wren (Lotus); 3, T. H. Fallows (Cooper).

Up to 1,100 c.c. Closed: 1, J. L. Venner-Pack (Sprite), 3 mins. 35 secs.; 2, D. J. Fisher (Sprite); 3, C. N. Ramus (Sprite).

Up to 1,500 c.c. Open: 1, B. R. Millbank (Lotus-M.G.), 3 mins. 21 secs.; 2, D. G. Addicott (Lotus); 3, K. P. Tomei (Elva Courier).

Up to 1,500 c.c. Closed: 1, R. Sheppard-Barron (Alfa), 3 mins. 39.2 secs.; 2, J. C. Wallis (Lotus Elite); 3, T. A. Crawford (Sunbeam).

Up to 2,000 c.c. Open: 1, J. G. Tallis (Frazer-Nash), 3 mins. 32 secs.; 2, R. Stelfox (TR); 3, R. D. Paine (Frazer-Nash).

Up to 2,000 c.c. Closed: 1, W. B. Blydenstein (Borgward), 3 mins. 41 secs.; 2, P. L. Hovenden (A.C.-Bristol); 3, L. C. Fryer (M.G.).

Up to 3,000 c.c. Open: 1, J. M. Duncan (TR), 3 mins. 36.4 secs.; 2, D. J. Mackay (Austin-Healey); 3, C. F. White (Austin-Healey).

Up to 3,000 c.c. Closed: 1, D. Howard (Aston Martin), 3 mins. 41.8 secs.; 2, I. M. Gillett (Aston); 3, B. Aston (Jaguar).

Unlimited Open: 1, J. Lipton (Jaguar), 4 mins. 1.4 secs.; 2, T. Miers (Yimkin).

Unlimited Closed: 1, S. Handel (Jaguar), 3 mins. 35.2 secs.; 2, D. L. Lewis (Jaguar); 3, W. A. Powell (Jaguar).

Unlimited Sports Cars: 1, S. G. Bourne (Invicta), 4 mins. 19.6 secs.

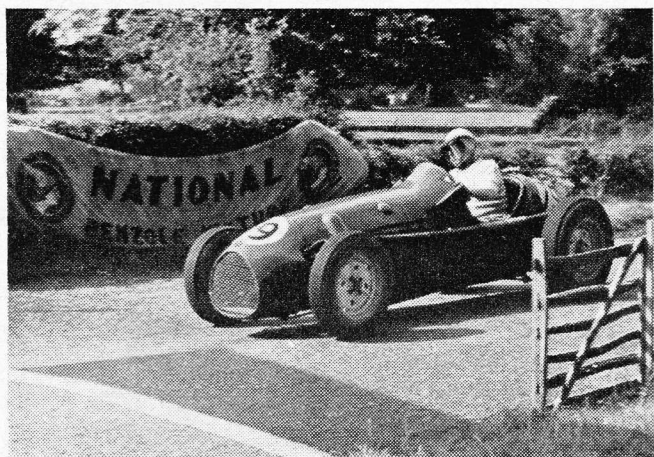
PHILIP DESOUTTER asks us to publish this note from him: "I should like to apologize through your columns to Colin Chapman and all those at his Formula Junior test day at Goodwood for the delay and inconvenience I caused by foolishly crashing the test car." A nice gesture, we think.

FLIGHT CAPTAIN "REX" COTTERELL of Silver City Airways recently received an invitation from the British Automobile Racing Club inviting him to apply for tickets for the Club's Webbair flight to the Monaco Grand Prix. But he declined the invitation with thanks. He is flying the aircraft!



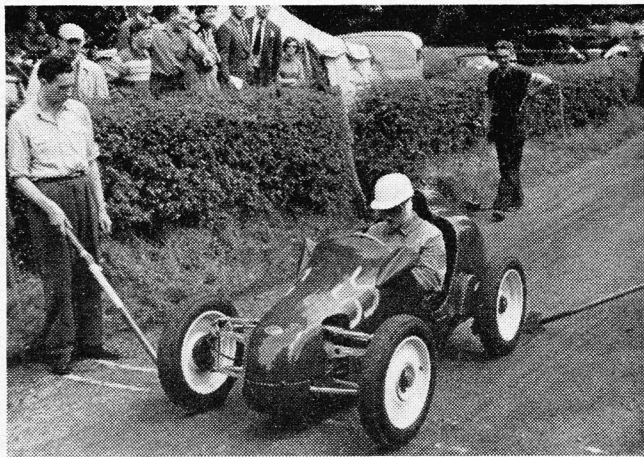
Sprints and Hill-Climbs

Some Memorable Photographs from the 1959 Season



REGULAR competitor Jim Berry seen in his Cooper-ERA Special at Westbrook Hay. He is disposing of this car.

TINY J.A.P. engined sprint special seen at Westbrook Hay. This is perhaps the smallest car which is currently hill-climbing.



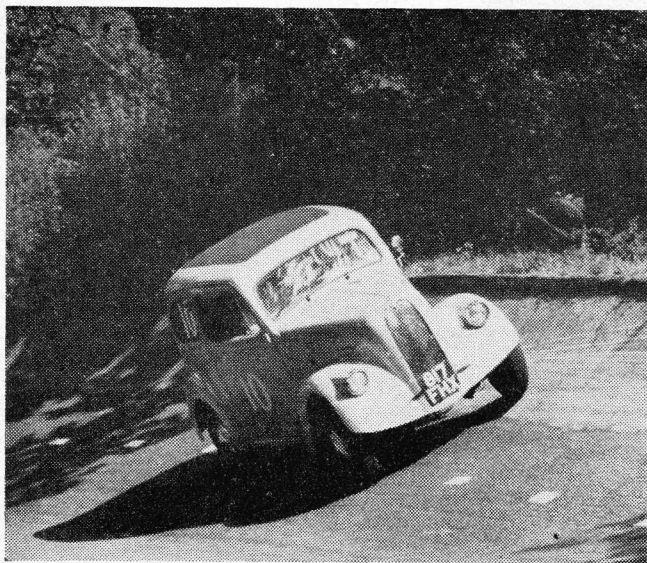
THE MAESTRO: (top left) reigning champion David Boshier-Jones. **MAN** to be reckoned with, Dick Henderson, seen (above right) at Shelsley.



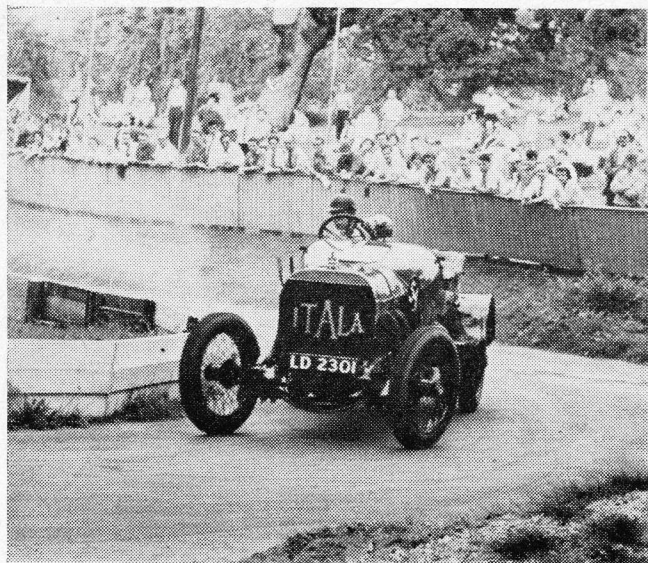
HEAVY METAL: Jim Clark makes b.t.d. at Bo'ness in the Border Reivers' much-raced Lister Jaguar. He has signed to drive Aston Martin G.P. cars during 1960.



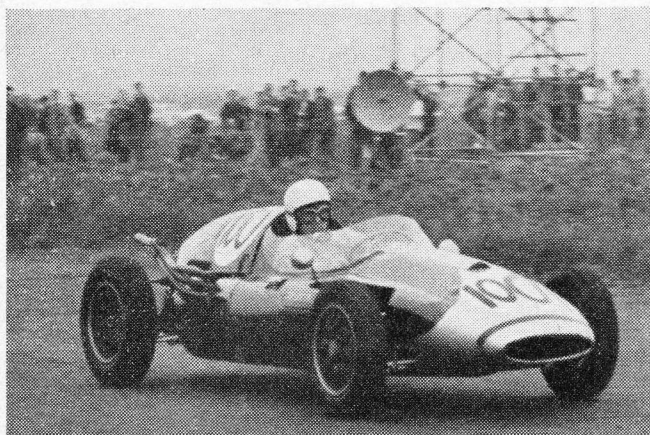
OUTSTANDINGLY SUCCESSFUL sports car driver Raymond Fielding seen in his twin cam 1500 c.c. Cooper-Climax at Bo'ness. He often bettered racing cars in championship events.



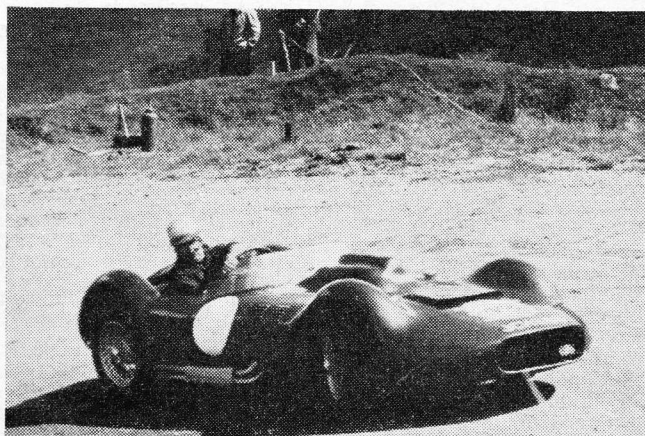
MODIFIED Ford 10 with supercharger and Ballamy suspension is held on the banking by well-known hill-climb exponent Rivers Fletcher who is also to be seen in a single-seater H.W.M.-Jaguar which will be blown in 1960.



MONSTER: Sam Clutton's giant 12-litre Itala Grand Prix car dates from 1908. It is a pillar of the Edwardian racing car class at many British venues. It did NOT win the French Grand Prix of that year!



FORMIDABLE: The F2 Cooper-Climax is ideally suited to sprints and hill-climbs. This one is seen at Stapleford in the hands of Keith Greene.



SUCCESSFUL in many sprints and hill-climbs in 1959 was Joshua Randle's very rapid ex-Archie Scott-Brown Lister-Bristol.

PERFECTION (below left) of line as displayed by Edward Lewis (Lotus Elite) at Westbrook Hay, and (below) perfection of another kind is A. K. Howarth's lovely Bugatti, seen at Prescott.



THE WINNING RILEY of Hambly and Davidson heads back towards Toronto on an ice-bound road which resembles a winter Olympic bob-sleigh run.

for the first 47 miles as they headed east along Route 401 to Bowmanville. An unseasonable thaw had left this route bare and dry and a full moon shining through clear, cold skies and reflecting on the snow made headlights almost unnecessary.

At Bowmanville they left Route 401 and headed inland away from the lake shore, first north, then east-north-east, taking a devious route which would be almost entirely over improved gravel roads.

In the area north of Rice Lake they encountered the first of the real hazards. Here flood waters resulting from the recent thaw and rain had inundated the road. A layer of ice had formed on top that was still too soft to sustain the weight of the cars which broke

B.M.C. Victory in Canadian Winter Rally

**D. A. Hambly/W. F. Davidson (Riley 1.5) Win One of Canada's
Toughest-ever Rallies—Only 88 Finishers from 328 Entries**

BROKEN road surfaces, hard frost, flood waters, miles and miles of ice-covered roads, 12 degrees below zero temperatures and a blinding blizzard all combined to uphold the reputation for toughness that the British Empire Motor Club's Canadian Winter Rally has maintained since its beginning.

The 328 contestants (a new record), assembled at Rootes Motors on 12th February for the start of the eighth annual event, had little inkling of the hazards they were about to face on the 1,208.9-mile route. In briefing them, Jim Plumley, Secretary of the Meet, mentioned the need for keeping safety belts tight to keep heads from damaging tops when negotiating the many bumps caused by frost action but there was no mention of other adverse road conditions.

Following last year's precedent, the Rally route was entirely within the Province of Ontario and was kept a secret from competitors until the start on the Golden Mile in Toronto.

However, there were some changes in this year's rules and regulations. Instead of two classes as formerly, there were now three—Under 1,300 c.c., over 1,300 c.c. to 2,000 c.c., 2,001 c.c. and over. All competitors had competed in previous rallies or in enough motor sporting events to show a genuine interest in rallies in general. There was a second safety inspection at the end of the run on the various items such as all lights, brakes, horn, windscreen wipers, silencers and so on, for which penalties would be imposed if found to be inoperative.

Positions for the Rally were designated by a drawing at the B.E.M.C. meeting and all classes ran together on the same time schedule. Cars more than four hours late were marked DNF.

Added interest was engendered by the

presence of nine Corvairs, four Ford Falcons, two Studebaker Larks and one Valiant on the entry list as all were eager to observe the performance of the American "Compacts".

Pretty Denyse Angé, TV singer, and

BY ROSE MONROE

Photography by Ed Monroe

the Honourable John Yaremko, Ontario Minister of Transport, shared honours in flagging away the early starters, the first of which left the ramp at 7 p.m. Successive cars left at two-minute intervals.

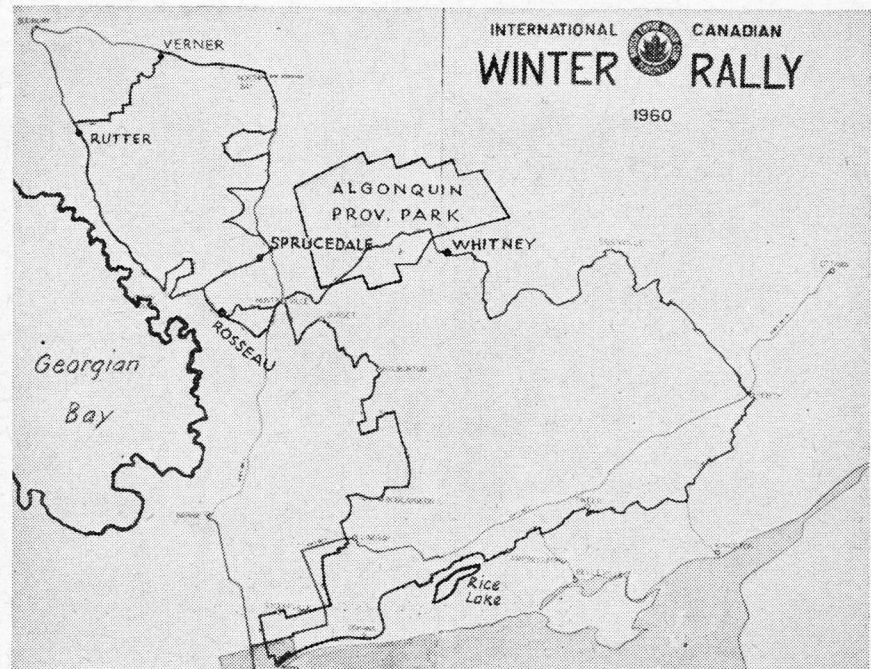
The contestants experienced easy going

through into the water and another layer of ice underneath.

John Burns (of last year's winning team of Trotter and Burns) and his wife, Constance, lost more than four hours when their Citroën was stuck twice in the water and as a result were forced to abandon the Rally.

Car No. 10, a Sunbeam Alpine driven by H. A. and Lorne Wilson, lost its gears while stuck in one of these spots. When a tractor attempted to extricate the crippled car it pulled the bumper off without moving it.

The Porsche of Francis Bradley and P. W. Menzel failed to get through on its own power and was towed out by a tractor.



ROUTE for the 1960 Canadian Winter Rally, eighth in the series.

GETTING AIRBORNE on a snow- and ice-covered bridge is a fast-moving Peugeot. Enormous snowbanks conceal the deep ditch, and the treacherous state of the roads is evident.

A Sunbeam-Rapier proved to be non-amphibious. A SAAB and a Triumph also lost considerable time here.

Gordon Brown and Duncan Clark waded through the water until they found the shallowest spot and then gunned their Dauphine through but were plagued by frozen brakes for some time afterwards. Some went in over their boots when they stepped out of their cars—hardly a pleasant experience in the sub-zero temperatures. Yvonne Hazeldene and Sheila Heffren abandoned the Rally when Sheila became ill, as did Colin McQuirk and D. J. McQuirk in the 1951 Bentley because of a sick navigator. Once free of the water, the cars shook themselves off as they bounced and slithered on towards Perth where there was a 15-minute stop. Here they turned north-westward to Eagenville and then west toward Algonquin Provincial Park.

The 12 degrees below zero temperature in this area so hardened the ice that it provided a reasonable measure of traction and the drive through the early morning hours was "a piece of cake".

Dawn was breaking when the first car, a VW driven by Grant Jeffries and Bill Sherwood, arrived at Whitney where there was a 45-minute breakfast stop. L. Stanley and J. Charters arrived blue and shivering to announce that the heater on their Corvair had "packed up" soon after leaving Toronto.

The drive through the Park to Huntsville was notable for the many bumps due to frost action. Many cars assumed positions that were anything but level as they traversed some rough ice at a point where water had crossed the road. A little farther on we saw the DKW of John Nicolaides and Ernie Larkman abandoned beside the road with the rear wheel off. Later it was reported that the car had a broken rear axle.

By mid-day there was enough warmth to the sun to cause some thawing on the road while the air remained cool. This caused the water which splashed on the cars to freeze and soon many had ac-



quired an estimated 300 pounds of extra weight. More ice and rough surfaces awaited the Rallyists as they proceeded from Huntsville toward Georgian Bay and then followed the shore in a north-north-westerly direction to Rutter. A VW hit a bump which catapulted it off the road and down a 20-foot bank.

From Rutter the route led over "64", a particularly winding and difficult road to Verner. The weary drivers were taxed to the utmost to maintain the 39 m.p.h. average set for this section. The Karmann-Ghia of Willard Whisler and E. P. Stephens, both of Mansfield, Ohio, came to grief when it met a Dodge head on. Their car was completely wrecked and both were taken to hospital but their injuries were reported to be not serious. A Citroën flipped near Verner and was badly damaged.

Beyond Verner it was easy going to North Bay where there was a 10-hour stop over.

As evening approached, a slight breeze sent wisps of powdery snow writhing serpentlike across the road. This seemed to portend an approaching storm but the red sunset appeared to refute this sign with its false promise of continued good weather. By morning

the breeze held a stinging sharpness and fine dry snow was falling over the ice in a thin layer, increasing its slipperiness.

The first mishap of the day occurred when Dick Byatt's Riley 1.5 slid on the ice while coming around a curve near Burks Falls on the way from North Bay to Huntsville. Byatt corrected with the wheel but the car did not respond. It hit the hard snow bank and flipped over on its top, breaking the windscreen.

When he arrived in Huntsville, Dick said: "The Riley is going better now than it ever did before, which would seem to indicate that people don't roll their cars over often enough." Dick and his navigator obtained goggles at Huntsville and carried on. We wondered how they fared in the blizzard which broke later in the day.

Soon after Byatt and Alexander had their accident, other cars began running into trouble. The Citroën of Van Berger and Visser flipped over on its side coming out of a corner and they lost 30 minutes getting righted and away. A Corvair performed some fancy figures-of-eight and landed on top of a snowbank. The Daggets lost two hours when their TR3 went in a ditch before Sprucedale. More than 30 cars were stuck at once on one icy hill. One car, a Fiat driven by Edwards and Tebutt, lost 5½ hours waiting for the hill to become clear of cars.

Last year's winner, Homer Trotter, miraculously escaped overturning when his SAAB skidded and rode to the top of a nearly vertical six-foot-high wall of hard-packed snow. He returned safely to the road.

The Anglia of eventual second place winners Kenneth MacLennan and Arthur Dempsey buried itself in a snowbank and as soon as it was extricated a Hillman went into the place they had just vacated.

In some spots the snow banks were so hard from the thawing and freezing that the cars got bent wheels when they struck them. One crew, whose car was equipped with tubeless tyres, rammed hard packed snow between the rim and the bead which caused it to lose air.

ON THE RAMP: Flagging off an early starter is the gaily-clad Hon. John Yaremko, Minister of Transport. He is accompanied by TV singer Denyse Angé.



STRAIGHT ON: As the driver attempts to turn into the Huntsville time control his Volkswagen rams a snow bank; note the anti-frost panel in the offside window.



★
INTERVIEWING
Reg Hillary (left) at
the final control is
Ron White, President
of B.E.M.C.
★

This happened on one of our front tyres when I fell asleep early Saturday morning while driving near Whitney and hit the snow bank. However, our tyres were equipped with tubes and no loss of air resulted. These experiences would seem to indicate that it is advisable to have tubes in tyres—especially for rallying!

Jerry Polivka and G. Smith arrived at Huntsville looking very crestfallen and announced that they had overslept an hour and a half.

As the cars proceeded southward during the afternoon, they began to encounter heavier snowfalls, and ever-increasing winds, which sent clouds of new snow flying over the road reducing visibility to zero at times and piling up drifts at an alarming rate. By 7 p.m. the blizzard had reached the peak of its fury. One of the two North Bay policemen who were competing said, "I never saw it blow so hard!" Another rallyist remarked, "It is blowing the bark off the trees."

By this time many of the roads were blocked. Cars were getting stalled everywhere. Several entrants found, to their chagrin, that they could not shovel the snow away from their stalled cars as fast as it drifted in and soon the cars were completely buried. The contestants who were still mobile were forced to take alternative routes and skip check points.

We saw Gillian Field and Mary Clark going the wrong way out of Port Perry.

NO WINDSCREEN: Byatt and Alexander put on goggles, scarves and other cold-weather equipment as they prepared to set off in the arctic weather conditions which prevailed throughout the rally.

They had missed two check points and were searching for a road that was passable. They were marked DNF.

The police held many of the later cars at Lindsay. Among their number was the 1957 Plymouth of Harvey and Post which had been delayed when they stopped to help Fedeski and Larkin right their Hillman after it did a triple roll.

Rod Thurgood and Jim Robinson were among those who didn't make it. It would seem that they were qualified for some sort of hard luck award as their Ford Falcon was continually getting prangs: the first occurred early in the Rally. The last report we had of them was from a Morris Minor driver who

said he had been involved in an accident with them and that their car had been hit on all four corners.

Ironically, Paul Cooke and Dave Graham had already reached Toronto and were proceeding along Warden Avenue when a car, whose driver was apparently blinded by the storm, pulled directly in front of them. They took to the ditch but their Corvair bounced out and in the resulting collision a large hole was punched in the rear door and the back window shattered.

We had remained in the north country until late Sunday afternoon taking pictures and stopping at check points for information. When the storm reached its height we were forced to detour several times because of blocked roads. In periods of zero visibility we had to choose between slowing down and risk being hit from behind or continuing, hoping that we would not hit someone ahead of us. We missed a car "by the skin of our teeth" which was stalled and obscured by driven snow, and when we slowed momentarily near Point Perry, we were shunted from behind. No damage resulted, however. It was very difficult to keep our Dauphine on the road against the heavy cross wind.

There were 88 finishers, and the first overall winner and also first in Class II (over 1,300 c.c. to 2,000 c.c.) was a Riley 1.5 driven by D. A. Hambly and W. F. Davidson, both of Oshawa, Ontario. Points lost: 11. Second overall and winner in Class I (under 1,300 c.c.): Anglia 105E, Kenneth MacLennan and Arthur Dempsey, both of Toronto and B.E.M.C. members. Points lost: 13. Third overall: SAAB, Homer Trotter, Watertown, N.Y., and Jim Bickham, Upper Sandusky, Ohio. Points lost: 16. Class III winner and sixth overall: Ford Zephyr, R. J. Rood and W. H. McKee, both of Kitchener, Ontario. Points lost: 23.

Teams: Private: The Three V's—three Volkswagens. Club: Motor Sport Club of Ottawa. Dealers: Volkswagen Yonge, Ltd., Toronto. Manufacturers: Auto Imports (Swedish), Ltd.—three Volvos.



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Ladies' European
Rally Champion

WINNER on the tests was I. D. L. "Tiny" Lewis. One of four crews to finish clean Lewis and Porter secured the premier award after the deciding tests which Lewis won outright.

ALTHOUGH a young event—it has taken place only twice—the Rallye Militaire has already established a unique position among British rallies. Organized for the first time in 1959, the Militaire was open only to those who had, during the previous year, won awards in restricted, national or international rallies and, as the experts' rally *par excellence*, it was designed to test to the full the skill of even the most experienced crews. Although the event had quite a small entry it was a great success, which was reflected in the greatly increased entry for the 1960 rally, which did much to enhance the reputation of the Royal Military College of Science M.S.C.

Crews came from all over England to compete and were rewarded with a really first class event. Great credit is due to the four crews—"Tiny" Lewis/R. Porter; G. J. Mabbs/D. Mabbs (Triumph Herald Coupés); David Seigle-



ROYAL MILITARY COLLEGE OF SCIENCE M.S.C.

DEUXIEME RALLYE MILITAIRE

Morris/Vic Elford (Triumph TR3A) and Paul Steiner/Brian Cumbers (Simca Aronde)—who managed to complete the course unpenalized. The fact that there were four clean sheets must not be taken to mean that the event was too easy—two of the expert crews managed to achieve the impressive total of 30,319 penalty marks between them!

The 350-mile event included 106 route checks and over 40 manned time controls and competitors set out well fortified after an excellent meal served in the College. The event was run on five separate road books and the first, issued at the College, led due west from the

Triumphs take First Three Places

Shrivenham start to a point north-west of Tetbury by way of nine route checks and three time controls. The section incorporated a variation on the "Eight Clubs" type of route card. The first card required that various letters and numbers be taken down at route checks, noted and used to decipher a coded map reference on the second card. At the bottom of the card were three more route checks, which had to be visited on the way to the time control revealed by the code. Many navigators overlooked these

route check references while they plotted the decoded control, only to find later that they had overshot them. Obligatory directional approaches to the three checks made sure that it was no easy job to visit them in the time allowed and momentary carelessness cost many crews large numbers of marks on this section. Unfortunately one of the route check markers was positioned nearly two miles from its plotted position and another fell down during the event, which caused penalties incurred on these stages to be scrubbed, largely negating much of the organizer's hard work.

The second road book stage led for 45 miles from Tetbury in a "G"-shape via Chipping Sodbury to a point to the west of Chippenham. Directions were by means of "Tulip Rally" junction diagrams for which the organizers furnished no explanatory examples, rightly believing that all crews would be familiar with the system. The weather began to deteriorate, sleet fell heavily and occasional patches of ice made the narrow lanes extremely treacherous. The Sunbeam Rapier of B. Broderick and J. Parker rolled over into a ditch after skidding on ice near Chippenham. The car landed in deep mud which cushioned the impact and preserved the bodywork from damage. The Morris Minor of P. Noad landed practically alongside the Rapier but was less fortunate, the ensuing damage causing the car to be withdrawn. John Makin was amused to see Stephen Clipston's VW going sideways down a 200-yard straight, but was somewhat less amused when his Standard 10 broke away on the unsuspected ice and proceeded to emulate the Volkswagen. The Standard charged a roadside gate, went through it, but did not even scratch the paintwork as the gate was not bolted and the hinges had recently been greased! P. J. Smith and Mrs. Smith

(Continued on page 310)




ANYTHING YOU CAN DO . . . Mrs. Valerie Harper, wife of Brian Harper, winner of the event in 1959, competing in one of the tests. Brian Harper finished well ahead of his wife on marks—master even away from home!

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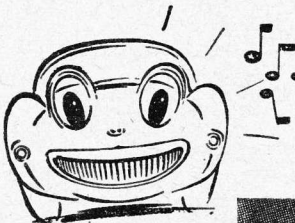
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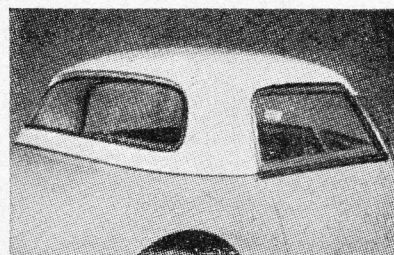
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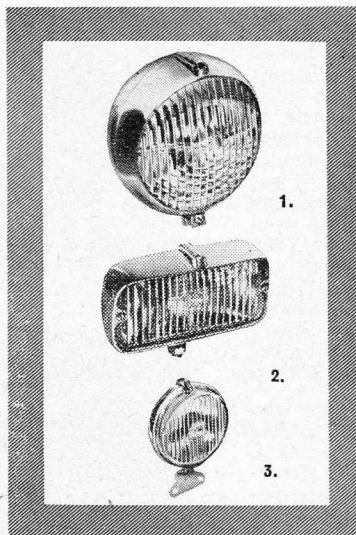
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Rallye Militaire—continued

(M.G.A) and C. J. Toomer/W. Edington (Sunbeam Rapier) were reported to have retired following unrehearsed manoeuvres on this section, while N. Kell/I. G. MacLeod (A40) slid off the road backwards but were able to continue.

Instructions for the third road book section were contained in the several parts of two route cards. The first stage required the field to visit two time controls and six route checks in any order. All this had to be plotted and done in 22 minutes and it really sorted people out. The second part took the route through two more controls and six more checks in 33 minutes. Ray and Eunice Cooke (Sunbeam Alpine) lost several marks here as they started to visit the checks in the order in which they were printed, not realizing that they should be visited in the most convenient order. Brian Harper and Ron Crellin (Morgan), last year's winners, lost three minutes on this section and, in fact, their performance during the rally was not up to their usual brilliant standard. Another "Eight Clubs" section, by way of eight checks and a control, was followed by a short sharp five-minute section which provided the map reference of the start of the first special timed section. Plotting two references gave points which showed the checks necessary to trace the "closed circuit" section on the map and competitors were sent off to complete it, being timed to the nearest five seconds over the run which had a 3 minutes 45 seconds maximum limit applied. It was not really difficult and almost everyone completed it in time—some crews even managed it with 30 seconds to spare. The route led from the "circuit", which was near Chewton Mendip, south past Shepton Mallet to the supper stop at Yeovil-ton, where J. Wolchover and B. Scheer had to do a lot of work on the brakes of their much-modified Vauxhall Victor.

SPOILS OF VICTORY: The team who won the team prizes—"Hark the Heralds", I. D. L. Lewis/R. Porter, G. J. Mabbs/D. Mabbs (Heralds) and J. Steadman/C. Edwards (M.G. Magnette)—collected no fewer than 12 trophies (and a few bottles) between them.

After an hour and a quarter's stop the event was resumed with a road book map reference stage which went from Yeovil-ton in a loop via Chard to the second special timed section, which was quite near Lyme Regis. This section was much longer, lasting for a stipulated 10½ minutes, but proved to be trickier than the other "circuit". There were three route checks during the section and on our way to the second we (Lloyd Roberts, John Rogers and myself in a Dauphine Gordini) were surprised to meet the F. W. Marriott/H. Braithwaite Morris Minor coming along in the opposite direction to the route. This encounter, plus a delay caused by a non-competitor's inept attempts to turn his Ford Prefect in the middle of a very narrow lane, made us drop some 25 seconds on the circuit. The route then led back to Yeovil-ton via 13 time controls and seven route checks in a series of very short,

THIRD PLACE overall went to David Seigle-Morris in his TR3A. Although he finished the event with a clean sheet the larger turning circle of his car dropped him to third place on the tests.

sharp sections which were made doubly difficult by snow, icy roads and a fairly dense fog which persisted for about 8-10 miles behind Lyme Regis. The many controls during this stage (and, indeed, throughout the rally) were manned by courteous, efficient and helpful marshals who spared no efforts to keep the field flowing smoothly.

At Yeovil-ton the fifth road book was issued. This showed three time controls which were to be visited at 32, 22 and 19 minute intervals while going by way of any six of 13 given route checks. There was a 10 minute time lag allowed at the Yeovil-ton control for plotting the 16 points and calculating which six checks to visit. Although there was much main road motoring involved, the section was fairly tight; it led from the control by way of Castle Cary and Shepton Mallet to Frome and the end of the route card. The next card took the route for a run of 32 minutes during which there were no time controls and no route check references given. The positions of the two route checks were given by description and their actual grid references had to be written into the road books as evidence that they had been visited. This stage finished near Calne, where the final instructions were issued. These gave a list of 15 route checks which had to be visited in any order in a period of 59 minutes and led, eventually, to the finish at the Royal Military College of Science
(Continued on page 312)

Overall Results

Outright winners: 1, I. D. L. Lewis/R. Porter (Triumph Herald), 0 marks lost; 2, G. J. Mabbs/D. Mabbs (Triumph Herald), 0 marks lost; 3, D. Seigle-Morris/V. Eloff (Triumph TR3A), 0 marks lost; 4, P. Steiner/B. Cumbers (Simca), 0 marks lost; 5, D. M. Grimmett/Mrs. A. Bellion (Volvo), 20 marks lost.

Team award: "Hark the Heralds", Lewis/Porter, Mabbs/Mabbs (Heralds) and J. Steadman/C. Edwards (M.G. Magnette).



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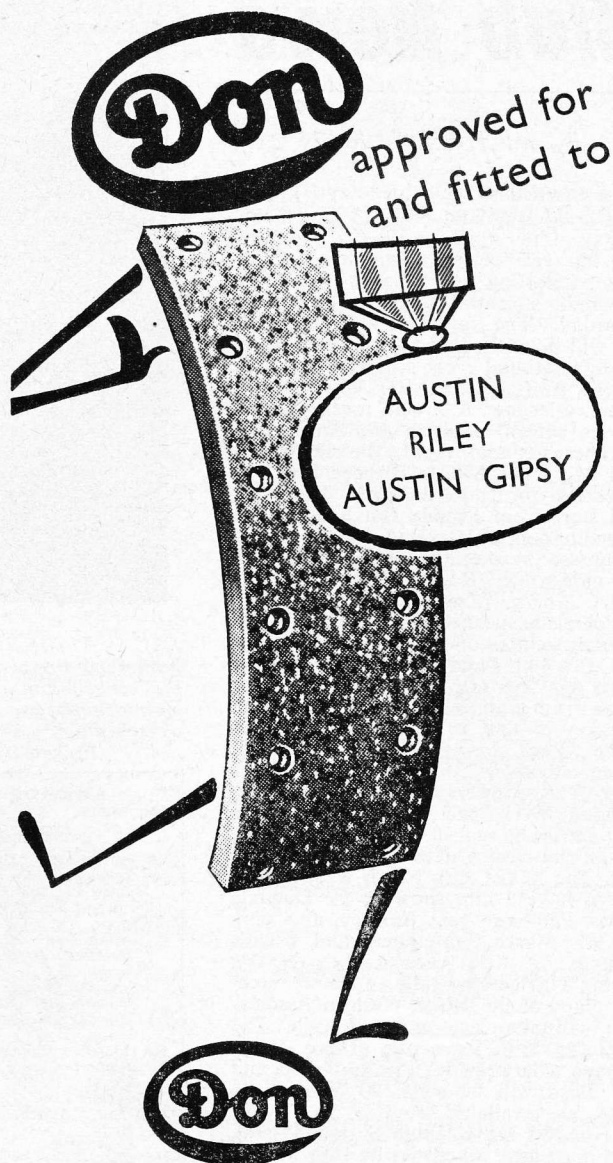
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Club News

By MICHAEL DURNIN

THE Scottish S.C.C.'s three-day *Glasgow Herald* Highland Rally (8 p.m. Good Friday, 15th April, to Easter Monday) will this year be over a tighter 750-mile route. Starting near Glasgow, the first overnight stop will be at Aberdeen on Saturday. The finish, on Monday evening, will be at the Dunblane Hydro. Regs. for this national event are available from W. L. B. Callander, 100 West Regent Street, Glasgow, C.2, who must have all entries before noon on 4th April. . . . Another national event, the **Maidstone and Mid-Kent M.C.'s** Hopper Rally, is scheduled for 2nd-3rd April. The event will start from Brands Hatch at a time to be announced later and will finish with breakfast at London Airport after a 300-mile route. Regs. are available from R. A. Abery, "Tondar", Dargets Road, Walderslade, near Chatham, Kent. The entry list closes on 29th March. . . . The **M.C.C.'s** 40th Land's End Trial will take place on 15th-16th April. There will be starts from Launceston, Kenilworth and London in that order on the 350-mile route. Regs. are available for this event (open only to M.C.C. and Army M.C.A.) from J. A. Masters, 22 Norland Square, London, W.11, who particularly requests that entries be sent in as soon as possible, the official closing date being 28th March. . . . The **M.G.C.C.'s** North-West Centre are to have a film show at the Dugdale Arms, Padiham, near Burnley, at 8 p.m. on 9th March. Members and friends invited. . . . The **R.A.F.A.M.C.** (N.-W.) Spring Navigation Rally, open to member clubs of the North-Western Association, will take place on 19th March. The first car will leave the Three Ways Garage, Clatterbridge, at 7.30 p.m. and the finish will be some 90 miles later. Regs. are available from G. P. Taylor, 24 Hillcrest Drive, Little Sutton, Wirral, who must have all entries by 16th March. . . . A.G.M. of the **O.R.M.A.** will take place at 7.30 p.m. on 22nd March in Berners Hotel, Berners Street, London, W.1. . . . The **T.E.A.C.'s** closed Anniversary Rally will take place over 120 miles on 27th March, starting at 10.30 a.m. Regs. are available from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex, who must have all entries by 19th March.



EXCAVATIONS for the new Paddock tunnel at Brands Hatch nearly caused the cancellation of the Surrey S.M.C.'s sprint meeting. The meeting went on as scheduled and here S. G. Bourne's Invicta passes the work.

Coming Attractions

- 5th March.** S.U.N.B.A.C. Colmore Trophy Trial. Start, Broadway, Worcester, at 10 a.m.
- 5th-6th March.** Lanes 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.
- Shenstone D.C.C. Fellows Trophy Trial.
- 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.
- 19th-20th March.** East Surrey M.C. Martini Rally. Start T.A. H.Q. Marlpit Lane, Coulsdon, Surrey, at 8 p.m.
- 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.

Rallye Militaire—continued

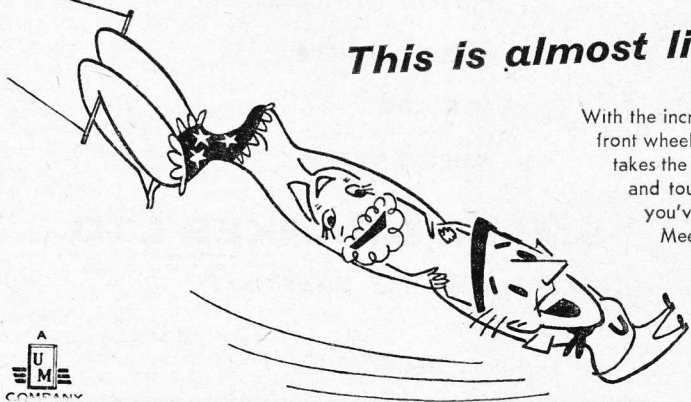
at Shrivenham. It might have been quite a simple stage but was somewhat complicated by ice on the roads, which caused many crews to be late. Gordon Proctor lost time here and was seen feverishly replacing the blown fuses in his Jaguar with bits of silver paper.

Driving tests, which were to have been run off on arrival at Shrivenham, were postponed until 10 a.m., due to ice on the site. These tests assumed great importance when it was found that four crews—David Seigle-Morris/Vic Elford (TR3A), Paul Steiner/Brian Cumbers (Simca) and "Tiny" Lewis/R. Porter, G. J. Mabbs/D. Mabbs (Triumph Herald)—had managed to finish the event with clean sheets. The layout of the tests put a premium on a small turning circle and it was obvious that the Heralds would have things all their own way. This was indeed the case and the final results showed the placing to be: Lewis/Porter, Mabbs/Mabbs, Seigle-Morris/Elford and Steiner/Cumbers.

That ended the second Rallye Militaire, an event which was generally agreed to have been really first class. The organization was of a very high standard, the results were announced with remarkable speed and everything went with a smooth efficiency.

MICHAEL DURNIN.

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USED CARS FOR SALE

A.C.

A.C. ACE, 1954, blue, extras include disc brakes, hardtop and oil cooler. £750.—Cleaver, 42b South Audley Street, London, W.1.
S. H. RICHARDSON & SONS, LTD.—Wanted, Accra-Bristol.—Tel.: Colnbrook (CN 8) 2258.

ALFA ROMEO

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

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THE CHEQUERED FLAG (COMPETITION CARS), LTD., offer:
DB35. 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 DB 2/4 Mk. 1. Sports saloon 1955, 34,000 miles. Black with red top, New works engine just fitted at cost of £400. Fitted all extras. Immaculate both bodily and mechanically. £1,695. Terms arranged.—60 Conchar Road, Sutton Coldfield. Business: Sutton Coldfield 1132. Home: Sutton Coldfield 6472.

ASTON MARTIN DB2/4. 1954 model, overhauled, running in, excellent condition.—Camberley 2433.

ASTON MARTIN, 1955, DB2/4, 3-litre, B.R.G., excellent condition throughout, new carpets, wheel bearings, recent decoke, l.h.d. £1,250.—C. L. Miller, Coleman's Farm, Finchingfield, Essex.

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.

£195 1938 ASTON MARTIN 2-litre, short chassis drophead coupé, new hood, very good order. Terms, exchanges.—WESTern 5982.

AUSTIN

A 35, 1958, £100 Alexander engine and suspension conversion plus usual extras, one owner, excellent condition. £525 o.n.o.—Todd, KENSington 8334 office, Upminster 3154 evenings.

SPEEDWELL A35 Stage III, 1959, cost £690, many mods. £520. H.P. arranged.—Graham, 25 Dean Drive, Stanmore, Middx. WORDsworth 7170.

1958 A35, GREEN, Speedwell conversion, anti-roll bar, spotlight, reversing light, oil, water gauges, ammeter, safety straps, heater, Michelin X tyres. £530.—Bellingham, Malt House Farm, Butlers Cross, Nr. Aylesbury. Wendover 3102.

£420 1957 (July) AUSTIN A35 de luxe, heater, Speedwell anti-roll bar, excellent condition. Terms, exchanges.—WESTern 5982.

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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
100/6, 1957. 2/4-seater in white with black side panels, wire wheels, tonneau, one owner only. £795

100/4, 1954. Two-seater in B.R.G. Hard and soft tops, heater, twin spots, washers, mirrors. £585

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

BN1 1954, two spots, screenwashers, reversing lights, tonneau, heater. This car is the personal property of a Garage Service Manager, has been maintained regardless of cost and is far above average condition. Recent respray in black and red. Family reasons for sale. £565 o.n.o.—Walker, 29 Glenalmond Road, Sheffield. Phone: Home, 60498; office, 26451.

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

AUSTIN-HEALEY 100/6, 1957, ivory/black, overdrive, heater, twin exhausts, etc., undersealed, 23,000 miles. £795 o.n.o. Terms.—Tel.: Kidderminster 4464.

BN1 (1954), white, overdrive, wire wheels, heater, fog/spot lamps, wing mirrors, tonneau cover, excellent condition. Offers around £550.—Box 3401.

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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
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1958 MODEL AUSTIN-HEALEY 100/6 hard-top, red, low mileage, immaculate condition, overhauled throughout. £975.—The Bath Garages, Ltd., James Street West, Bath. Tel. 3255.

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

1955 AUSTIN-HEALEY 100 BN1, 21,000 miles guaranteed, two owners, hard and soft tops, heater, washers, overdrive, wire wheels with Road Speeds. Tailored luggage. No competitions. Outstanding specimen in metallic blue with black interior. £625.—Ken Dixon Motors, Ltd., 282-90 Manchester Road, West Timperley, Cheshire. Sale 8238.

1954 BN1, most immaculate example of this model in red, bodywork as new, radio, heater, overdrive, wire wheels. £585 o.n.o. Immediate H.P.—3 Shirley Road, Wallington, Surrey.

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BENTLEY 3½-litre, 1935, Gurney Nutting, d/h., ride control, B.R.G., well maintained car. Beautiful model. £415.—Perivale 0424.

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(Continued overleaf)

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Austin-Healey Sprite, 1959. Lilac with white hard top, Speedwell 70 unit, comp. clutch and suspension, anti-roll bar, radio, heater, spots, washers, tonneau. Unraced ... £745

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LATE 1955 JAGUAR XK 140 drophead coupé, blue, perfectly maintained, full history, new hood, luggage rack, washers, Turbo speed tyres. £735.—PARK 9626.

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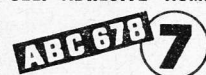
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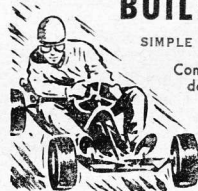
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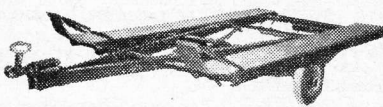
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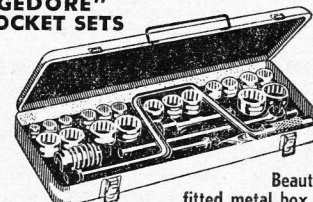
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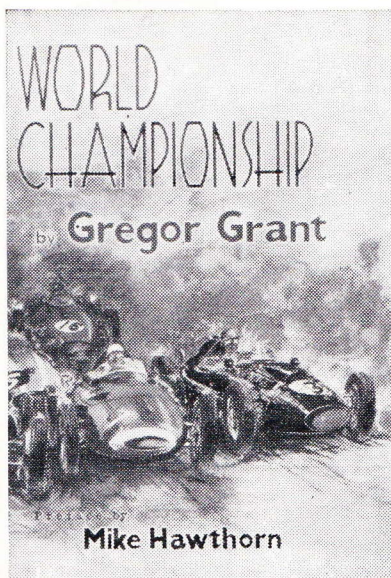
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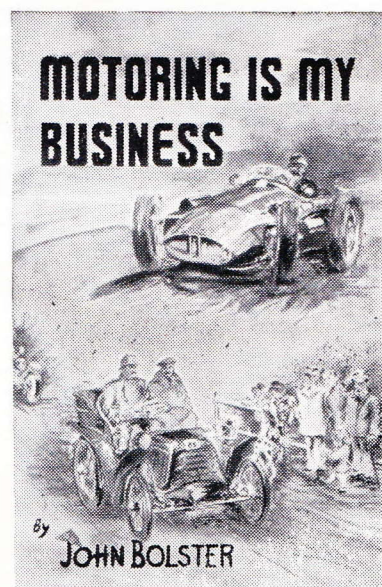
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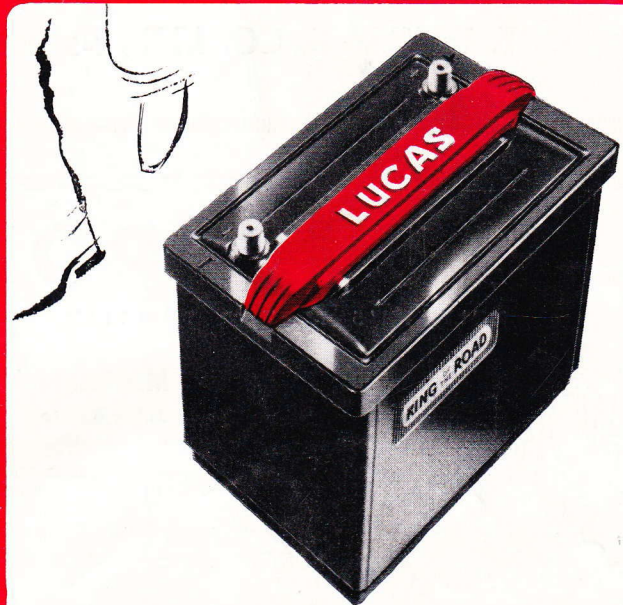
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