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MARCH 18, 1960

AUTOSPORT

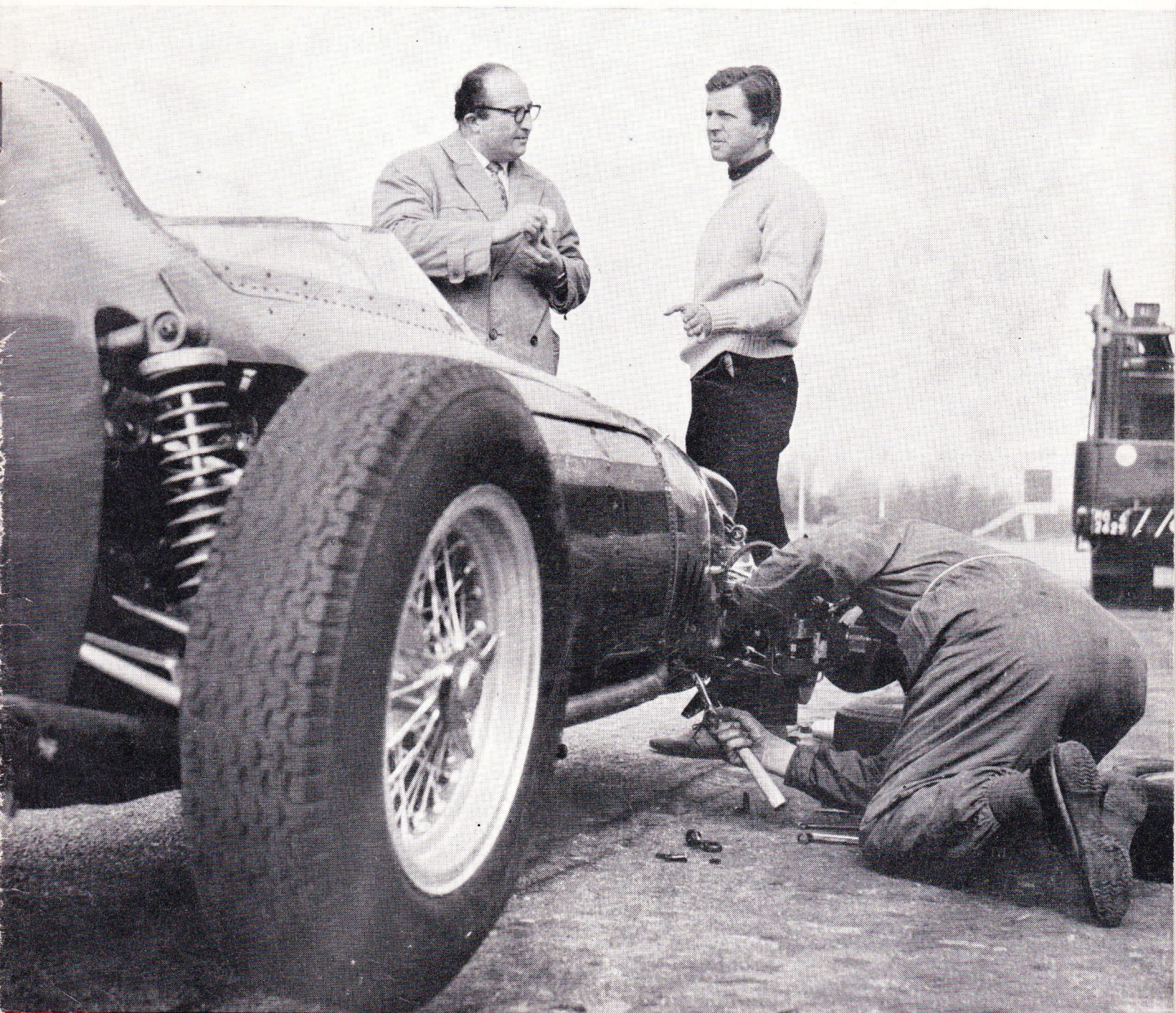
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EVERY FRIDAY

Vol. 20 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE 1960 GENEVA SALON—FULL REPORT AND PICTURES
A CAR OF ALL-WOOD CONSTRUCTION : THE RUDDSPEED AUSTIN-HEALEY

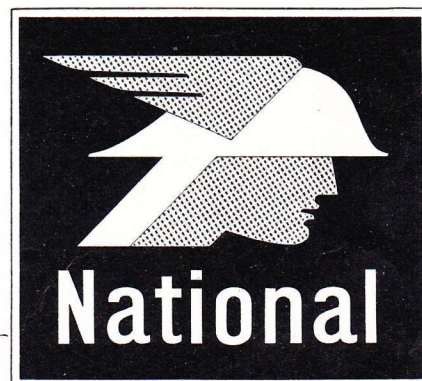
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Vol. 20 No. 12

March 18, 1960

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Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office

PADddington 7673

Advertising Department

PADddington 7671-2

General Manager PETER BAYLEY

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Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

WOOD AND THE MOTOR CAR

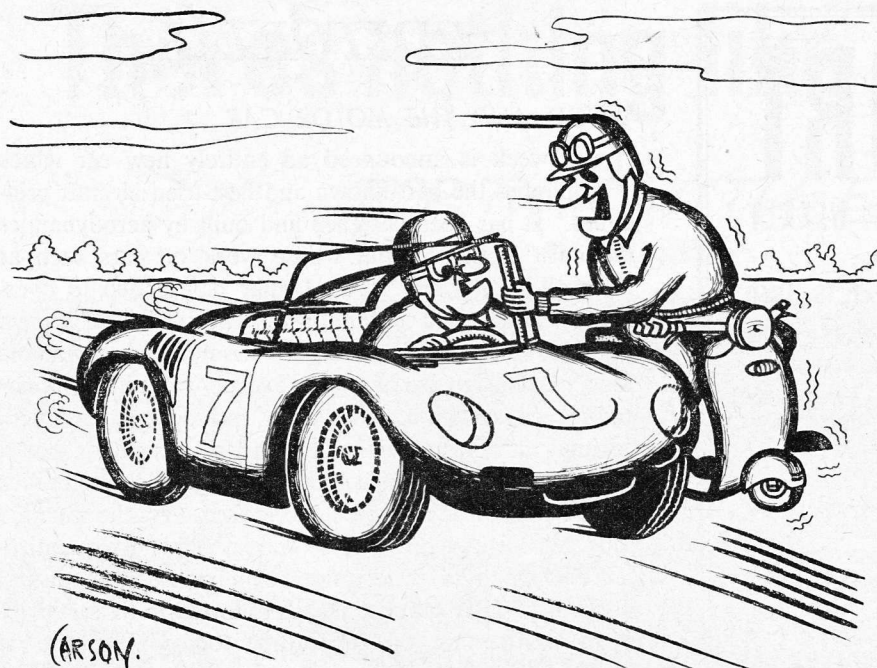
THIS week is announced an entirely new car which embodies the best-known and best-tried aircraft principles. It has been designed and built by aerodynamics specialist Frank Costin, whose work on cars such as Vanwall, Lotus and Lister-Jaguar has tended to overshadow his design capabilities. The project is known as the Marcos X-Ylon Gran Turismo, and is notable for the exclusive use of spruce and plywood in its monocoque construction. Modern pre-occupation with various metals and with "polythene" resins for body-cum-chassis assemblies has rather caused the possibilities of wood construction to be overlooked. As the wartime Mosquito fighter proved, it was possible to quantity-produce wood-based airframes of immense strength and durability. The practice is still followed in the majority of jet trainers in use in Europe today. The use of wood in chassis construction is by no means new, but the early cyclecars were not constructed to the scientific principles which have emerged as a result of long experience in aircraft design. As a method of constructing, at comparatively low cost, a vehicle of extremely low all-up weight with high resistance to all types of stresses, wood has much to recommend it. Undoubtedly the new project will be studied with great interest by the technicians of many countries, especially in parts of the world where timber is in plentiful supply, and economic considerations prevent the import of large quantities of steel for automobile production purposes.

FORMULA JUNIOR

IT is now certain that Formula Junior will play a major part in motor sporting activities in Europe and in the U.S.A. Already there is a choice of a great many production vehicles, and, like Formula 3, the home-built special has little chance of competing on equal terms with the factory machines. One thing stands out, however, and that is the advantage possessed by Continentals in having production touring engines with light-alloy cylinder heads. British-made touring engines which are eligible for F.J. have cast-iron heads, and the comparatively high-power outputs achieved from modified Fiat units must give the Italians a superiority on certain circuits where maximum speed counts. With so many proprietary heads available, it seems odd that no British manufacturer has adopted a light-alloy unit for normal touring purposes—in view of the often low grades of fuel available in certain Continental countries.

OUR COVER PICTURE

PRE-SEASON TRY-OUT: Monza has recently been the scene of tests of a new F2 Ferrari. Here a mechanic checks suspension settings while Taffy von Trips, who drove the car, discusses its performance with designer Ing. Chitti.



(ARSON.)

"Aha! Twenty-four and a half centimetres!"

B. R.M. will concentrate on racing the new rear-engined cars in the European Championship events.

A BARTH of Turin will construct 100 G.T. models fitted with the 2-o.h.c. 850 c.c. Ferrari engine. Objective is—90 b.h.p. and 125 m.p.h.

THE Morgan Motor Co., Ltd., celebrates its 50th anniversary with a luncheon at the Abbey Hotel, Malvern, on 7th April.

THE Facel-Vega Facellia "1600" goes into series production on 15th April, in open and hardtop forms. Power output is 115 b.h.p. at 6,000 r.p.m. from the 2-o.h.c. engine.

THE FIRST "BUBBLE CAR"?

FROM Squadron-Leader C. R. Vaughan, R.A.F.(Retd.), come details of what must have been the very first "bubble-car" ever constructed. This was built in 1919 by Vaughan and by Lieut. R. E. Duke, when they were both pilots in the old British Aerial Transport Co.

Basis of the machine was a Carden Mono-Car, fitted with a water-cooled, side-valve, 10 h.p. Vee-twin Blackburne engine: the radiator was part of No. 1 civil aircraft F.K.26, two sections projecting on each side, behind the celluloid "bubble". As practically every aircraft circa 1919 had an open cockpit, the intrepid inventors may quite well have given designers of later aircraft something about which to think. It bore a remarkable resemblance to the "cupola" which was adopted on R.A.F. fighters, when speeds became too high for "fresh air flying".

The circular opening on the front of the device was for interior ventilation, but Vaughan declares that its primary object was to enable Duke to shout rude remarks at pedestrians who annoyed him.

PROBABLY the earliest "bubble car" was this machine built in 1919 by two pilots in the British Aerial Transport Co. Note the circular opening at the front, used for two main purposes!

GIBSON'S "Equipe Prideaux" F2 Cooper-Climax will be driven in 1960 events by Keith Ballisat and by George Pfaff of Rhodesia.

THE 11th annual Performance Cars dance and party will be held at the Osterley Hotel, Great West Road, Isleworth, Middlesex, on 31st March.

LES LESTON will be driving his privately entered Volvo 122S saloon in production touring car races in Britain this season. His first outing will be at Oulton Park on 2nd April.

OVER 1,000 guests will attend the eighth annual victory awards dinner of "Nascar" in Donohue's Restaurant, Wayne, N.J., on 19th March. Amongst those present will be Daytona chief Bill France.

PIT and PADDOCK

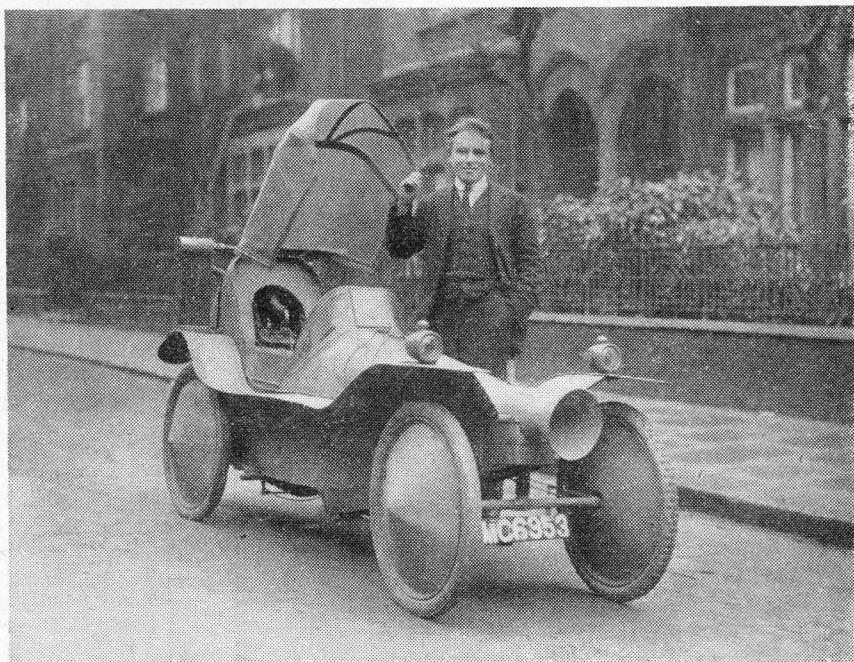
DICK GIBSON would like to thank all well-wishers who sent goodwill messages to him in Cape Town after his accident. Amongst visitors were Bruce Halford, Chris Bristow and Ken Dowling.

ENTRIES for West Essex C.C. speed trial at North Weald on 3rd April so far include: DB4s, a Mercedes 300SL, Formula Junior, Formula 1 and 2 cars, and many well-known drivers are included.

ON 15th March, the Madison Avenue Sports Car Driving and Chowder Society, founded by Art Peck and King Moore, held its third anniversary lunch at Vince Sardi's famous restaurant at 234 W. 44th St. Charlie Kreisler described the Cuba races, and Mercedes-Benz showed a film of the Coronation Safari Rally.

BRITISH crews competing in the second International Madeira Rally on 19th June will be supplied with free petrol, free car shipment from Lisbon to Madeira and back, free servicing for all cars and two weeks at a first-class hotel in Madeira. Interested drivers should contact the State Information and Tourist Office, 20 Lower Regent Street, W.1 (Mr. Miguel Jardim).

THE Armoured Car Company, Limited, has formed a racing division and will be supporting a Formula Junior team. All European Junior events will be attended, plus those in Great Britain. The first of three cars will be a Lola. Bill Lacey has been retained exclusively to prepare three Ford 105E engines, and experimental work is now under way in his shops in Slough on the engines and also two five-speed gearboxes. Roy Winkelmann will drive the first car, with two more drivers to be nominated.



TESTING a new F2 Ferrari at Monza recently is Wolfgang von Trips.

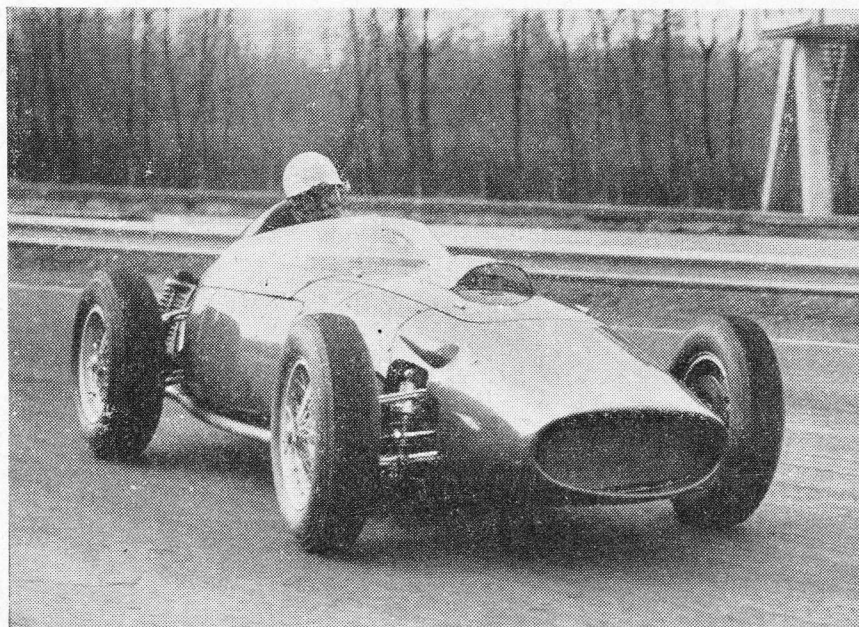
SPORTS NEWS

A LOTUS entry has been confirmed for the Formula Junior race at Sebring on 25th March, the day before the 12-hour sports car race. The car will be driven by "Doc" Wyllie, well-known Lotus exponent on the East Coast of the United States. Californian Distributor Jay Chamberlain has entered three Lotus Elites for the 12-hour sports car race.

SYRACUSE

EVERY British driver, and also five of the cars entered for the Syracuse F2 World Championship Grand Prix on Saturday, will be using B.A.R.C.-Webbair flights for transportation to or from the race. The drivers are Stirling Moss, Jack Brabham, Ron Flockhart, Innes Ireland, Chris Bristow, Alan Stacey, Ian Raby, Chris Threlfall and Michael Taylor. The cars are the Coopers of Brabham, Flockhart and Trintignant, and the works Lotuses of Stacey and Ireland.

The Syracuse race is the first of this season's International events in Europe and is Italy's contributing event to the Formula 2 World Championship. Moss and Bonnier will be driving works Porsches, Schell and Trintignant Yeoman Credit and Walker Coopers respectively, and Masten Gregory will be seen at the wheel of the Porsche-Behra. It is said that two Ferraris may also appear.



GOODWOOD READY FOR RACING

MUCH of this winter's work at Goodwood has been concerned with making provision "for a rainy day" in the paddock and pits. To prevent any repetition of the mudlarking that marred the Easter Monday international meeting last year, the paddock area has been drained, filled in with hard core, and top-dressed with a tar-and-granite chipping compound to give a permanent hard-standing surface for competitors' cars and the mechanics preparing them for racing.

Similarly constructed paths are now laid out through the paddock lawns, and the pits themselves are being reconstructed with tubular steel frames and sheet-metal roofing, and here again permanent hard-standing has been put down.

Goodwood reopens for racing on Saturday with the traditional first B.A.R.C. members' meeting of the season when more than 100 club drivers will compete in seven scratch and handicap "sprint distance" events.

FIRST ENTRIES FOR OULTON PARK TROPHY RACE

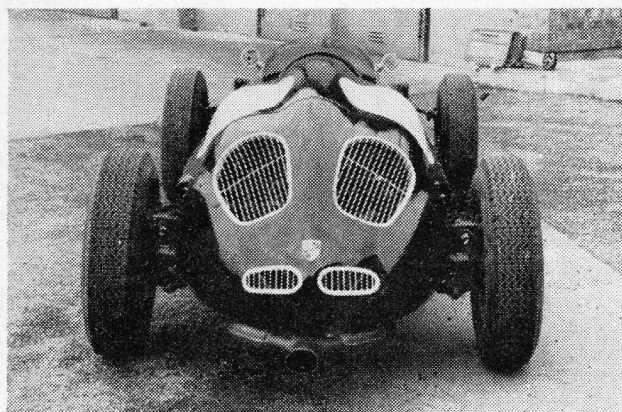
FIRST entries for the Oulton Park Trophy, the main event of the national open race meeting at the Cheshire circuit on Saturday, 2nd April, have come from two teams that have set their sights to capture the World Manufacturers' Championship for Formula 2 cars this season. They are the strong pairing of Innes Ireland and Alan Stacey in the Team Lotus machines, and Chris Bristow and Harry Schell who will handle the Cooper-Borgwards of the Yeoman Credit team.

This will be the first appearance of the Yeoman Credit stable in this country, but the cars showed their capabilities in the South African Grand Prix this winter when they were raced by Stirling Moss and Bristow.

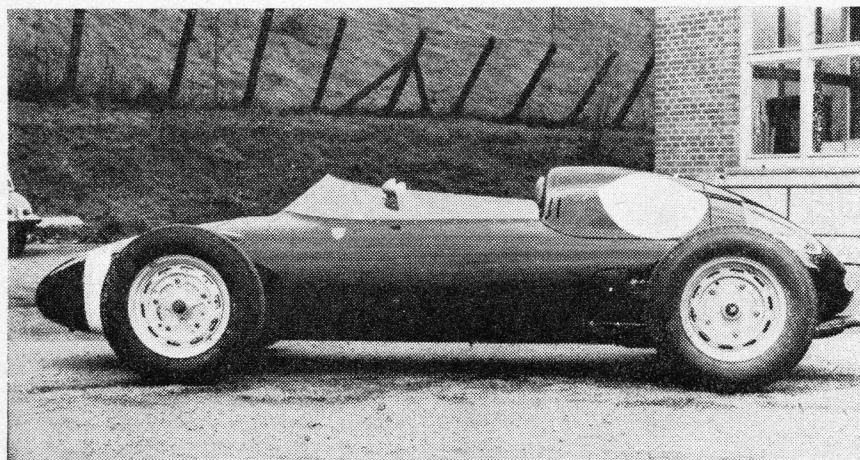
The Cooper Car Company, of Surbiton, Surrey, current holders of both the Formula 1 and Formula 2 titles, will not decide on their entries until Jack Brabham returns from Australia.

ASTON MARTIN DRIVERS FOR 1960

DAVID BROWN will compete with a team of Grand Prix cars in the principal Formula 1 events during 1960, and the drivers so far under contract are Roy Salvadori, Maurice Trintignant and Jimmy Clark. Salvadori is driving for the team for the eighth consecutive year, a unique record of continuous service for one team. Maurice Trintignant, Champion of France, is in his third year with the team, while Jimmy Clark is a new member, and this will be his first year in Formula 1 racing.



NEW F2 Porsche to be driven by Stirling Moss at Syracuse is sleeker than last year's model. The car's fine lines can be seen below and (left) the rear view of the machine.





THE Austin-Healey 3000 is a good-looking sports car capable of well over 100 m.p.h. which combines exceptional flexibility with real acceleration. At its price, it is almost unbeatable as a practical high-performance sports-touring car. Yet, the temptation to develop that relatively lazy 3-litre, 6-cylinder engine is strong, and Rudds of Worthing have now made it possible to turn the big Healey into a real fire-eating monster.

The first essential is to modify the cylinder head, and the ports are opened up, valve seats modified, combustion chambers matched and polished, and the compression ratio is raised to 9.7 to 1. This work costs £25 including fitting charge. For another £25, Rudds will fit a special camshaft, and a triple inlet manifold plus a third S.U. carburetter can be installed for £39.

This work really allows the hefty power unit to realize its full potential, and in the compact and well-shaped sports two-seater, the performance cannot help being immense. However, such an engine is far too powerful for the roadholding afforded by the standard chassis, and a great deal of work has been carried out in rendering the performance usable.

The front shock absorbers and springs must be replaced by competition-type equipment, at a price of £25. New rear springs are £12, and a servo is fitted to the disc brakes at £19 10s. All these prices include fitting, and in certain instances an allowance is made for returned equipment. In addition, the test car had Michelin X tyres of 6.40-15 ins. size, for which a small body modification was required to give adequate clearance.

On the road, the performance is really fierce. Unfortunately, the Austin-Healey gearbox has a slow change from second to third which cannot be hurried. In spite of this considerable disadvantage, the following somewhat startling figures were recorded. Standing quarter-mile 16.8 secs.; 0-30 m.p.h., 2.8 secs.; 0-50 m.p.h., 5.8 secs.; 0-60 m.p.h., 9.4 secs.; 0-80 m.p.h., 14.8 secs.; 0-100 m.p.h., 21.6 secs. Driven hard, the fuel consumption is 17 m.p.g., which is not unreasonable for a 3-litre car. In spite of its high compression ratio, the engine pinks less than the standard power unit.

IMMENSE performance has been achieved by these Rudd modifications but the power gained by this very potent engine must be matched by improved roadholding.

JOHN BOLSTER TRIES

THE RUDDSPEED AUSTIN-HEALEY 3000

A Good Looking Car of Really Fierce Performance

The maximum speed is 125 m.p.h. with hood and sidescreens in position. The hood stands up to this great velocity remarkably well, but the sidescreens tend to bulge outwards. The work on the suspension eliminates the flap and patter of the front wheels, and the rear axle does not bounce during acceleration. The ride is firm but by no means unpleasantly so.

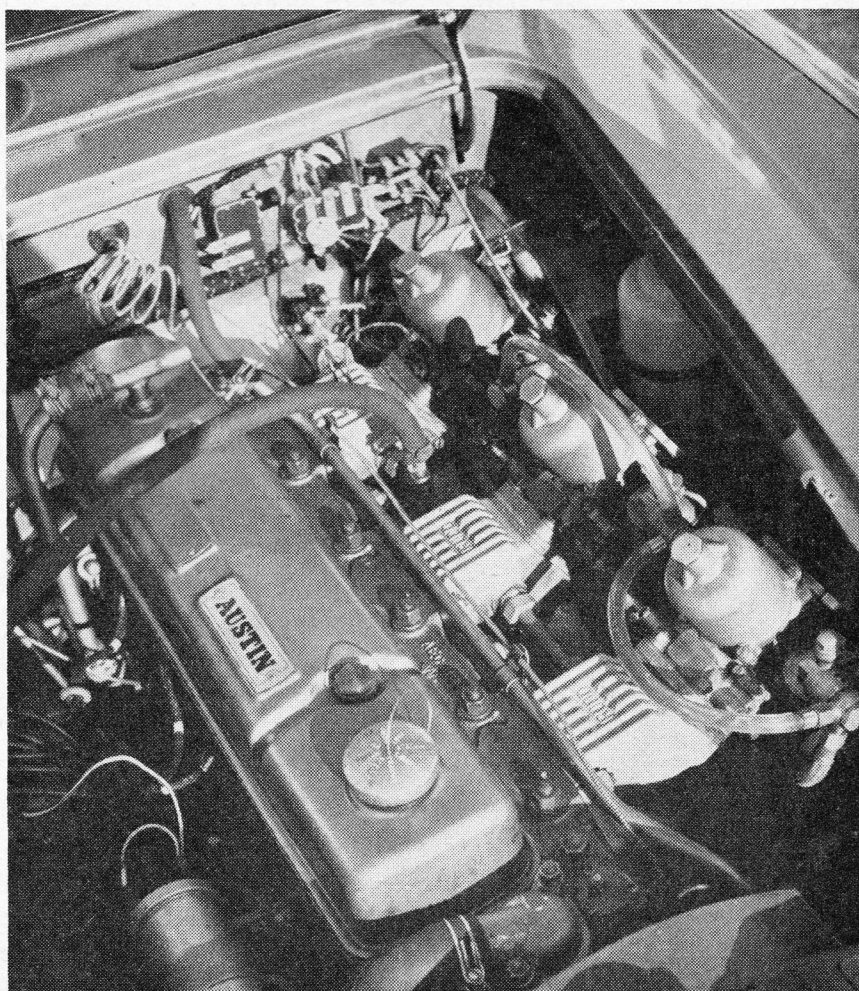
It is unlikely that the average owner

COMPACT and shapely, the Austin-Healey has a comparatively lazy engine which has now been tuned to realize its full potential.

will ever exceed 120 m.p.h., but above that speed he would be well advised to exercise some caution. The machine is short and has a rather conventional chassis, which becomes a little lively at the top end even in this improved form. Bumps or gusts of wind tend to deflect the car somewhat, but under suitable conditions it is safe to attain 125 m.p.h.

The Ruddspeed Austin-Healey is a car that will appeal to many because of the glorious sensation of sheer power that it gives. I was able to pass some very expensive speed models, particularly up hills, where this car really shines. There is some increase in the noise over the standard model, but the deep, powerful note is generally rather pleasing.

After prolonged slow-speed work in traffic, the engine tended to run unevenly, but cleared itself at once when the open road was reached. Starting was always instantaneous and the top gear flexibility was surprisingly good. As a practical sports-touring car for everyday use, yet with a capacity to flash past the "hundred" at the drop of a hat, this good-looking two-seater must represent exceptional value for money.



ELECTRONIC SCOREKEEPER: Alec Ulmann (right), director of the Sebring International Sports Car Endurance Race, and U.S. sportsman Briggs Cunningham, inspect the I.B.M. RAMAC 305 which will automatically process performance data and compute scores during the race at Sebring on 26th March.

Sebring Summary

WITH Sebring little more than a week away, the outlook for this year's races is bright indeed. Two new events have been added to the schedule to give the following programme: Friday, 25th March: Formula Junior Race; Historical Automobile Cavalcade; Four Hour Endurance Race for Grand Touring Cars up to 1,000 c.c. Saturday, 26th March: 10.00 a.m.-10.00 p.m.—Twelve Hour Endurance Race.

Tim Howkins says that 80 per cent. of the entries already received for Sebring's Third Historical Automobile Cavalcade are from owners who entered one of the two previous Cavalcades. So the long trek to Florida seems not to deter the hearty drivers of restored oldsters.

Briggs Cunningham and Alfred Momo have taken their star driver, Walt Hansgen, to England to test a new racing



AMERICAN ANGLE

BY RUTH SANDS BENTLEY

Jaguar with the hope of having Hansgen and Crawford co-drive one at Sebring. In case the Jaguar is not ready in time, Hansgen and Crawford will probably share a 2.8 Maserati.

Camoradi U.S.A. has entered three 2.8 Maseratis with four of the drivers listed as Stirling Moss, Carroll Shelby, Dan Gurney and Masten Gregory.

Twice Sebring-winner and more recently Argentine-winner Phil Hill will co-drive a Ferrari with Chuck Daigh as a member of the North American Racing Team.

I.B.M.'s electronic computer which is at present scoring the Winter Olympics in Squaw Valley, will be flown to Sebring in two planes immediately after the Olympics. Fed by cable from Joe Lane's scoring booth, the machine will print out the drivers' competitive standings every 30 minutes during the 12-hour race, including overall, class and Index positions. This will be the first time the RAMAC 305 has been used for a motor-racing event. The machine will be located next to the Jaguar Tower where reporters can check the readings. And, according to Alec Ulmann, the machine will be treated better than the members of the press, for it will be housed in an air-conditioned building.

Walter Cronkite and Art Peck will again be broadcasting Sebring for Columbia Broadcasting System. At the moment it is not known whether or not the broadcast will be carried on short-wave, but if it should be, the schedule is:

Saturday, 26th March (Eastern Standard Time)
9.55-10.00 a.m.—Race start.
11.05-11.15 a.m.—Progress report.
12.05-12.15 p.m.—Progress report.
1.05- 1.15 p.m.—Progress report.

1.55- 2.00 p.m.—Top three report in the newscast.
5.30- 5.35 p.m.—Top three report in the newscast.
6.05- 6.15 p.m.—Progress report.
7.05- 7.15 p.m.—Progress report.
8.15- 8.25 p.m.—Progress report.
10.15-10.30 p.m.—Final results and presentation of Trophies.

Detroit Data

WITH most Americans reluctant to admit it, what they've wanted for many years have been smaller cars. With Detroit cars increasing in size over the years and squeezing themselves out of their garages, parking space, and what have you, the arrival of the compact car has brought a boom to Detroit. Passenger car production is running almost 300,000 ahead of last year with two-thirds of the increase accounted for by four names which were not being built a year ago: Valiant, Falcon, Corvair and Comet. Combined production of these compact cars since 1st January totals 191,107.

Rambler still leads all compact cars in sales and has climbed to third place in the whole American market, with Falcon running fourth. Among the compacts, Corvair is running a distant third, Lark is fourth and Valiant fifth.

Ford Motor Company is reported to be signing one of the longest-term sponsorships in TV history—a 104-week contract for "Alfred Hitchcock Presents", a thriller seen every Sunday night on National Broadcasting Company.

Life at Speed

LIFE magazine's splendid photographer, Joe Scherschel, has arranged for one of his cameras at Sebring to be mounted on the Cooper Monaco to be shared by George Constantine and Rodger Ward, last year's Indianapolis winner. The

camera will be operated by Scherschel by remote control, and the story in *Life* promises to be one of action. Charlie Kreiser's Cooper will feel little extra weight, as the entire camera assembly has been pared down to a mere six pounds.

* * *

SPRITES FOR SEBRING

THE Donald Healey Motor Company have entered two Austin-Healey Sprites for the Sebring meeting. The first is for the four-hour, up to 1,000 c.c., Grand Touring car race, and is, in fact, the car which was used by Tommy Wisdom and Bernard Cahier in the 1959 Targa Florio. It is a normal hardtop version of the Sprite, fitted with wire wheels, disc brakes, anti-roll bar, and stage five engine tune... all parts which are offered by the Healey concern and which were used on the three Sebring Sprites which did so well in the 12-hour race in 1959.

For the 12-hour race, the Sprite appears in full sports-racing trim, with special lightweight body, disc brakes, and an engine fitted with the full speed equipment modifications. This car was driven at the Nassau Speed Week by Ed Leavens, and put up some very impressive performances.

John Sprinzel, who manages the Healey Speed Equipment Division, is down to drive both cars, but the co-driver for the 12-hour race is, as yet, unnamed.

SCOTT GAZE TROPHY GOES TO SALVADORI

ROY SALVADORI has been awarded the very handsome Scott Gaze Memorial Challenge Trophy for 1959 by the B.A.R.C., for achieving the fastest lap at Goodwood last season. In the Lavant Trophy race on Easter Monday he lapped at 95.79 m.p.h. in the Formula 2 Cooper-Climax entered by C. T. Atkins, a speed unequalled by any other driver during a Goodwood race in 1959, even with a Formula 1 car.

B.T.D. was shared by N. C. F. Taylor in this beautiful Aston Martin DB3S. This car has had a phenomenal number of successes since its birth in 1953. Previous drivers include Reg Parnell, Dennis Poore, Ron Flockhart, the late Peter Collins, Roy Salvadori, Peter Walker and the brothers Whitehead.

AFTER an excellent dinner at "The Dot" on the Saturday night, when last year's awards were presented by Peter Riley, the new season for the C.U.A.C. opened on Sunday, 6th March, with a speed trial at Snetterton. They have, in the past, been forced to cancel their event on account of snow, black ice and other horrors; this year the track was in perfect condition but the cold was indescribable and the competitors were probably the only people involved who could truthfully say that they had enjoyed their day out.

The course used this time ran from the mouth of the paddock the wrong way of the circuit to Coram Curve, round a marker drum and back down the out-



Cambridge University Speed Trial

N. C. F. Taylor (Aston DB3S) and P. Westbury (Cooper F2) Share B.T.D. at Snetterton Event

side of the pits straight to a finish line under the bridge, with a fast chicane at the bottom of the hill. This meant that, as soon as a car finished its run and the watches were read, the next driver was clear for take-off, and the event was therefore run off at lightning speed. It also meant that the only officials needed on the course other than in the start/finish area were the chaps whose job it was to reconstruct the chicane whenever the drums took a bashing, which they did with some frequency. In view of the extreme weather conditions, these two facts must have been hailed with great gratitude by those whose service it was to stand and wait.

The capacity classes were divided into sports and saloon cars, and two of the sports categories were sub-divided so as to separate the sports-racers from the more staid vehicles and so give everyone a fair chance of winning a pot. It was

surprising, though, how many competitors rejected this generous offer on the part of the organizers by frittering away their chances on the starting line; one of the essentials for successful sprinting is a clean and forceful start and, naturally, the less exacting the course the greater is the advantage to be gained in the first few yards.

The provisional results show at a glance the drivers whose efforts were rewarded by success, so let us briefly mention a few who were knocking at the door. George Catt's little Berkeley, which opened the proceedings, did very well to propel his not inconsiderable frame to the finish in a time which was only just over a second outside that of the very rapid Sprite which took the honours in the hand of H. W. G. Elwes. In the small saloon class no one, apart from N. R. Bierrum who also drove the winning A40, could get within four

seconds of Geoff Williamson's time, but John Harris's very throaty Mini-Minor was next best, a tenth of a second faster than the A35 of A. C. Todd. Williamson, incidentally, considered that the chicane markers were fair game and brushed them ruthlessly aside so as to get a straighter run; one wonders if sprints should be marked along the same lines as driving tests, with a five-second penalty for every drum bashed!

A beautifully turned-out Lotus VII, belonging to R. Legg and propelled by a 1172 engine, came second to Millbank's famous M.G.-engined device, while R. V. C. Hardman's Riley, which won the Vintage class with ease, also made a very creditable showing as a sports car in its own right. Richard Shepherd-Barron's Giulietta was only three-tenths outside the time of the class-winning Elite of J. G. Marks, and a TR2, which had a busy day in the hands of the Cremer family, did extremely well to take second place to Dickie Stoop when driven by the youngest aspirant, I. Cremer. He was no doubt aided by the fact that he had the third of three almost successive runs, so that the transmission oils were nicely warmed up.

The great disappointment of the meeting was Russ Taylor's XK 120. This is the car with which Dick Protheroe won his class in the AUTOSPORT Champion-

(Continued on page 375)

Results

B.T.D.: N. C. F. Taylor (Aston Martin DB3S) and P. Westbury (Cooper F2), 44.2 s.

Class IA. Sports up to 1,100 c.c.: Sub-class (i) H. W. G. Elwes (Sprite), 51.0 s.; Sub-class (ii) I. Gordon (Lotus VIIA 948 c.c.) and M. J. Ducker (Lotus VIIA 948 c.c.), 51.6 s.; Sub-class (iii) T. J. Threlfall (Lotus XI 1,098 c.c.), 45.7 s. **Class IB. Saloons up to 1,100 c.c.:** G. H. Williamson (Austin A40), 50.4 s.; **Class IIA. Sports up to 1,600 c.c.:** Sub-class (i) B. R. Millbank (Lotus-M.G.), 45.6 s.; Sub-class (ii) J. G. Marks (Lotus Elite), 48.5 s. **Class IIB. Saloons up to 1,600 c.c.:** A. S. Hutcheson (Riley 1.5), 49.8 s.; **Class IIIA. Sports up to 2,700 c.c.:** J. R. Stoop (Frazer-Nash), 46.8 s. **Class IVA. Sports over 2,700 c.c.:** N. C. F. Taylor (Aston Martin DB3S), 44.2 s. **Class IVB. Saloons over 2,700 c.c.:** J. W. Dunster (Jaguar 3.4), 52.5 s. **Class V. Racing cars:** P. Westbury (Cooper F2), 44.2 s. **Class VI. Vintage & P.V.T.:** R. V. C. Hardman (Riley 1,496 c.c.), 49.3 s.



DRIVEN hard by Geoff Williamson and N. R. Bierrum this Williamson-Alexander A40 completely dominated the small saloon class.

ANNOUNCED this week is the Marcos X-Ylon Gran Turismo, a monocoque-constructed vehicle designed by Frank Costin, and to be marketed by Jean Marsh of Speedex Castings and Accessories, Ltd. Aircraft principles have been closely followed, and the use of spruce and plywood for the main body-cum-chassis assembly is in keeping with modern aircraft practice relating to the fuselages of jet trainers and fighters used in Europe.

The expense of developing "fibreglass" as a basic material was the main factor in choosing wood for the project. In any case, Costin has had considerable experience with this type of construction, having designed and built many successful gliders and light aircraft. Light alloy was also ruled out, not only owing to corrosion problems, but because of the difficulties of overcoming metal fatigue, and the high cost of repairs in the event of accidents.

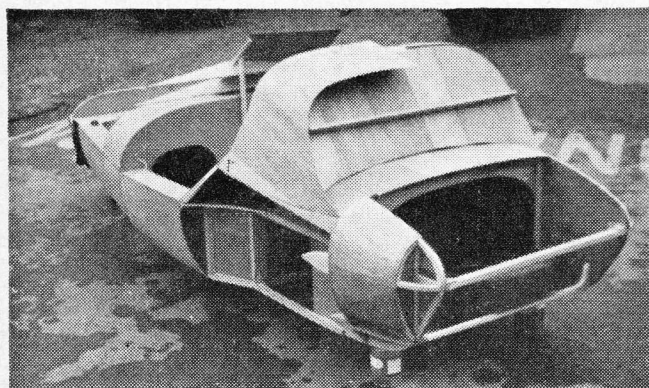
To produce high-performance from a G.T. coupé, using engines such as Ford 100E, 105E, and B.M.C. "Series A", Costin aimed at a weight of between 7 cwt. and 8 cwt. The prototype will be race-tested during the season by Jean Marsh, who, incidentally, is 6 ft. 3 ins. in height.

Briefly, the two main side-members of the Marcos X-Ylon are located relative to each other by bulkheads and frames,

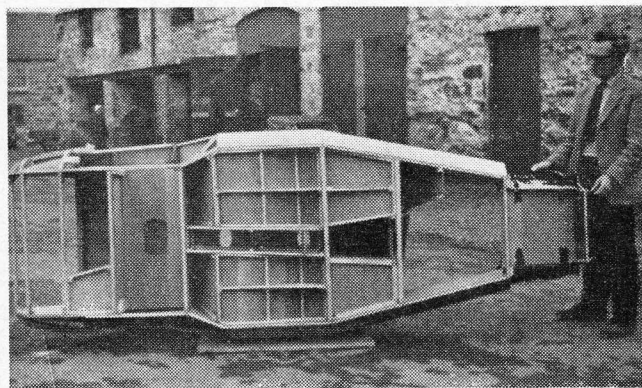


The Marcos X-Ylon Gran Turismo

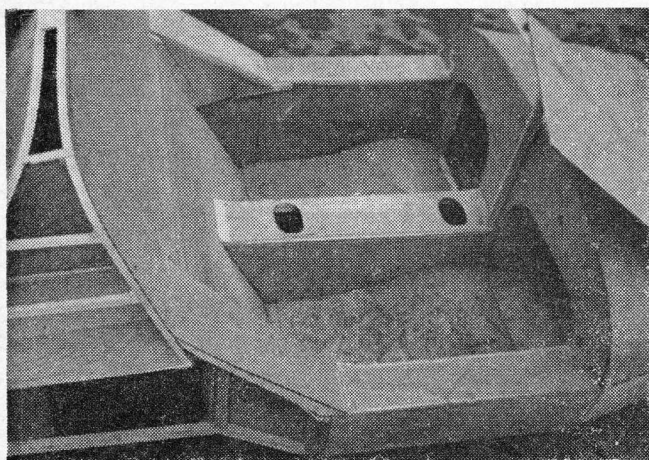
"Speedex" Introduce Remarkable New All-Wood Monocoque Car Built on Aircraft Principles by Frank Costin



ABOVE: Three-quarter rear view of the basic frame.
BELOW: The seats are integral with the "chassis".



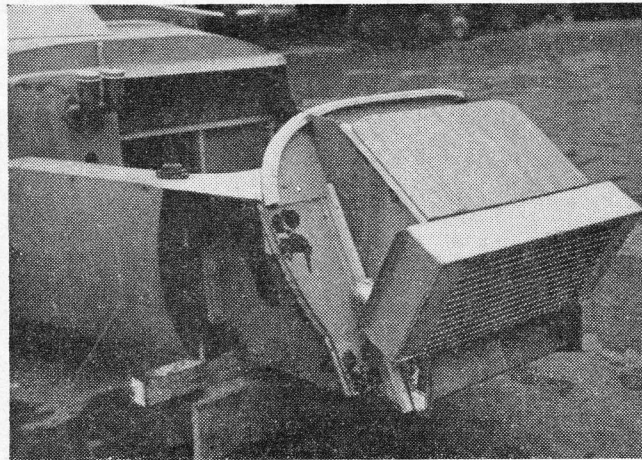
ABOVE: Frank Costin displays the worm's eye view.
BELOW: Ingenious mounting of the canted radiator.



similar to an aircraft fuselage. Main pick-up points for front and rear suspension are steel assemblies bolted directly to specially reinforced areas of the structure. Access to the driving compartment is by gull-wing doors, of simple

construction, aided by the immense rigidity of the frame.

The engine is located by two small space-frame mountings at the front, and a single location built into the tunnel at the rear. The power-unit is canted to



"starboard", and its angle in plan is to "port", giving ample room for the driver's feet. A noteworthy point is that the body/chassis/coupé assembly complete (including front suspension pick-

(Continued on page 375)

FISH HILL and David Render's passenger Sue Davis puts her weight over a spinning wheel. They retired later when their Cannon broke a half-shaft.

SATURDAY, 5th March, took the trials world—or some of it at least—to Broadway in Worcestershire for the Sun-bac Colmore Trophy Trial, again a first-class event which more than deserved a better entry than the total of 34 which was in fact received, some of these being non-starters. No doubt the reason lay in its closeness to the Mid-Cheshire M.C. trial which took place the following day, for it seems that apart from the southern contingent, few competitors relish the thought of large mileages for their sport.

The writer travelled as passenger to Gordon Holdrup, running under an odd number, and as this part of the entry tackled hills in a different order from the "evens", our first batch of sections took place, as last year, on wooded slopes at the top of Fish Hill. First of these was a long and difficult one offering several sharp corners, much adverse camber and very little grip, although this latter feature improved noticeably



S.U.N.B.A.C. COLMORE TROPHY TRIAL

Chappell Does It Again!

One Mark Decides the Winner

with the passage of each car, making it a trial in which the later numbers gained a distinct advantage.

The second Fish Hill started between trees, turned left on a very adverse camber, ran up and to the left to climb steeply on a surface of loose rocks and dead leaves. Bernard Dees, Ernie Chandler, Peter Highwood, Frank Lewis, Ron Faulkner, Charles Pollard, reigning trials champion, Mike Cannon, Reg Phillips, Rex Chappell and newcomer E. H. Dennis, in Rex Chappell's old car, scored clean climbs on this one, but many of the earlier numbers were defeated. Fish 3 started with a steep bump before a tight left-hand curve on adverse camber, then running on over a gentle bump. Surface was of leaves and loose earth, and this was one of the few hills of the day which stopped the entire entry. Tony Alldred's twin-J.A.P.-engined car chugged its way up to 3 to climb higher than any other machine. The next one, by contrast, was climbed clean by half the field, and those of the early numbers who failed did so very near the top. The hill itself started downhill, with a steeply cambered left-hander to throw the car off line before climbing steeply and curving to the left once more. There were 15 clean climbs in all.

The fifth Fish Hill was a fairly straightforward climb, climbing steeply and curving to the right on slime and wet leaves. The first few cars up tore away the slime to leave plenty of grip for no fewer than 20 clean climbs. Last of this series was one of those tortuous hills which really required a map for accurate navigation, starting with a level, right-hand curve, running steeply downhill into a crater to an adverse-cambered, sharp left-hander followed immediately

by a right-hand hairpin in a very narrow channel. Clean climbs on this one included fine efforts by Gordon Holdrup, Dees, Chandler, Highwood, Edward Harrison, G. Langdon, Ron Faulkner, Ron Kemp, Alldred, Pollard, Cannon, Phillips, Chappell, and Dennis.

From here the "odd" numbers covered some road miles to the next set of hills, on new ground this year and known as Dovedale. The change of scene provided an abrupt change of surface, and instead of the slime, dry earth and leaves combination at Fish there was wet mud and grass. Dovedale 1 ran straight up a steep, narrow course on greasy mud with an awkward bump near the top which checked the car's way and stopped many machines. These hills had been climbed already by the "even" numbers when we arrived, so that conditions had improved a little. Cleans were recorded by Holdrup, Dees, David Render, who later had the bad luck to break a half-

shaft, Alec Francis, Bill Bodenham, Frank Lewis, Ron Kemp, Alldred, Phillips, Chappell, Harry Rose, Ivor Portlock, E. J. P. Reynolds—a very fine effort in his Dellow—Cuth Harrison, David Paul and E. H. Dennis. Dovedale 2 was slippery and grassy with a tight left-hander early on. Once again the entire entry failed, best efforts being those who reached 8—some eight competitors. Dovedale 3 was similar, a tight twist on adverse camber at the start preceding very slippery grass. Only Bernard Dees and Reg Phillips were clean on this one. Dovedale 4 was a short steep rush up a hill and was, in fact, one of the easiest hills of the day in spite of its forbidding appearance, and there were 22 clean climbs.

Then came Warners, the last hill before lunch.

(Continued on page 375)

Results

Best Performance: R. F. Chappell (Cannon), 34 marks lost; 2, R. W. Phillips (Fairley), 35.
First Class Awards: P. F. Highwood (Canhi), 45; M. R. B. Cannon (Cannon), 47; F. T. Lewis (Cannon), 49; E. Harrison (Cannon), 51.
Second Class Awards: E. Chandler (Chandler VW), 52; A. D. Alldred (J.A.P. Bassinet), 55; R. Kemp (Cannon), 56; C. W. Pollard (Cannon), 56.
Team Award: Daffodils (Lewis, R. Faulkner and Kemp).



REIGNING Trials Champion Charles Pollard (Cannon) and passenger try hard to check a front wheel slide on one of the early sections.

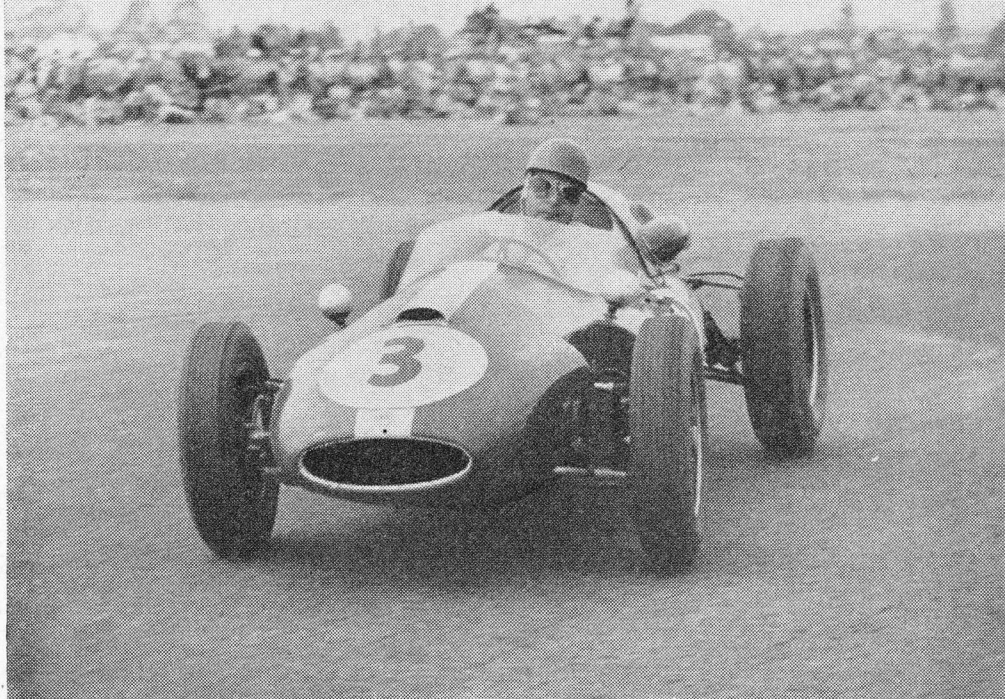
UNLUCKY enough to lose the gears of his 2.2-litre Cooper-Climax on the fifth lap at Dunedin, Ian Burgess is seen here winning the Teretonga International Trophy.

NEW ZEALAND drivers filled all the major placings in the third international race of the 1960 series which was held at Dunedin at the end of January. It was Sid Jensen, the Dominion's Formula 2 Cooper ace, who came out the winner of the 70.56-mile New Zealand Championship road race on the new round-the-houses circuit in the city.

Second was 3-litre Ferrari driver Pat Hoare, and in third spot came Johnny Mansel in the ex-Moss, ex-Ross Jensen 250F Maserati. It was a disastrous day for the Englishmen Ian Burgess and David Piper.

Burgess led out from the start in his 2.2-litre Cooper-Climax then went out in the fifth lap when the gearbox casing split. At that stage Jensen was in second place in the 1,500 c.c. Cooper and he held on in front to the end.

Piper lost about 15 secs. at the start and was last away. He drove magnifi-



THIRD INTERNATIONAL RACE OF THE ANTIPODEAN SERIES

ROUND-THE-HOUSES OF DUNEDIN

New Zealanders Dominate Road Circuit International

cently to get up to second place at the end of seven laps and then gradually bridge the gap to Jensen. After 22 of the 42 laps this pair were on almost even terms, then Piper went out with a broken drive shaft in the Formula 1 Lotus.

Hoare was never farther back than third and as soon as Piper went out he moved into second place, but he had no hope of catching Jensen. Mansel drove an excellent race for third place and at no stage was farther back than fourth. But on this deceptively fast and bumpy circuit his old Maserati was outclassed by the Formula 2 Cooper and Hoare's Ferrari. Fourth place went to the Hamilton 18-year-old Jim Palmer in the 1,960 c.c. sports Lotus. He completed 40 laps. Behind him came Malcolm Gill in the Lycoming Special which Bruce McLaren had driven into fourth place in the Lady Wigram Trophy the previous week, Bill Thomasen (Monza Ferrari) and Johnnie Windleburn (1,100 c.c. sports Lotus).

To Jensen went the honour of making fastest lap of the 1.68-mile circuit in 1 min. 25.4 secs. on his fourth tour.

Right from the start drivers were not too happy about this Dunedin race. The trouble was that the organizers were unable to close the road for training sessions before the actual race day, and what it all added up to was that no one had more than half an hour on the morning of the race in which to practise.

Burgess spent a great deal of time touring around the circuit in a saloon, but he plaintively explained that this was really of little value. Then the race was run in a counter-clockwise direction and it was readily apparent that from all points of view it would have been a much safer and better circuit if used in the opposite direction.

Then again the general opinion in Dunedin was that the race speed would work out round about 60 miles an hour. But when they started racing everyone received something of a shock when the

faster cars circulated around the 70 miles an hour mark. The circuit proved to be a real killer. It was bumpy and there was not much room for error. However, the day did not produce any real incidents. This was something of a miracle as the flag marshalling proved to be almost non-existent, much to the consternation of the drivers in the main event. For all that, everyone agreed that it was the best circuit in the country and Burgess and Piper were quite ecstatic about it.

Seventeen cars lined up for the start with Piper, by virtue of fastest practice lap, in the pole position. Then when the 30-second warning was given there was considerable consternation as the Formula 1 Lotus driver started making adjustments to the front shock absorbers of the car. He seemed quite oblivious of the gravity of the situation and hopped hurriedly into the car and was still struggling with gloves and goggles when the flag dropped. In any case, he was last away. Jensen made the best of the start, but was hotly pursued by Burgess and Hoare.

The field shot away from the grid and tore up the hill by the cemetery which, perhaps, for the first time in its long history contained more living people than dead ones, and into a series of sweeping bends before dropping down to a particularly treacherous off-cambered hairpin. Burgess was in front first time round and really cracking on the pace. He completed the standing lap in 1 min. 26 secs. and had a slight lead on Jensen, Hoare and Mansel who were well bunched. Then there was a gap to Ron Roycroft (4.5 Ferrari), Palmer, Windleburn and Hec Green (R.A.). Piper was still back with the tail-enders but already he had gained a couple of places. Next time round Burgess had increased his lead over Jensen, who in turn had drawn out from Hoare, and then came Mansel with Piper breathing heavily on his neck.

Burgess was going like a train and looked as though he had the situation well in hand. He was well in front at the end of four laps and it looked as though the crowd was going to watch another procession. Then next time round there was no Burgess. A nut had apparently worked loose in the gearbox and it dropped into the differential with disastrous results. He came to a stop at that treacherous hairpin.

So with six laps gone Jensen was in front and he lapped the last man Maurice Stanton (Stanton Corvette). Then came Hoare and Piper with Mansel next in line. He was followed by Palmer, Windleburn, Arthur Moffatt (Tojeiro-Jaguar), Gill and Thomasen in the sports Ferrari. Roycroft in the monoposto 4½-litre car had already retired, and Green, in the pretty little rear-engined R.A., was not in evidence either.

At the end of the seventh tour Piper had passed Hoare and he began to move in on Jensen. On the ninth tour Jensen lapped Gill, who was then lying seventh in the Lycoming. In his effort to gather in Jensen, Piper seemed to draw Hoare along too and for several laps the red Ferrari was right up on the apple green Lotus, but gradually the Italian car began to fall back. At 18 laps the gap between Jensen and Piper was 20 secs. but at the end of 20 laps the Lotus driver had cut it down to 5 secs. and Hoare was then close on 30 secs. behind the Lotus. These three were now almost a full lap ahead of the rest of the field.

On lap 21 Piper drew level with Jensen and at that stage it looked as though Jensen had had his moment of glory. The red Cooper and the green Lotus shot up Cemetery Hill and out of sight. Within seconds it was announced that Piper had retired. The halfshaft on the Lotus went at the hairpin bend and so Piper was left with his fellow-countryman Burgess for company.

The race now settled down into a well-established pattern. On his 25th tour Jensen, now well clear of Hoare, lapped Mansel, the third man. He had things all his own way and from then to the end of the race drew steadily away from the Ferrari driver. The other positions did not change and so they came home, Jensen, Hoare, Mansel (a lap back) with

Palmer, then Gill who had completed 39 laps, and then came Windleburn and Thomasen each of whom completed 38 of the 42 laps.

It was Jensen's first international race win in his own country and a well-deserved one. Shortly before the meeting the Palmerston North driver had taken over a 1,960 c.c. Cooper-Climax engine and everyone declared that he had fitted this in the car. The Cooper certainly appeared much faster than the 1½-litre cars, but Jensen and other members of his equipe were equally vociferous in their claims that the 1,960 c.c. unit had not been fitted as it required a great deal of work done on it.

By the following Saturday the "circus" was established in Invercargill for what, as unfortunate subsequent events showed, proved to be the final international race of the New Zealand season, the 75-mile Teretonga International Trophy on the Southland Sports Car Club's permanent circuit.

The overseas drivers, Burgess and Piper, had their worries. The gearbox of the 2.2-litre Cooper had to be entirely rebuilt and at that stage poor Burgess was running out of bits and pieces. However, Jensen came to his aid. All the same it was not until the eve of the race that Burgess was really ready.

But everyone had his troubles at New Zealand's, if not the world's, southern-most racing circuit. The club had recently resealed portions of the track and the end product was the equivalent of a bed of razor blades. Tyres were cutting out in a matter of 20 and 30 miles on some of the heavier cars. Thomasen, it was alleged, cut out a rear pair in a matter of six laps with the Monza Ferrari. The night before the race officials and helpers were busy trying to smooth trouble spots with a mixture of lime and cement. Race day dawned fine and warm although there was a threat of rain later on.

As a crowd-pleaser there were a couple of heats for the main race cars in the morning. Piper won his without much trouble and Burgess looked as though he had the situation well in hand in his when the gearbox packed up once more. This time it was an input shaft that broke. It looked as though his racing was over for the day. However, his pit crew got to work and the 2.2-litre was made ready just in time for the start of the trophy race in the afternoon.

Grid positions were determined by the

race times in the morning heats and so Piper occupied pole position. Outside him was Jensen and then Hoare and Mansel. The second row was shared by Palmer, Burgess, who had managed to finish in his heat, and Gill. Thomasen, Windleburn, Moffatt and Stanton had the third row and on his own at the rear was Len Gilbert whose Cooper-Bristol had thrown out all its oil when a seal went in the morning.

Piper got a real flier off the start and Burgess was not far behind him. Jensen, who usually does not make many mistakes, was left badly. The Lotus driver completed the standing lap in 1 min. 15.1 secs. and had a lead of 200 yards on Burgess at the end of it. Next was Mansel, then came Hoare, Gill, Thomasen, Palmer and Windleburn. It was obvious that all was not well with Burgess's Cooper for at the end of two tours Piper had established a 7 secs. lead over it. But Burgess had cleared away from Mansel, who was hotly trailed by Hoare, with Gill not far behind. Then came Thomasen and Jensen who had been making up ground quickly.

Piper now settled down to average about 75 miles an hour and gradually drew farther and farther away from Burgess. Once again the race began to develop a pattern early on. With Piper well out in front, Burgess continued clear away from Mansel in the 250F to be comfortable in second place. Mansel was followed by Hoare, Gill and Thomasen. It was obvious that Burgess was in trouble. The trouble turned out to be a slipping clutch. So as the race progressed the main interest was in Jensen. At the beginning of the ninth lap Piper lapped Stanton in the Stanton Corvette which then promptly retired with transmission troubles. At that stage Jensen had worked his way up to be fifth behind Hoare. At the end of 12 laps he had taken Hoare to be fourth and two laps later he had seen off Mansel to be third.

Piper cut out his 17th tour in 1 min. 10.8 secs.—0.8 sec. slower than Ron Flockhart's record with the B.R.M. in 1959—and was then 12.2 secs. ahead of Burgess, who was 27 secs. ahead of Jensen. Then came Mansel, Hoare and Gill, with Palmer, in the sports Lotus, next in line. A lap later Piper lapped young Palmer, and Mansel dropped out with a broken halfshaft. All the time Burgess dropped back more and more, and by the time he had completed 26 laps Piper had

a 33 secs. lead and lapped Hoare, the fourth-place man.

It looked as though the race was as good as over at this early stage. Then, with 35 tours completed, Piper dramatically pulled into his pit with the Lotus well and truly on the boil. A cylinder-head gasket had blown.

There was some trouble removing the radiator filler cap and 69 secs. elapsed before he got out on the circuit again. That stop cost him his chance. Burgess, who said after the race that he was just tossing up whether to stop to adjust the clutch as he had such a good lead over Jensen, swept into the lead. In fact, Jensen and Hoare slipped by the Lotus too while it was being attended to. But things began to happen quickly once Piper got going again. He started off 6.5 secs. behind Hoare but in a matter of two laps had taken him. Burgess could not make better time than 1 min. 15 secs. a lap—72.2 miles an hour—and everyone wondered if Piper could possibly regain his lead.

He made a terrific effort and gathered in Jensen on the 48th tour, after having equalled Flockhart's lap record on the 46th. On the 48th he chiselled 0.1 sec. off the record and was then 12 secs. behind Burgess who seemed to be going at a snail's pace. Piper was trying everything he knew and the Lotus responded magnificently. It went round the tight circuit as though it was on rails and was a real tribute to its designer, Colin Chapman. But Piper just could not make it. Burgess came home 7.5 secs. ahead of the Lotus, but in his effort Piper had completed his final tour in 1 min. 9.7 secs.—0.3 sec. better than Flockhart's 1959 record.

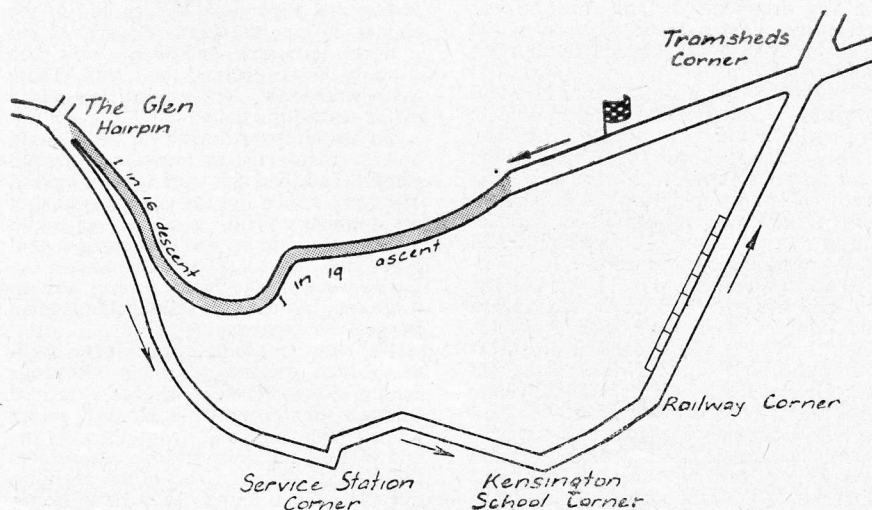
Burgess won in 61 mins. 19.4 secs. Then came Piper with 61 mins. 26.9 secs., Jensen with 61 mins. 34.1 secs. and Hoare with 62 mins. 2 secs. Gill was next in line. From the point of view of the performances of the Englishmen it had been a magnificent race. Burgess had displayed admirable restraint and patience under pressure and had coolly calculated that he could just make it. Piper had tried all he knew and won the admiration of the tremendous crowd.

SEBRING NEWS

GREAT disappointment is felt by the withdrawal of Porsche and Ferrari factory teams from the 12 Hours race, owing to disagreement over the type of fuel which may be used. Fritz Huschke von Hanstein said in New York recently: "Previous commitments of long-standing by the Porsche organization to the exclusive use of a gasoline for their cars forced our hands. It is our hope that this situation will be clarified next year so that these disagreements will not occur again."

George Constantine and Rodger Ward have decided not to drive Kreiser's Cooper-Monaco. They will be in either a 300SL Mercedes-Benz or a Corvette. Both drivers fell out with the Camoradi stable, who have also had a disagreement with Dan Gurney and Carroll Shelby over the cars which were entered for them in Cuba.

RUGGED: The Dunedin circuit is bumpy and leaves little room for errors. Although it is generally felt that it would be an improvement to run the event in a clockwise direction, it is still the finest circuit in New Zealand.



HARD AT WORK in the ex-Moss, ex-Ross Jensen 250F Maserati, John Mansel in the process of winning his first major road race in New Zealand.

WHEN the "Waimate 50" was first staged by the South Canterbury Car Club in 1959 on the tight little round-the-houses circuit, a tropical down-pour dampened proceedings more than somewhat. This year, although the day dawned fine and stayed that way, there was another "dampener".

The club in its wisdom, or otherwise, did not accept entries from two of the keenest and most likeable overseas drivers who have ever raced in this country, Ian Burgess and David Piper, even though it had lodged £150 as starting money for overseas competitors with the International Grand Prix Organization as early as last November.

Now the two Englishmen did not have the best of luck in the international events this season. Both went out with mechanical bothers in the New Zealand Grand Prix and again in the Dunedin Festival Road Race. Burgess scraped home winner barely from Piper in the Teretonga International Trophy, and the pair filled second and third spot respec-



NEW ZEALAND'S "WAIMATE 50"

John Mansel (Maserati) and Pat Hoare (Ferrari) Duel in the Sun

tively behind Jack Brabham in the Lady Wigram Trophy.

They were breaking their necks to drive at Waimate, both having read about the fun and high jinks there had been on this picturesque circuit in the AUTOSPORT report last year. But after failing to give them a definite answer for a number of weeks, the club finally turned down their entries at the last minute claiming that they had demanded more starting money than the club was prepared to pay. This was a claim denied by both drivers, and the whole thing was most unfortunate.

Although the absence of Burgess with his 2.2-litre Cooper and Piper with his Formula 1 Lotus took a fair amount of interest out of the race, it would be only sour grapes not to admit that the cash customers did get value for their money.

The 50-lap, 70-mile race developed into a terrific dice between Johnnie Mansel (250F Maserati) and Pat Hoare (3-litre Ferrari), and Mansel in the old much-raced ex-Moss, ex-Ross Jensen car came out on top to win his first major event after years of knocking at the door.

It was a result that confounded the

experts. For the first time in the 1960 New Zealand season Cooper domination had been broken and on a circuit that everyone regarded as being exactly what the doctor ordered for the Cooper-Climax.

As things turned out there was only one Cooper-Climax in the race, the 1,500 c.c. model of Sid Jensen. The Palmerston North driver did, in fact, lead the race for the best part of the first five laps, but after that he faded back to third place. Hoare took over the lead from Jensen and held it for the next four laps when Mansel, who had taken Jensen, then took him and remained in front from then on.

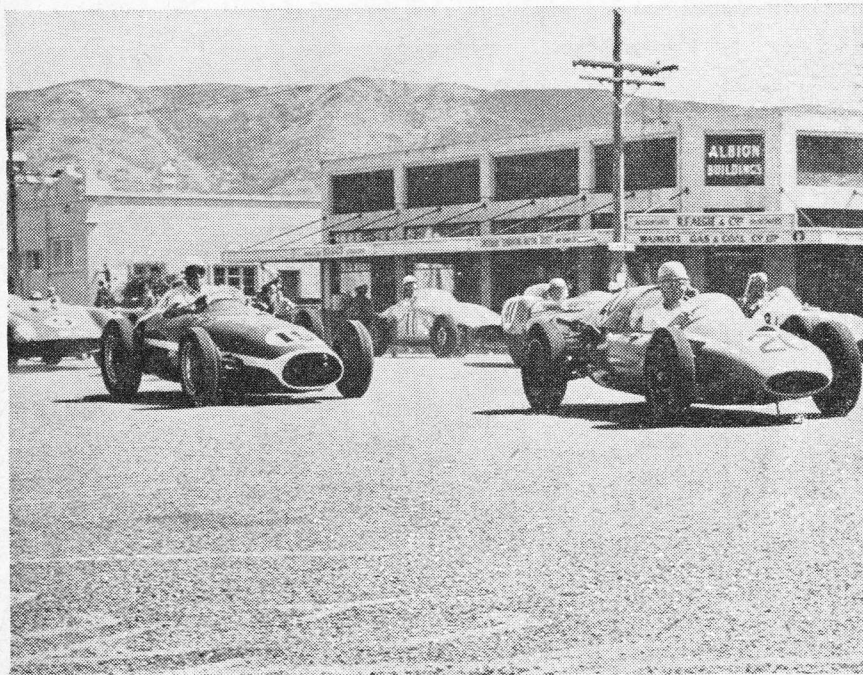
Mansel averaged fractionally less than 70 miles an hour to win in 60 mins. 46.5 secs., a bare 3.2 secs. ahead of Hoare. These were the only ones to complete 50 laps. Jensen finished third a lap back, then came Malcolm Gill with 48 laps completed in that remarkable Lycoming Special. The only other finishers in the 12-car field were W. J. Thomasen (Monza Ferrari) and Len Gilbert (Cooper-Bristol) each of whom completed 46 laps.

The atmosphere in Waimate on the eve of the race is most stimulating. It can truly be said that the Waimate people have taken to motor sport in a big way and nothing is too much trouble to ensure the success of the day. The crowd this year reached almost fantastic proportions. Streets surrounding the circuit were jam-packed with cars for almost half-a-mile back and every vantage point was crowded.

There were some quite spectacular incidents during the earlier events of the day as exuberant drivers charged straw bales and generally indulged in unrehearsed but crowd-pleasing antics.

It was Hoare who took the pole position on the grid for the start of the main event in the afternoon. Outside him

THEY'RE OFF and Sid Jensen (Cooper) has a slight edge over Pat Hoare (Ferrari) on the first lap of the tight little circuit.





THROUGH on the inside goes Jim Palmer (Lotus 2-litre) as David Young (Jaguar C-type) swings wide on the right-hander at the end of the main straight.

were Jensen, Mansel and Jim Palmer (1,960 c.c. Lotus sports).

Thomasen, Gill and Maurice Stanton (Stanton Corvette) shared the second row, and in the next row were David Young (C-type Jaguar), Gilbert, Hec Green (R.A.) and Johnnie Windleburn (1,100 c.c. Lotus sports). On his own at the back was W. R. Baker (Cooper-Norton).

Jensen made the best of the start and Mansel seemed a little slow. In any case at the end of the first tour Jensen was just heading Hoare and Mansel and there was a bit of daylight back to Gill, who was followed by Palmer, Thomasen, Stanton, Gilbert, Young and Windleburn. It was not until the leaders had put in a couple of laps that Green made a belated appearance in the R.A.

There was nothing between the front three for the next couple of laps, but they gradually drew away from Gill who in turn made ground on Palmer.

Hoare was busy looking for an opening and at the end of the fifth lap he managed to take Jensen on the inside at the right-hand turn at the end of the main straight.

Next time round he was in front and Jensen appeared to have lost quite a lot of ground and had Mansel now looking for a gap.

Two laps later Mansel whipped through to be second and so the order was now Hoare, Mansel, Jensen, with a gap to Gill and equally spaced out behind the Lycoming driver were Palmer, Thomasen, Gilbert and Young. Stanton had made a pit stop with obvious brake troubles and Baker in the Cooper 500 had disappeared.

Hoare now had a lead of about 5 secs. on Mansel and the Maserati driver wasted no time in getting down to business. He opened up a gap on Jensen, who appeared to be having some braking trouble, and within a couple of laps he was sitting right on Hoare's tail. The two were cutting out each tour of the

1.4-mile circuit in 1 min. 14 secs. and all the time Mansel was looking for the opening. Then Hoare came round in front at the end of the 12th lap and Mansel was right up with the red Ferrari as they braked for the right-hand turn at the end of the bumpy main straight. For a fraction of a second it looked as though Mansel would not make it, but before anyone really knew what happened he had slipped by and from then on the race was his.

Just to show that he really meant business Mansel cut out the next lap in 1 min. 12 secs., but Hoare was still hanging on. There was quite a gap back to Jensen who did not seem at all happy about things. At this stage Windleburn, who had been going great guns in the 1,100 c.c. Lotus, disappeared with a sheared distributor drive.

On his 16th tour Mansel lapped Gilbert, who was in seventh spot and the order at that stage was Mansel, Hoare,

Jensen, Gill, Palmer, Thomasen, Gilbert and Young. Young now made a pit stop and after a hurried discussion with his pit crew removed his crash hat and goggles and called it a day. The brakes on the C-type Jaguar had given up an unequal struggle on the tight circuit.

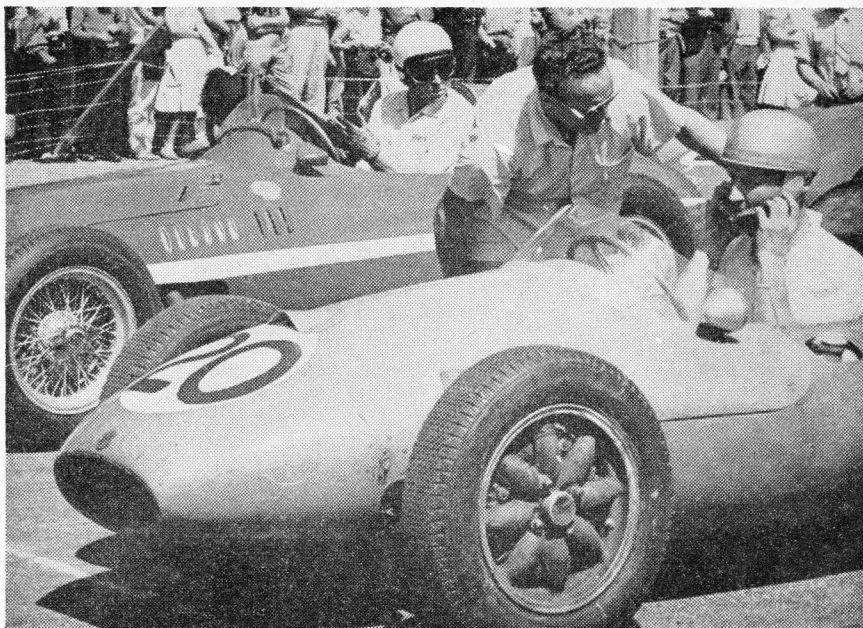
Then, much to the surprise of everyone, Palmer, who had been circulating steadily and looked assured of at least a minor place, was given the black flag. Next time round he brought the Lotus into the pits. This was a most unfortunate occurrence.

It turned out that a conscientious flag marshal had picked up something off the circuit which he believed had dropped from Palmer's car. It turned out to be a ball-race. As Palmer had had a slight argument with some straw bales in an earlier event for sports cars and altered the frontal appearance of the Lotus, the marshal apparently thought that something was amiss. In any case, Palmer stopped and the Lotus was checked and not found wanting in any respect. He went out and did several more laps, but he had lost any chance of a reasonable placing, so he came in to retire rather than flog the car on the circuit which is really a bit of a killer.

In the meantime out in front Mansel was really cracking on the pace and was drawing away from Hoare. The gap increased from 4 secs. to nearly 8 secs. in a matter of six laps. But Hoare, for his part, was drawing away from Jensen at about the same rate.

With 27 laps under the belt Mansel was 7 secs. ahead of Hoare and the Ferrari driver was 9.8 secs. ahead of Jensen. It was at this stage that Hoare seemed to speed up a little, but he found himself hampered by slower traffic taking up a lot of room in front of him. He went away farther from Jensen, but could make little impression on Mansel. With 40 laps gone the gap was still 7 secs. between Mansel and Hoare and

(Continued on page 375)



CONFERENCE: Pat Hoare (Ferrari) obviously wonders what Sid Jensen (Cooper) is being told on the start line.

THE Wolverhampton and South Staffs C.C. *Express and Star* Rally has, in its first year as such, proved itself a worthy addition to the ranks of "National British" events. Run on one marked map (No. 128 Montgomery and Llandrindod Wells) and two road books it was a really first-class, well-organized and slickly marshalled event which richly deserved its upgrading. A stiff but "no-nonsense" route soon sorted out the competitors and the event was won on the road by the formidable team of Tom Gold and Stuart Turner (Austin-Healey Sprite), run fairly close by Mrs. Pauline Mayman and Miss Val Domleo (Morgan) who humbled many mere males with a fine second place.

WOLVERHAMPTON AND SOUTH STAFFS C.C.

"EXPRESS AND STAR" NATIONAL RALLY

Tom Gold and Stuart Turner (Sprite) Win First Class Event

The rally started from five points near Wolverhampton, Liverpool, Hereford, Oxford and Nottingham and the routes converged at Knighton in Radnorshire where there was an hour's halt. Many competitors were about an hour early here and the event was held up for 30 minutes as the road books were delayed in transit from Wolverhampton. The net result was that most crews hung around Knighton for about two and a half hours, with the exception of A. D. Winzor and Norman Jones, whose M.G. Magnette had its windscreen broken after a slight contretemps with a horse which was wandering about in the middle of the road.

During the rally there were no route checks as such, only time controls which were all manned with a full complement of efficient and helpful marshals. The first road book led through 14 of these controls and from the first, placed on the top of Bailey Hill, the tone of the event was set. There were three obvious ways of reaching T.C.1 on the map but only one route actually got there, which resulted in 20 crews missing the control and incurring a heavy penalty. The route then led north via T.C.2 (where we saw Ken Piper hard at work on his Messerschmitt, which bore marks of agricultural activities) and T.C.3 to Bettws-y-Crwyn, over a veritable labyrinth of "white" roads. During the time taken to visit the next three controls the accent was on altitude, the route rising to 1,600 feet in mist and rain around the Forest of Clun and dropping to 900 feet at T.C.8, near Beguildy. Then came a straightforward "B" road section which ended when the problem arose as to whether it was preferable to reach the control by means of a short, unclassified track or to go a longer way round on a better road. We (Lloyd Roberts, John Rogers and myself in "Robbie's" Dauphine Gordini) opted to go over the track, which turned out to traverse a mud and grass passage between fields. We managed to get over the steep slope but it proved too much for P. N. Cullen and G. Bryant, whose Austin A105 got stuck sideways halfway up.

The roads were around the 1,500 feet mark here and the next few sections were all well over 1,000 feet up in the mountains and often over unclassified but passable and non-damaging tracks. Perhaps not quite non-damaging—Ronald Clift and Brian Lockyear scraped the underside of their low-slung Austin-

Healey 100/6 to such effect that fairly extensive welding operations were later required. North again to Llandinam over a maze of little white roads before the route led to Dolwen on the first main road motoring of the event proper then back again to Knighton, where the second road book was issued.

The road book led west on main roads, then on to white roads for a short and rapid four-minute section followed by an eight-minute section on tricky "yellow" roads, where the route was cut by one of the 11 fords encountered (J. Austin came prepared and had fitted "schnorkel" exhausts to his VW) and swept from 1,100 feet to 460 in the three miles, before Trefeglwys and then up again to

1,200 in a six-minute section near Brynmawr. As the almost indefinable dotted "white" tracks meandered around close-packed contour lines on the map it was with great difficulty that we found the next control, but we took comfort from occasional glimpses of the TR3A of David Seigle-Morris and Vic Elford which (well up to schedule) we could see, sometimes above us almost vertically sometimes far below.

The next section, near Llanidloes, was very tricky, one of the two probable routes proving to be a "stumer" and causing many cars to do highly complex about-turns on the narrow roads. Seven minutes near Llangurig saw the unclassified road climb from 600 to 1,150 feet and drop again to 900 before we went

south again by Rhayader to the special test which was on a narrow gravelly stretch of road at the head of the Elan Valley. After the short straight, double Ess bend and narrow bridge of the test the route followed the line of the Elan Valley, through Elan village and thence over the mountain to Llanwrthwl. C. M. M. Williams and J. R. C. Brown (Sprite) slid, overcorrected and hit the bridge at Pontdolgoch, damaging their pretty fibreglass bonnet and all but extinguishing their lights. A fan-blade bent on to the radiator caused a considerable delay and made it necessary for them to miss six controls, effectively putting paid to their chances.

Longer sections led from Llanwrthwl east of Rhayader to a point near St. Harmon (where J. Gay broke the propshaft of his Sunbeam Alpine) and then, over hilly and tortuous metalled roads, to Llanbister; from there east and south again to join the main A44 north-east of Llandrindod Wells. From there it was a simple main road run to Knighton before heading back to the finishing control at the "Rose Marie" in Bridgnorth. The results were announced very shortly after breakfast, the awards were distributed and this slick piece of organization was typical of what had been a really good rally; well-planned, well-marshalled and in every way deserving of its national status.

MICHAEL DURNIN.

Results

Overall: 1, T. A. Gold/S. Turner (Austin-Healey Sprite), 40 marks lost; 2, Mrs. P. Mayman/Miss V. Domleo (Morgan), 90; 3 equal, B. Bengry/P. Roberts (Simca) and E. Malkin/G. A. Rolson (Sunbeam Rapier), 100. **Under 1,300 c.c. Open:** A. P. Bridge/M. Mylcherest (Austin-Healey Sprite). **Under 1,300 c.c. Closed:** A. T. Fisher/J. R. W. Thomas (Austin Seven). **Over 1,300 c.c. Open:** B. Haber/R. Crellin (Morgan).

★

GRAND PRIX driver Innes Ireland (centre), who acted as starter of the rally, congratulates winner Tom Gold (right). Stuart Turner, the navigator, sits on their slightly battered Sprite.

★





AUTOSPORT, MARCH 18, 1960

NEW MODEL is the Alfa Romeo SZ, a Sprint Speciale with a new and more practical body by Zagato, featuring the minimum of overhang at each end.

tem, which is shown on the fabulous 5000 G.T. The big V8 engine is greatly reduced in complexity by the elimination of multiple carburettors, and the overall height is usefully lessened, giving more under-bonnet room for air silencers.

The Ferrari cars show no mechanical changes, but there are some really lovely new bodies. For sheer perfection of line a silver coupé by Scaglietti on the G.T. model is impossible to fault. Plain lines with no fins or decorations are adopted, and a gunmetal drophead by the same coachbuilder is almost as desirable. The green drophead by Farina looks a little larger, but the square radiator grille that we saw at Turin has been forgotten.

On the Aston Martin stand, the G.T. version of the DB4 allies Italian body design with the very best British workmanship. The championship-winning

John Bolster Visits The Geneva Salon, 1960

No Really New Chassis to be seen, but Much Superb Coachwork

THE Geneva Salon has, in the past, been used for the introduction of many famous and popular cars. It is therefore a little surprising that no really new chassis is making its bow on this occasion. New models of established types are admittedly to be seen, of which two British examples are the very attractive drophead version of the Triumph Herald and the roomier Hillman Husky station wagon.

Nevertheless, the Geneva show unveils no real surprises. One finds superb coachwork from the Italian and Swiss specialist constructors, and this alone is worth the trip across France. The show is also of great interest because here in a free market one can really compare the value offered by rival makes of cars. With neither import duty nor purchase tax, Geneva certainly is a yardstick by which to judge the products of the competing nations.

It is often alleged that all the Swiss are millionaires. This is something of an exaggeration, though the country is certainly prosperous. In spite of this, there is a tremendous demand for cheap and economical cars, and the reason is not far to seek. The situation has arisen simply because the Swiss insurance companies have killed the motor-cycle.

It costs over £100 to insure a medium-sized motor-cycle in Geneva, and this cover is only available to those who carry life insurance. The smallest scooters cost perhaps £25 for the cheapest available policy. Thus, four wheels are essential, and people who would normally only aspire to a scooter are forced into the car market. Two-cylinder cars, such as the Fiat 500 at 3,850 Swiss Francs, the 2 CV Citroën at 4,490, and the NSU Prinz at 4,500, abound. The real competition, however, is among the cheap four-cylinders, which are the ancient but trusty 4 CV Renault at 4,950, the VW

at 5,555, the Mini-Minor at 5,750, and the Dauphine at 6,475. The Mini-Minor appears with new and more luxurious interior trim, and is selling in vast quantities because it is by far the most stable small car in side winds, which present

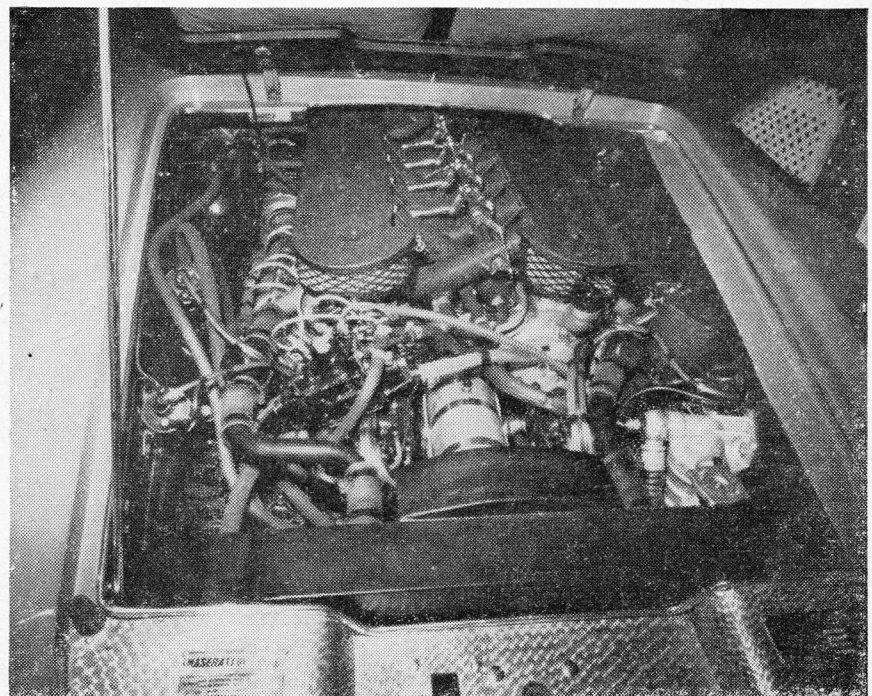
PHOTOGRAPHY BY THEO PAGE

something of a problem on the narrow and slippery roads.

Let us leave the mass-production market, however, and go to the other extreme. British disc brakes are now found on the fastest Continental cars, notably the Ferrari and the Maserati. Extremely interesting is the adoption by the latter concern of the Lucas fuel injection sys-

ports car appears in full racing trim, which is a stirring sight for the British visitor. Although motor-racing is prohibited in Switzerland, there is a Swiss Formula Junior racer. This is the MBM, which has an Auto-Union two-stroke engine coupled to a VW gearbox. The front suspension is also VW, with torsion bars and trailing arms, while at the rear there are swing axles. The chassis is tubular, and the performance must be considerable as soon as any roadholding problems are ironed out.

Mercedes-Benz show their 300SL sports car with show finish and highly polished ramming pipes. The 190SL and the 220SE are also on view, the latter having a drophead body which is a style that the Swiss have always admired. The



EXTREMELY INTERESTING is the adoption by Maserati of the Lucas fuel injection system shown on the 5,000 G.T. engine.

PININ FARINA shows an Alfa Romeo with an all-transparent roof which can be fully opened.

new Volvo P1800 is even more beautiful than photographs have suggested. A really pretty coupé, one admires everything about it except the rather curious "spoked disc" wheel trim. The 1,780 c.c. engine develops 100 b.h.p. on a compression ratio of 9.5 to 1, and the front brakes are discs. Unfortunately, the show car is only a prototype, and serious manufacture will not begin before the autumn of 1960. The restyled A.C. Greyhound has greatly improved in looks since Earls Court.

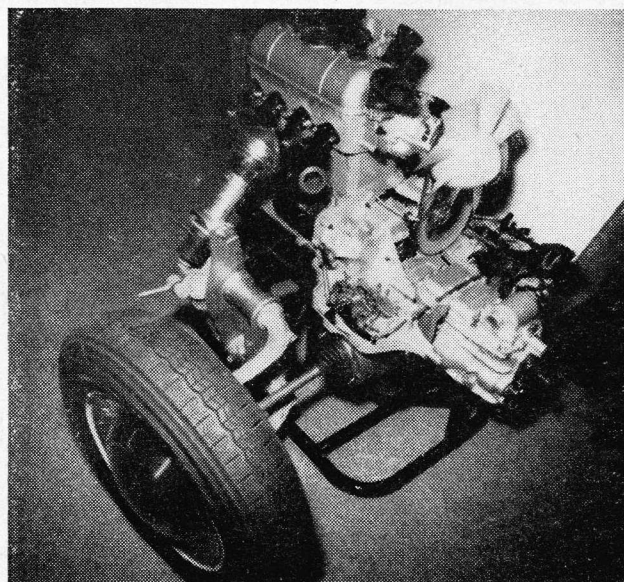
Alfa Romeo show a glorious new model called the SZ. This is the Sprint Speciale with a new and more practical body by Zagato with the minimum of overhang at both ends. With 116 b.h.p. available and a five-speed gearbox, this really is a sports car of immense potency.

The name of Lancia had been coupled with rumours of a 1.5-litre front-drive car. However, only the well-trying models were brought to Geneva, of which the two coupés by Touring on the short Flaminia chassis are perhaps the most attractive. The Facellia is now actually in limited production, and the twin-camshaft engine is shown separately. The bonnet line is extremely low and the typically Facel nose is tiny. The whole car is built to give maximum luxury within a compact vehicle. The 1,647 c.c. over-square engine develops 115 b.h.p. at 6,400 r.p.m., and will encompass 7,000 r.p.m. The tubular chassis is strengthened by the steel body pressings, and Dunlop disc brakes are available. Truly, this is a most attractive addition to the range of de luxe high speed cars. In Switzerland it is rather expensive, costing a good deal more than a Porsche, for example.

British sports cars, notably the Triumph and the Sunbeam Alpine, are sold at most competitive prices. The Rootes display is enhanced by a particularly well sectioned engine-gearbox unit from the Alpine, the work having been carried out by young apprentices. The Austin-Healey Sprite appears with a fibreglass bonnet, which is the work of the local agent. This bonnet has the headlamps in the conventional position instead of the usual Sprite location



★
ENGINE and front suspension of the Citroën ID 19 is shown as a separate exhibit.
★



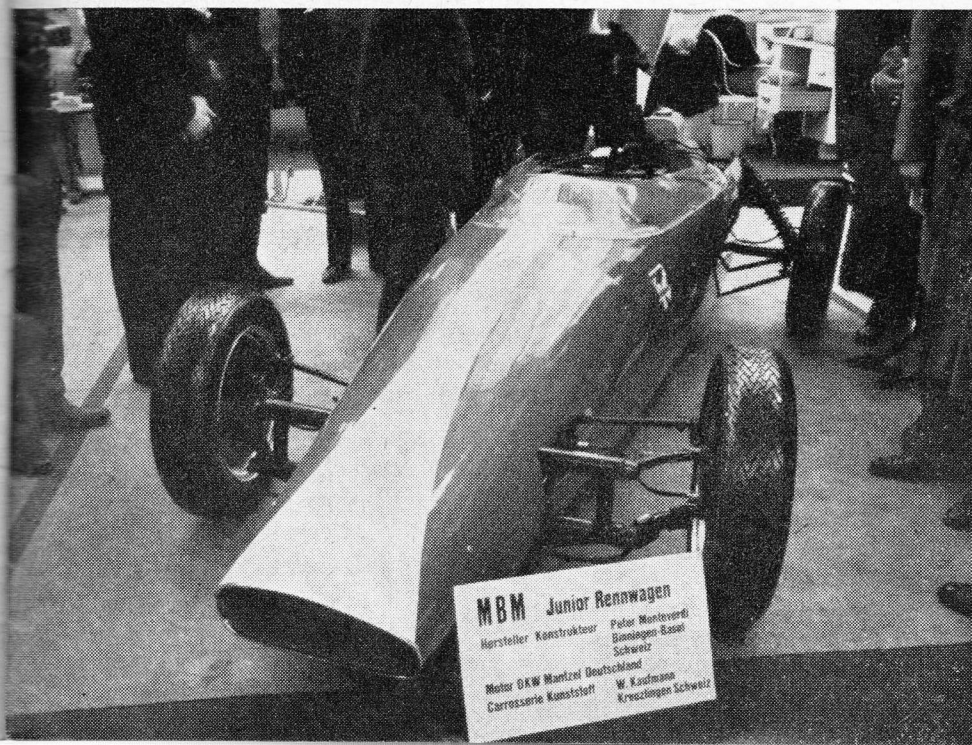
The very pretty NSU Prinz coupé is seen once again, and so is the BMW 700 with its rear-mounted flat-twin engine. This is a most attractive small sports coupé. Quite exceptionally eye-catching

is the white Lloyd Arabella coupé, which is not an expensive car, as these coupés so often are. Its shape resembles the Floride. The 897 c.c. horizontally opposed four-cylinder engine drives the front wheels and develops 42 b.h.p. Another German flat-four is the 1,100 c.c. Hansa, which is also a front-driven machine. These small German cars are virtually unknown to English drivers, but they all appear to be well-made and have many practical features.

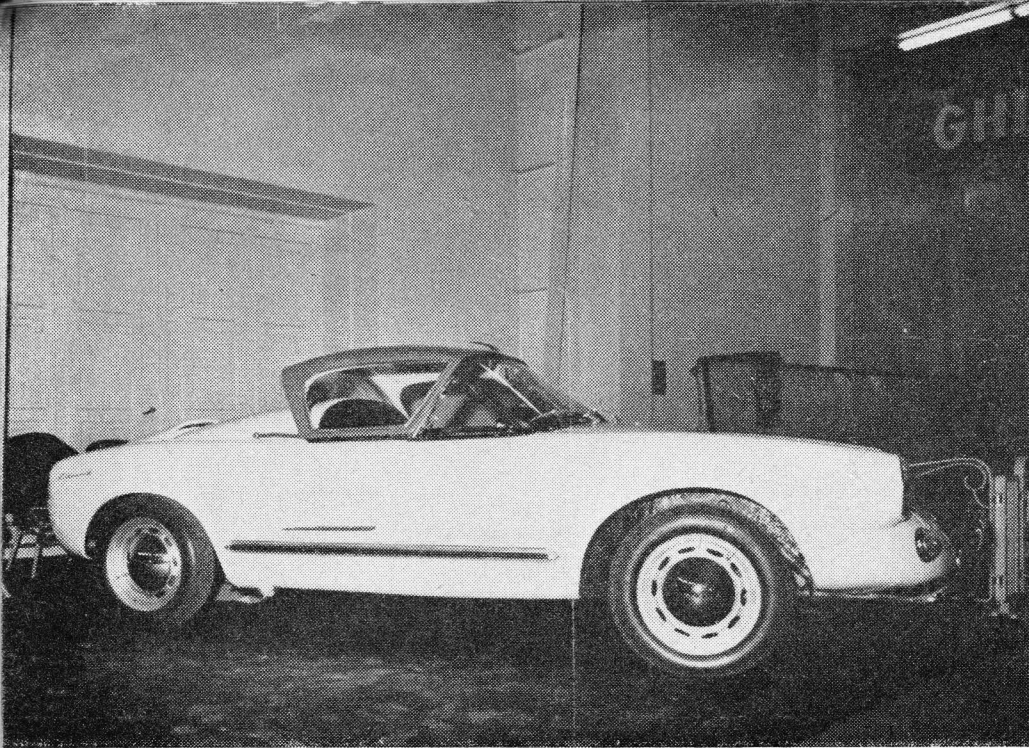
The American compact cars are attracting a great deal of interest and may sell quite well on this market. They are certainly more expensive than the Ford Zephyr or the Vauxhall Velox, but cheaper than our cars of the Rover or Humber calibre. The Valiant has an alternating current dynamo, which is advantageous from the point of view of weight saving and low-speed output. However, Lucas instruments of this type are now available to British manufac-

(Continued on page 370)

SWISS FORMULA JUNIOR car is the MBM, which has an Auto-Union two-stroke engine coupled to a Volkswagen gearbox in a tubular chassis.



MBM Junior Rennwagen
Hersteller Konstrukteur Peter Monteverdi
Bonnengen-Basel
Schweiz
Motor DKW Muntzel Deutschland
Carrosserie Kunststoff W. Kaufmann
Kreuzlingen Schweiz



Looking Round T

TOP LEFT: The astonishing Enzmann sports car, based on an A.C. Greyhound is greatly improved in appearance since it has delightful lines but an impracticably long tail. **ABOVE:** **BELOW:** The Austin-Healey Sprite with a locally produced of line is the Scaglietti Ferrari coupe. **CENTRE RIGHT:** bonnet. **BELOW RIGHT:** A recessed central strip from

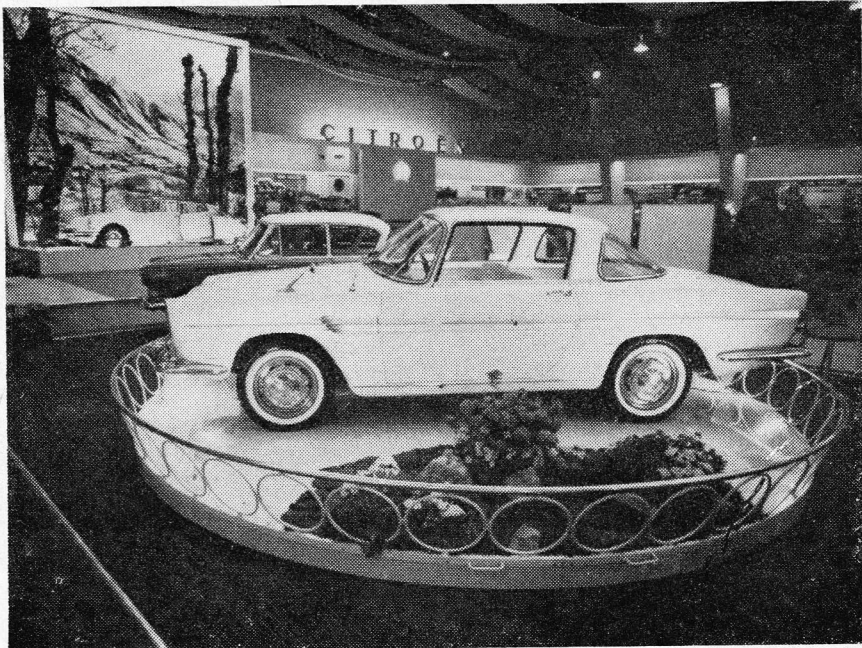




The Geneva Salon

...supercharged Volkswagen. **CENTRE LEFT:** The restyled ... at Earls Court. **BELOW LEFT:** The Bertone Alfa Romeo ... view of the Cisitalia 750 c.c. rear-engined Fiat derivative. ... bonnet. **TOP RIGHT:** Impossible to fault for perfection ... Viotti exhibit a sports coupe on the Fiat 1500, with a long ... rear window is a feature of the Vignale Fiat 1500 coupe.





EYE-CATCHING: The Lloyd Arabella is one of several small German cars almost unknown to the British driver.

Torino stand is the futuristic space-ship that we described in our Turin report. It is a privilege to look again at the Zagato coupé on the Lancia Appia. With very little overhang and no decoration, this is an exquisite little car. Bertone exhibits a Giulietta Sprint Speciale which has delightful lines but a rather impractically long tail. Henri Chapron's Citroën coupés have too much plated decoration.

On the Abarth stand, all the models that were at Turin are seen again, and in addition there is a new 850 c.c. Spyder which is particularly well finished and equipped. Mechanical components and sectioned engines abound on the stands, and one is glad to see a return to this once-popular practice. The Skoda is exhibited as a backbone-type stripped chassis, with its power-unit beautifully show finished, all the light alloy parts having that "engine-turned" effect. This 1,100 c.c. car has independent swing-axle rear suspension.

Switzerland is not a car-manufacturing country, but it is a splendid customer. Narrow, hilly roads demand compact cars with exceptional roadholding and brakes, and the prevalence of snow and ice renders good handling qualities vital. The Swiss is a hard, fast driver and he is hard to satisfy, but the better British cars enjoy an excellent reputation in the *Confederation Helvetica*.

Geneva—continued

turers. The Russian cars are thoroughly practical machines, with big tyres for the negotiation of bad roads. A vast limousine with face-forward occasional seats was obviously designed for the boys from the Kremlin, but the little Moskvitch is a usefully compact four-seater.

There is nothing new from France, though Renault and Simca try to outdo each other with elaborate mobile displays. The Peugeot stand contains a 1902 car of this make with chain drive, and Citroën show the mechanism of their hydro-pneumatic suspension sectioned, as well as an engine-transmission unit with disc brakes. The restyled Panhard is shown in PL 17 and Tigre form, the latter one of the world's fastest small saloons.

The body builders' section is perhaps dominated by Pinin Farina, who shows a 3.5-litre Alfa Romeo with an all-transparent roof that can be opened. His huge Cadillac Starlight we have seen before. A great surprise is the Gordon produced by John Gordon, who was earlier associated with the Peerless enterprise. This car has a multi-tubular frame and de Dion axle, while the engine is the very powerful Chevrolet Corvette unit. The coupé body by Vignale is really beautiful.

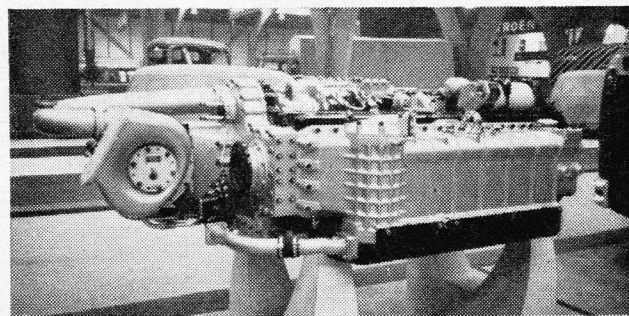
On Vignale's own stand there is a Fiat 1500 coupé in white with a black roof. There is a recessed central strip from the screen to the rear window, which is painted in the form of a contrasting white band.

Graber exhibits the Alvis that we know so well, but there is also an entirely new version with a low, wide radiator grille. Beutler shows two Porsches with full four-seater bodies, but the overhang is excessive. Enzmann presents an astonishing sports car which is basically a supercharged VW. The barrel-shaped body has a high tail and no doors, the hardtop lifting on pivots to gain entrance.

COMPACT CAR: The Dodge Valiant features, among other items, an alternating current dynamo.

Carozzeria Viotti shows a silver sports coupé with a very long bonnet on the twin-cam 1500 Fiat. A rather similar body graces the six-cylinder 2100. Cisitalia exhibits 750 c.c. rear-engined cars of Fiat derivation, with lots of louvres and air holes in their tails. On the Ghia-

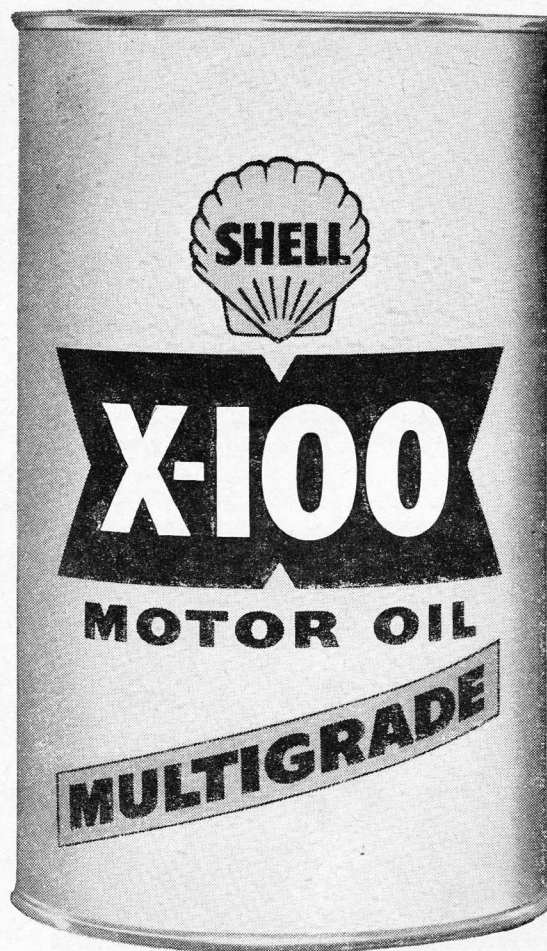
★
FIAT exhibit this large Diesel engine on its own plinth.
★



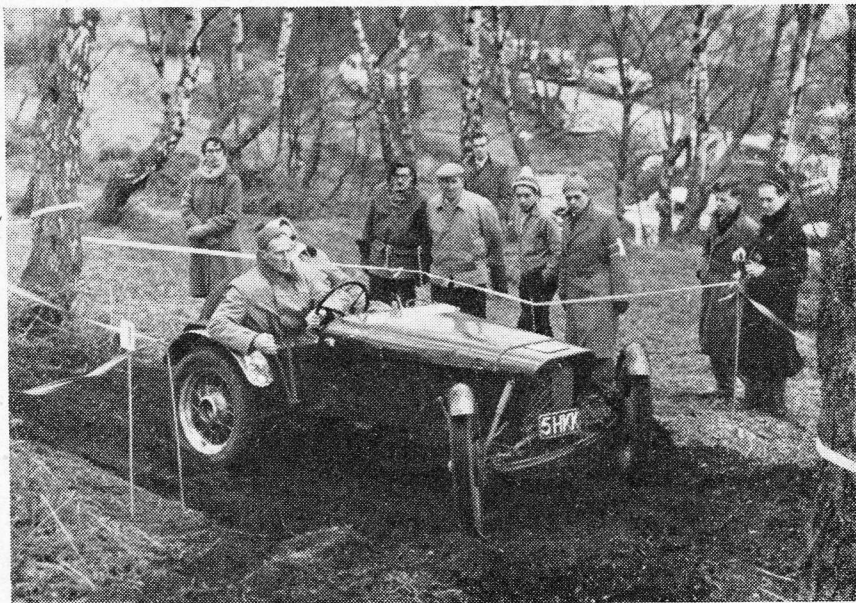
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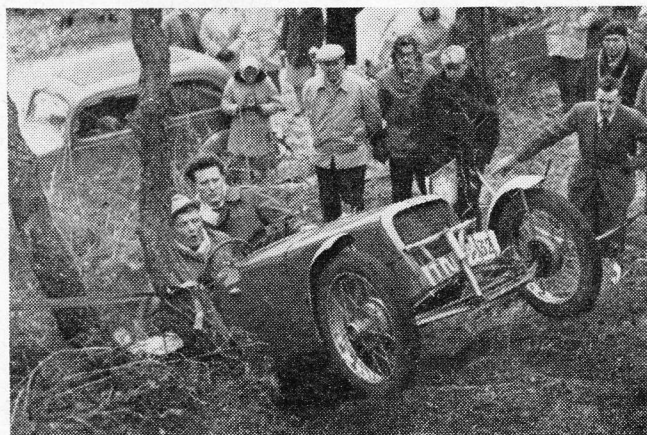


USING THE FIDDLE-BRAKE (left) is Peter Highwood, runner-up in last year's championship. BELOW: John Harrison "blows up" for the journey home. We regret that full results of this trial are still not to hand at the time of going to press.



The "Wilshire" Trophy Trial

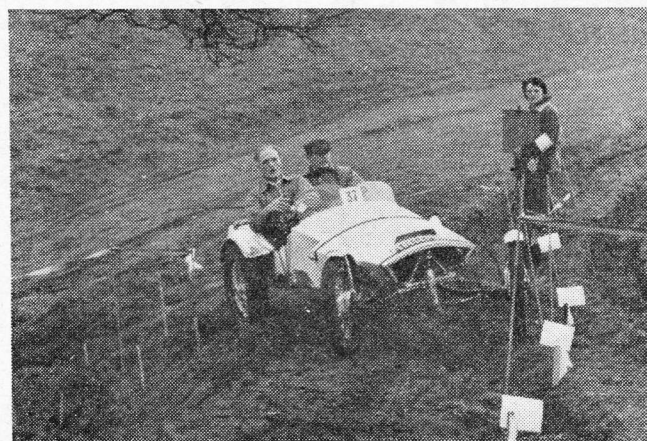
Fine Event Run by Mid-Cheshire M.C.



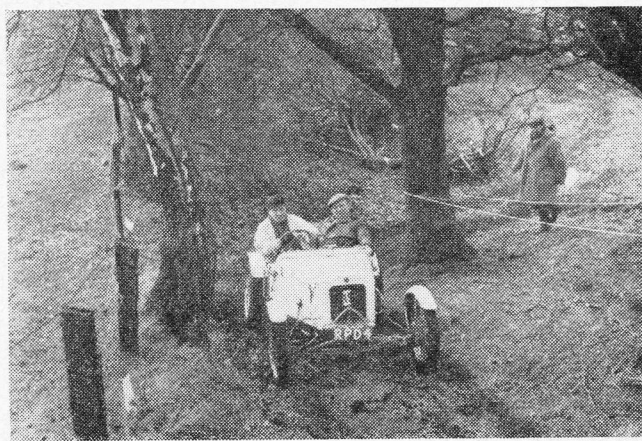
FINE EFFORT was that of Jim Berry (Junior), who returned to lunch without having incurred any penalties.



ALSO "clean" at the lunch-break was Rex Chappell, who urges his car over a step on the second hill.



TIGHT left-hander on a grassy hill is tackled by Ernie Chandler in his Volkswagen-engined Special.



OUT OF THE MUD and on up the hill comes Eric Jackson (Cannon), who was almost unbeatable last season.

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Club News

By MICHAEL DURNIN

THE first item this week is an extract from an unusual and most interesting letter: "Wiscombe. The 733-yard speed hill-climb course at Wiscombe Park is being resurfaced and widened for the 1960 season and a permit has been obtained for racing cars. The hill is 2 miles off A35 between Lyme Regis and Sidmouth and opposite 'Blackberry Castle'. Clubs are invited to use the hill. The following dates have already been reserved for 1960, 24th April, 6th June, 26th June and 7th August. Further details from Major O. R. H. Chichester, Wiscombe Park, Colyton, Devon. Telephone: Farway 252, or Major C. W. Lambton, Mortimer Hill, Mortimer, Berks. Telephone: Mortimer 37".

REGULATIONS will shortly be available for Y Rali Gogledd Cymru (the North Wales Rally to you) which will take place on 9th-10th April. This is to be a qualifying event for the B.T.R.D.A. Silver Star. The event, organized by Rhyl and D.M.C., starts from Queensferry, Rhyl and Weston Rhyn (near Oswestry) at 7 p.m. and will finish at Rhyl with breakfast. Invited clubs are Bolton-le-Moors C.C., Chester M.C., B.A.R.C. (N.W.), Lanes A.C., North Staffs M.C., North Wales C.C., R.A.F.A.M.C. (N.W.), St. Helens and Wigan C.C., Warrington and D.M.C. and all entrants for the Welsh Rally Championship. Closing date for entries is 5th April and details are available from G. T. Moore, 1 Mona Villas, Rhyl Road, Rhuddlan. . . . The Coventry and Warwickshire M.C., the Godiva C.C. and the Jaguar Apprentices' M.C. will together co-promote The National Benzole Trophy Night Rally on 2nd-3rd April. The rally is a closed event for members of the three co-promoting clubs, and the start will be from C. & E. Motors, Fletchamstead, Coventry. The route will cover about 250 miles in Warwickshire, Oxfordshire, Gloucestershire, and the North Cotswolds. Entries close 29th March and secretary of the meeting is Laurie K. Lord, 270 Broad Lane, Coventry. . . . The Riley M.C. are having their New "24" Rally on 8th-9th April, starting on the 300-mile route from Austin Airfield, Longbridge, near Birmingham. Regs for this closed event may be had from Geoffrey Isles, Highcroft, Owlcotes Lane, Pudsey, Yorkshire, and entries close 1st April. . . . Verulam A.C. will have their Scotchlight Rally, open to members of the London Counties Association of M.C.s on 23rd-24th April. Start of this 250-mile event will be at about 9.30 p.m. from Waters Garage, Barnet By-pass, Hatfield, Herts. Regs are available from I. J. Eeles, "Thatchers", Studham, Dunstable, Beds, who must have all entries by 13th April. . . . B.A.R.C. (N.W.) are to have a film show and dinner in the Park Hotel, Netherton on 27th March, starting 7 p.m. Tickets (10s.) from G. F. Irving, 27 Stanley Street, Liverpool 1. . . . The Bolton-le-Moors C.C. will promote their 10th Rally Driving Test Meeting on 3rd April, starting from the Norbeck Hydro Hotel, Blackpool, at approximately 11



ONCE MORE the speed season is here and the Cambridge University A.C. sprint meeting was the first of the year at Snetterton. Here some of the entrants are seen in the paddock.

a.m. This national event will have classes for all unsupercharged cars and regs may be had from Dr. R. A. Cranna, Rockfield, Bromley Cross, Bolton. Entries close officially on 21st March but late entries (£1 extra) will be accepted until 28th March. . . . The Land-Rover O.C. have decided to award each year a British Land-Rover Drivers' Championship trophy to be determined on the best five performances in a list of 12 events. Further details from J. D. Tracey, Hon. Sec., Land-Rover O.C., Meteor Works,

Coming Attractions

- 19th March. Grand Prix of Syracuse, Sicily (F2).**
B.A.R.C. Members' Race Meeting, Goodwood, near Chichester. Start, 2 p.m.
R.A.F.A.M.C. (N.W.) Spring Navigation Rally. Start, Three Ways Garage, Clatterbridge, at 7.30 p.m.
- 19th-20th March. East Surrey M.C. Martini Rally.** Start, T.A. H.Q., Marpit Lane, Coulsdon, Surrey, at 8 p.m.
Herefordshire M.C. Welsh Marches Rally. Start from Neesham's Garage, Etnam Street, Leominster, at 9 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.
London M.C. Hill-Climb, Harleyford Manor, near Marlow, Bucks.
North London E.C.C. Jacobean Trophy Trial. Starts from Brazier's Yard, Watton Road, Ware, Herts, at 10.30 a.m.
- 25th March. Sebring International Grand Touring Car Race, Sebring, Florida (up to 1,000 c.c.).**
- 26th March. Sebring Twelve-Hour International Sports Car Race.**
- 27th March. Cemian M.C. and East Surrey M.C. Sprint Meeting, Eelmoor Plain, near Aldershot.**
Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

Solihull, Warwickshire. . . . Maidstone and Mid-Kent M.C. are to promote a national race meeting at Silverstone on 30th April. There will be 11 events, including two for the AUTOSPORT Series Production Sports Car Championship and full details for prospective competitors may be had from the Secretary, M. and M.K.M.C., 8 Upper Stone Street, Maidstone, Kent. The first event will start at 12.30 p.m. and all entries must be lodged by 11th April.

LISTER TRIAL

ERIC JACKSON scored another sporting trial success recently when he won the Lister Trial at Listerdale, Rotherham, by a large margin.

A joint promotion by the Rotherham Motor Club, the Sheffield and Hallamshire Motor Club and the North Midland Motor Club, the trial attracted 12 entries, 11 of which started.

It was at Listerdale, part of the estate of the Rotherham club's president, where a course of 11 observed sections was laid out in a compact area and covered four times. The surface was most treacherous, with snow on some slopes making the clay even more difficult than usual and the whole lot very wet.

The most difficult section was probably one which started on the bridge, crossed a stream, through a small bog and then wound around a tree and up a track. This caught out most of the entry.

Jackson never put a wheel wrong throughout the event and lost only 74 marks compared with 128 lost by the runner-up, Tony Marshall.

Clerk of the course was Joe Foster, a regular competitor on sporting car trials. His car was driven in the event by John Wise, car secretary of the Rotherham club. Although it was the first time he had been in a trials car, he enjoyed himself hugely and finished ninth.

One retirement in the trial was A. Myers who had coil trouble.

Provisional Results

1, E. Jackson (Cannon), 74 marks lost; 2, T. A. Marshall (Cannon), 128; 3, J. S. Berry (J.C.B. Spl.), 136.

Team award: Jackson and J. S. Jenkins (Stansford), 251 marks.

GUILDFORD M.C.'s VALENTINE RALLY

THIS rally was the first "Southern Treble" event of the 1960 calendar. Open to members of the Farnborough and District, Haslemere, and Guildford Motor Clubs, an entry of 38 crews was received.

Starting from the Red Lion Hotel, Milford, competitors set out on a devious course arranged by Messrs. S. Pemberton

(Continued on page 376)

New Zealand—continued

the red Ferrari was 18 secs. in front of the red Cooper of Jensen.

Gradually Hoare began to bridge the gap. He was driving a race right out of the box, but so was Mansel. Using the lowest but one of the rear end ratios that he has for the 250F he was getting terrific acceleration out of the slow corners, the car weaving madly. But Mansel was quite unconcerned. He was keeping the nose pointing in the right direction and working like mad combating the marked under-steering characteristics with some fantastic cross-hands work!

In short, he was thoroughly enjoying himself and all the more so for this was the first time in quite a long career in big-time racing in this country that he was actually winning. Hoare, in the same position as Mansel, was trying all he knew. There was plenty of tension and the crowd knew it.

Gradually, ever so gradually, Hoare began to close in. On a couple of occasions Mansel nearly lost the Maserati, but each time he gathered it in again and went on his way happily. And that was the way it ended. Mansel crossed the line with Hoare not far behind. Jensen was flagged off a lap back, then came Gill, whose Lycoming was sadly deficient on brakes, a lap farther back. And two laps behind him was the up-and-coming Thomassen with the Monza Ferrari, also rather lacking in the braking department, with Gilbert close behind in the Cooper-Bristol.

In his effort Mansel made fastest lap of 1 min. 11.2 secs. Hoare's best was 1 min. 11.6 secs. and Jensen's 1 min. 12 secs.

It had been a grand race between two drivers who had really tried and Mansel,

regarded by many as New Zealand's best, if not luckiest, driver, was a popular victor.

Colmore Trophy Trial—continued

This started on a gentle gradient made very wet by water carried by cars from a stream which had to be crossed to reach it. Then it twisted to right and left and became very steep with extremely tight marking. There were no cleans, and the best efforts were those of Gordon Holdrup. David Render, Charles Pollard and Mike Cannon, who were the only drivers to reach 1.

At the lunch break it was learned that Rex Chappell and Reg Phillips were level-pegging in the lead, already comfortably ahead of the rest of the field. In the afternoon all the morning hills were climbed once more, starting with Fish and moving on to Dovedale. Then came a driving test—one of the most complex tests ever seen—to decide ties before returning to complete three more Fish hills, shorter and more difficult than before.

The lunch-time leaders finished well clear by the end of the trial, Rex Chappell pipping Reg Phillips by only one mark to win, while Reg was 10 marks ahead of Peter Highwood, who took third place.

MARTYN WATKINS.

C.U.A.C. Sprint—continued

ship last year, but it now boasts disc brakes all round and a 3.8-litre engine with D-type head and three double-choke Webers. It obviously has tremendous potential but on this occasion it de-

voured its clutch and could not show its paces; in spite of this it made one run in very creditable time and would certainly have given Westbury, Taylor and Tom Threlfall something to think about if that immense power could have been conveyed to the road. We shall look forward to seeing it again, in good health, in the near future.

DAVID PRITCHARD.

Marcos X-Ylon G.T.—continued

ups, radiator mountings, steering attachment points, seats, windscreen and doors) weighs about 1½ cwt.!

The prototype has "open" front wheels, but bolt-on "spats" will be available. Front suspension and steering are basically Standard-Triumph, with the geometry altered to suit this particular machine. Rear axle is Nash Metropolitan, for which several ratios are readily available. Girling brakes and hydraulic clutch are fitted.

SPECIFICATION

Engine: Ford 100E, 105E or B.M.C. "1000".

Transmission: Ford 100E gearbox; shortened 100E prop. shaft; Nash Metropolitan rear axle.

Suspension: Independent front by helical springs and wishbones. Rear axle located by Panhard rod and parallel radius arms (non-independent).

Steering: Standard-Triumph rack and pinion; 2.6 turns from lock to lock.

Dimensions, etc.: Overall length, 12 ft. 1 in.; width, 4 ft. 7 ins.; wheelbase, 7 ft. 3 ins.; track (front), 4 ft.; (rear), 3 ft. 9 ins. Turning circle, 36 ft. Weight (dry), 7½ cwt. ± 20 lbs.

Optional Extras: Magnesium "Electron" wheels and 13 ins. racing tyres; 100E engine and gearbox prepared by Wilen Engineering Co., Ltd., Hertford. A35 "Speedwell" engine. Choice of colours and of interior trim.

Manufacturers: Speedex Castings & Accessories, Ltd., 17A Windsor Street, Luton, Beds.

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6TH MARTINI RALLY APRIL 30/MAY 1 1960

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Two Silver Replicas

SECOND BEST PERFORMANCE
Two Trophies

THIRD BEST PERFORMANCE
Two Trophies

FOURTH BEST PERFORMANCE
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TEAM PRIZE (3 CARS)
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Awards for four best performances

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Clubs—continued

and L. Gollop of Guildford Motor Club. Section 1, of approximately 60 miles length, contained eight time controls and 24 route checks and ran via Witley, Brook, Dunsfold and Cranleigh before circulating northwards to the Leith Hill area. Here, a secret control found most cars ahead of schedule, the open roads inviting much higher speeds than the 26 m.p.h. average required. Continuing on through Ewhurst, cars then turned west and headed back to Milford for a half-hour lunch break.

On resuming, competitors found that Section 2 necessitated visiting six time controls in a given order at set intervals, ranging from 6 to 36 minutes, also collecting 16 items of information as and when possible. During the section, competitors were required to perform a simple triangular driving test, one leg of which was traversed in reverse gear. On reaching the finish at Milford 1½ hours later, many crews stated that Section 2 was very easy—the results proved otherwise.

Provisional Results

Overall Winner: H. H. Warr/Mrs. Warr (Simca). **Experts Class:** 1, R. W. Hart (Singer); 2, W. Golder/M. Humphrey (M.G. TF). **Novice Class:** 1, C. F. Drake/D. M. Thompson (Javelin); 2, B. A. Groves/B. W. Witty (Hillman). **Best Guildford M.C. Member:** R. Witheyman (Herald). **Best Haslemere M.C. Member:** V. Sargood (Metropolitan). **Best Farnborough and D.M.C. Member:** Mrs. J. Baker (Herald).

**BRISTOL M.C. AND L.C.C.
FULL MOON TROPHY TRIAL**

TWENTY-THREE starters left the Municipal Airport at Lulsgate on a really bright sunny March afternoon for the first leg of a 40-mile course. The first hill, that old favourite Little Elwell, was in a difficult mood and failed the majority of the entry. A form of handicapping was in operation to even things up between classes. On the hills several different starting points were used, the potentially better performers having to start farther up the hill. On Elwell this placed all but the standard saloons on a very slippery stony slope. Percy Radford forced his Sprite out of the observed section using all the available power, but Tom Clarke's similar car just couldn't get going although the tyres were nearly incandescent by the time he stopped. B. L. Baker couldn't make it and had to return to the foot of the hill and take the escape road.

A short road section led the competitors to the next hill, Ubley, situated on the slopes to the south of Blagdon Lake. The considerable delay caused by the length and steepness of this hill gave crews ample opportunity to enjoy the outstanding view. Percy Radford was unlucky to roll back down several feet before making a flawless climb. Brownsea's diminutive Fiat 600, displaying running-in notices, showed that I.R.S. works in spite of minute wheels. Clive Seward's venerable Ford rocketed to the top, getting into second at one stage.

At the summit a backwards and forwards test was laid out on a slippery grass track. Alf Morrish really blotted his copybook here with his M.G. Special by crossing one of the vital lines with all four wheels. A further test took place amongst the disused lead workings at Charterhouse, right on top of the Mendip Hills. Cars were driven in and out of a shallow depression around a "D" shaped course, again on wet grass. Chris Bigwood used the traction of his VW to good effect to record fastest time here and make a bid for the premier award.

The final two hills were near Bishop Sutton, up the side of Burledge Hill. The first part was fairly easy but Bryan Jones found the power of his Morgan almost an embarrassment with standard tyres on the wet stones at the bottom of the hill. The second half combined deep mud with a rocky step. Cyril Read almost planed his Triumph through the first part and Aimé Lefevre clouted the bottom of the special front-end of his Sprite on the step, making it even more non-standard.

And so back to Elwell again for a rolling brake test with the distance travelled after crossing the line added to the time taken. Drivers were thus given the choice of a fast run down the hill and the chance of sliding well over the line, or a gentle run down with a really accurate stop.

Tea was laid on at the finish back at the airport and the organizers soon had the results available although only they could understand the handicapping system.

CLIVE SEWARD.

Provisional Results

Full Moon Trophy: Chris Bigwood (VW). **First Class Awards:** Bryan Wilson (Dauphine), R. J. Ashford (M.G. Twin-Cam). **Second Class Awards:** Nigel Pow (A35); Cyril Read (Triumph Renown); Clive Seward (Anglia); Percy Radford (Sprite); J. Brownsea (Fiat 600); A. F. Lefevre (Sprite).

**HARROW C.C. MOSS TROPHY
RALLY**

THE Moss Trophy Rally has always been the club's best supported closed night navigation rally; this year was certainly no exception, and 51 crews assembled at the start at Waters Garage, Hatfield.

Section 1 took competitors north-eastwards to the first time control near Stapleford. With four route checks to find over the 15 miles, and a 30 m.p.h. schedule, only nine crews departed on Section 2 with clean sheets. Next, 12 points were to be visited in the order given, some of these points being secret checks. Again the average was 30 m.p.h. for the 20 miles which ran westwards to the second time control west of Luton. It was on this section that R. Golder's M.G. TD experienced brake troubles causing the car to strike a bank, necessitating a hasty wheel change.

For the third section competitors were handed a sketch map of a 44-mile circuit. Time controls were spaced at 11-mile intervals around this circuit which had to be visited at 22-minute intervals. Lateness at the first control inevitably meant a similar penalty at the other controls, and only six crews managed to lap the circuit without penalty. There were many retirements on this part of the route, including L. Geary's Morris Minor 1,000 which seized its engine.

The final section made use of signposts to provide answers for a variation on the eight clubs theme, and most crews were able to reach the finish at South Mimms without incurring further penalty. L. Needham in a Porsche, however, was unfortunate to fall off the road when attempting to turn round in a narrow lane, and having previously lost the use of reverse gear, the ensuing antics with a jack cost him several time penalties.

At the finish the tie-deciding test was tackled with great determination, especially by the five crews who handed in clean sheets after the 109-mile route.

PETER BROWNING.

Results

Moss Trophy for the Best Performance: R. Blackith/A. Harmer (Sunbeam Rapier).

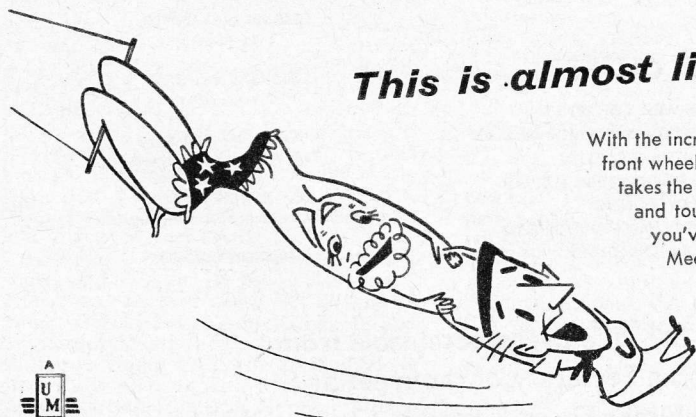
Cullen Cup for the Best Performance in the opposite class: D. Gray/S. Actman (Austin-Healey Sprite).

Novice Award: J. Price/D. Lenthall (Singer Gazelle).

First Class Awards: J. Ferrigno/R. Stone (Triumph Herald); J. Wolchover/J. Alderton (Vauxhall Victor); R. Hooper/D. Hooper (Ford Zodiac).

Second Class Awards: P. Noad/M. Templeman (Volkswagen); K. Wooster/M. Judd (Austin A50); D. Gataker/A. Prescott (M.G.A.).

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

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1952 HEALEY Abbott coupé, F type. Just returned from Healey Cars after extensive overhaul, in beautiful condition, colour golden sand, plastic beige hood, radio, heater. £550.—Acland and Tabor, Ltd., Welwyn By-Pass, Welwyn, Herts. Tel.: Welwyn 481.

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HUMBER SUPER SNIPE, 1956. Front off side damage. £120.—MARYland 4017.



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For immediate delivery.

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1947 M.G. TC. Black and green, excellent throughout. £299

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1959 2-seater, July registration, Green, immaculate condition. £785
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Jaguar XK 150, 1958. Fixed head in B.R.G. with pale green interior, fitted w/wheels, discs, radio, heater, twin spots, washers, overdrive, 1,500 miles only ... £1,385

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Lancia 2500 G.T. Aurelia, 1954. Unblemished in pale green, fitted floor change, heater, X tyres, fully independent ... £1,185

Sunbeam Alpine, 1960 Series in Sherwood green with black interior, wire wheels, heater, 1,600 miles by one owner ... £1,125

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The Secretary, M. & M.K.M.C.,
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XK 140, 1955. Roadster, spotless in black with pigskin brown interior, fitted radio, heater, X tyres, tonneau, washers ... £695

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S. H. RICHARDSON & SONS, LTD.—Jaguar XK 140 Fixed head coupé, special equipment. Offers? Any M.G.A. welcomed in part exchange. H.P. terms, immediate insurance.—Moor Lane, Staines, Colnbrook (CN 8) 2258.

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1959 SERIES 3.4-litre JAGUAR saloon, finished in B.R.G., fitted with modified D type engine, modified steering, straight through exhaust, special Dunlop racing wire wheels, comp. clutch, balanced flywheel, disc brakes, overdrive, etc., etc. Low mileage, one owner, taxed. £1,640.—Swain and Jones, Ltd., East Street, Farnham, Surrey. Tel.: Farnham 6203.

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National Driving Tests

APRIL 3rd

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11 a.m.

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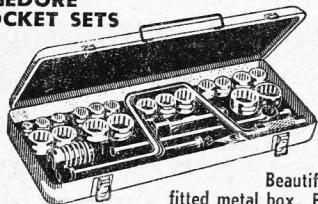
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All the above cars are subject to our written guarantee covering labour and materials.

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Ex-McAlpine Team car. Resprayed in B.R.G. Immaculate in every way. R.58. Engine completely overhauled to competition standard, special cams, everything polished, matched and balanced. 110 b.h.p. at 5,500, 28 m.p.g., 100 m.p.h. plus in present detuned form. Trimmed, lined and carpeted throughout. New tonneau. Full weather equipment. Cost £1,500 new.

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Pair Cooper drive shafts ...	£20
Trailer ...	£25

Various Norton TC spares including pistons, valves, barrel, cylinder head, and many other parts not listed.

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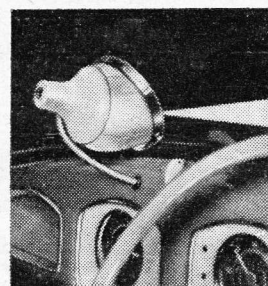
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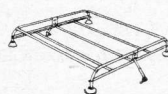
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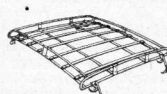
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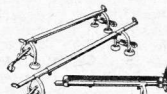
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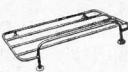
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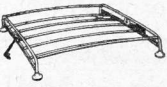
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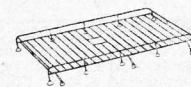
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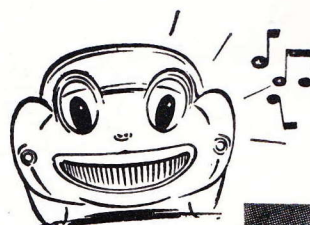
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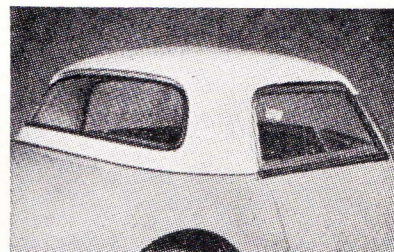
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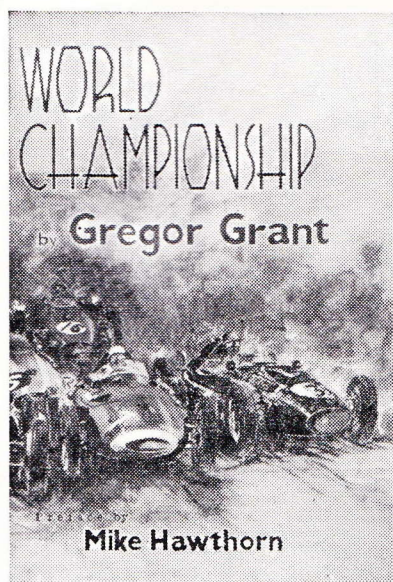
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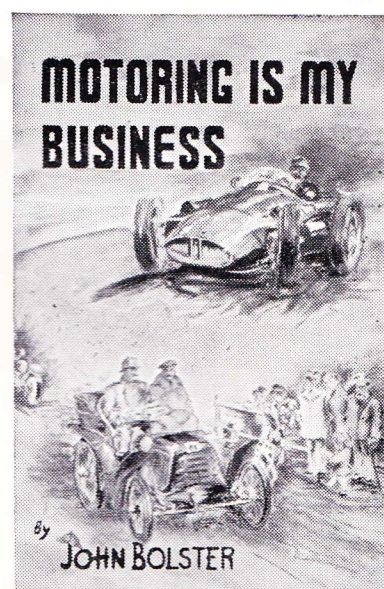
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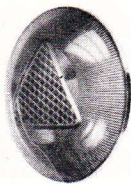
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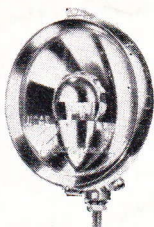
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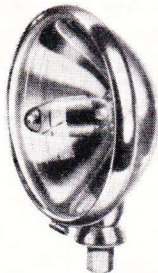
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