

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

APRIL 1, 1960

1/6

EVERY FRIDAY
Vol. 20 No. 14

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



IN THIS ISSUE

THE SEBRING 12 HOURS SPORTS CAR RACE—FULL REPORT AND PICTURES
THE ORGANIZATION OF THE SPORT : SNETTERTON SPRING MEETING

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1st
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H. Hermann-Porsche

*** 3rd**
ALSO

*** Also fitted with
Dunlop Disc Brakes**
(Subject to official confirmation)

DUNLOP
RACE-PROVED FOR
TOP MILEAGE AND TOP SAFETY

AUTOSPORT

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Vol. 20 No. 14

April 1, 1960

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Art Editor

THEO PAGE

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EDITORIAL

TOURIST TROPHY REVERTS TO "TOURIST"

THE R.A.C. Tourist Trophy will take place at Goodwood on 20th August and, for the first time for many years, will not be open to sports-racing cars. In other words, by restricting entries to Grand Touring (Appendix J) machines, the R.A.C. and the organizers, the B.A.R.C., have revived the original type of event which was for normal production vehicles. As in the case of the AUTOSPORT "Three Hours" at Snetterton, the T.T. will be of similar duration with, however, no night driving. There will be three classes, *i.e.* 1,001-1,300 c.c., 1,301-2,000 c.c. and over 2,000 c.c., a division which undoubtedly will attract certain manufacturers, and flood the B.A.R.C. with applications from private owners, the majority of whom will be taking part in classes (b) and (c) in the AUTOSPORT Championship series. It will be interesting to see whether or not this purely G.T. race will attract the "paying public". To judge by the attendances at the Snetterton "Three Hours", there is no reason to suppose that this will not be a very popular event—particularly as, on the same day, the B.A.R.C. will stage their Formula Junior Championship. By restricting T.T. entries to Appendix J machines, marques not associated with racing for several years may be persuaded to prepare factory machines, and owners of similar cars will be more than interested in watching their performance in an international event.

SEBRING SHOCKS

CURIOUSLY enough the marques Porsche and Ferrari, which were not "officially" represented owing to fuel contract difficulties, completely dominated last week-end's Sebring International 12 Hours Race. The latest RS60 German cars were first and second, and Ferraris filled the next six places. All three "Birdcage" Maseratis were eliminated, the Moss/Gurney car after 8 hours when some six laps ahead of the others, the Gregory/Shelby car almost at the start, and the Hansgen/Crawford machine following adventures in a sand bank. To the disappointment of all, the Corvette challenge never materialized, the big G.T. machines never being in the picture. Highest place achieved was 16th in general classification. A wonderful last-hour spurt by Bentley and Gordon, with their 750 c.c. Osca, snatched victory in the Index of Performance from the race-winning Porsche. British cars were not outstanding, although a Lola did manage to win its class, as did the Anglo-American Arnott-Bristol. Porsche's success means that the marque now shares the lead with Ferrari in the Sports Car Constructors' World Championship.

OUR COVER PICTURE

DRIFTING through a fast open bend is the Porsche which took second place in the Sebring Twelve Hour endurance race, in the hands of Holbert/Schechter/Fowler. The car finished nine laps behind the winners, Gendebien and Herrmann in a similar car, and one lap ahead of the Nethercutt/Lovely Ferrari which finished third.

Right from the start
GIRLING
 DISC BRAKES
 prove their supremacy in the
SEBRING 12 hr Sports car race
 FLORIDA U.S.A.

SPORTS CARS (CLASS 6)

**1ST AUSTIN-HEALEY
 SPRITE**

(Also 1st in its class in the 4-hour Race,
 at an average speed of 72 m.p.h.)

GRAND TOURING CARS (CLASS 12)

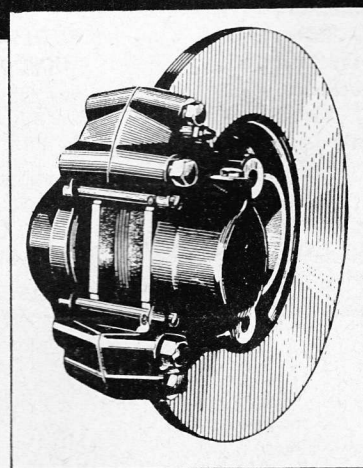
2ND AUSTIN-HEALEY 3,000

(Average speed 73 m.p.h.)

3RD AUSTIN-HEALEY 3,000

Subject to confirmation

All fitted with GIRLING DISC BRAKES



GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

AGREEMENT: Rex Foster, Managing Director of Cheshire Car Circuits, Ltd., lessees of Oulton Park, signs a three-year contract with Mr. P. Thurston Holland, assistant head of TV Programmes, Northern Region, for broadcasts and films of racing at the circuit, which is certainly one of our most picturesque and, many people think, our finest "road" circuit.

PIT and PADDOCK

REGULATIONS are now available for the R.S.A.C. international Scottish rally, which takes place from 6th-10th June. Innovations this year include a border start, from Charterhall, a night section, more hill-climbs and speed tests and more "informal" social occasions. The rally will be based on Nairn for the nights of 7th, 8th and 9th June and regs. are available from the R.S.A.C., Blythswood Square, Glasgow, C.2.



★
SIGNALMAN? No, it's Frank Bigger operating the Espresso machine in the coffee bar which he and Delphine have established in Dublin.



TULIP Rally regulations (2nd-7th May) are now available from the R.A.C.-West, Holland. Entries close on 4th April.

B. A.R.C. WEBBAIR are now running a fifth aircraft to Monaco for the Grand Prix, from both Liverpool and Gatwick. Return fare from Liverpool is 28 guineas, from Gatwick 25 gns.

REGULATIONS for the Easter Monday Goodwood international meeting and for the Aintree "200" on 30th April are now available from the B.A.R.C., 55 Park Lane, W.1.

IN order to assist foreign motorists bound for Italy, the Automobile Club of Italy has decided to effect—through its frontier offices—the loan of the "stationary car" sign (red triangle) which the new Italian Highway Code makes compulsory.

BECAUSE the list of trade-supported events during the forthcoming racing season is so extensive, the Accessory Manufacturers' Racing Association, representing most component manufacturers currently supporting motor and motor-cycle racing, regrets that their member companies' facilities may not permit them to offer service at all such meetings. Intending competitors are, therefore, advised to contact the various accessory manufacturers to ascertain the extent of the facilities available.

A MAXIMUM entry of 27 Formula Junior cars, representing 10 different makes, has been accepted for the B.A.R.C. Oulton Park national meeting on Saturday, when John Surtees (Cooper) and Jim Clark (Lotus) will meet again for the first time after the Goodwood battle. Making its first appearance at the meeting will be the new Formula 2 Laystall-Climax, with Henry Taylor at the wheel.

MIKE TAYLOR heads the Taylor and Crawley Racing Team for the 1960 season, backed up by Jonathan Sieff and Douglas Graham. The team consists of seven cars—a Formula 1 Lotus, two Lotus Fifteens, a special 705 c.c. Lotus for Le Mans, a Formula Junior Cooper, a G.T. Maserati and a DB4 G.T.—and will compete in all types of events including *Grandes Epreuves*. First G.P. will be Monaco, where Taylor will drive the Lotus, and his first race in the car before a full G.P. season including Sebring in December will be at Goodwood on Easter Monday. Britt Pearce, the late Mike Hawthorn's mechanic, has been retained to supervise preparation, with assistance from Peter Bryant.

WORLD SPORTS CAR CHAMPIONSHIP OF CONSTRUCTORS

(After Argentina and Sebring)

1. Porsche	12 pts.
Ferrari	12 pts.
3. Maserati	3 pts.

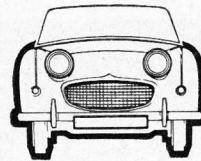
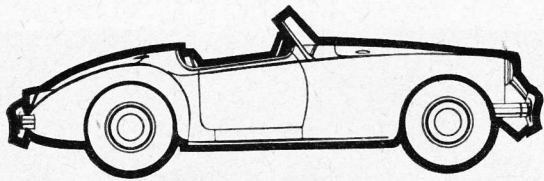
MR. W. A. EMETT, M.I.M.I., group sales manager of Alexander Engineering Co., Ltd., and Michael Christie Motors of Aylesbury, has now also been appointed general manager of the latter company. Mr. T. Hamilton, A.I.Mech.E., late of Rossleigh, Ltd., Scotland's largest Jaguar distributors, has also been appointed service manager at Michael Christie Motors, who are Jaguar area dealers for most of Buckinghamshire.

THERE is to be a special championship contest for competitors in B.R.S.C.C. Formula Junior races at Brands Hatch this year. Known as the John Davy championship, and sponsored by the J. Davy group of car sales and car hire companies, the contest will be decided by points awarded to the first five finishers in finals only of Formula Junior races at all B.R.S.C.C. club, national and international Brands Hatch meetings from Easter Monday to Boxing Day inclusive. The system of points awards will be: 1st place, 5; 2nd place, 4; 3rd place, 3; 4th place, 2; 5th place, 1. There will also be an additional bonus of two points for fastest lap.

The winner of the championship will receive the John Davy Championship Trophy and £100. The runners-up will receive £50 and £25 respectively.

SECOND ANNUAL RACING CAR SHOW

THE British Racing and Sports Car Club announce that the 1960 show will have an international flavour. Foreign manufacturers of Formula Junior cars are showing great interest in the exhibition and it is hoped several will have their cars there. The Old and the New Horticultural Halls will be used by the organizers and it is intended that in the *New Hall* will be the exhibits of the 1960 champion cars and others of considerable interest, together with stands for manufacturers, tuning and special building firms, and accessory manufacturers, while the *Old Hall* will feature an enlarged edition of the miniature racing circuit which proved so popular in January. In addition there will be a cinema, and stands are being offered to the principal R.A.C.-recognized motor clubs in the country to serve as a meeting place for their members and others.



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high standards as

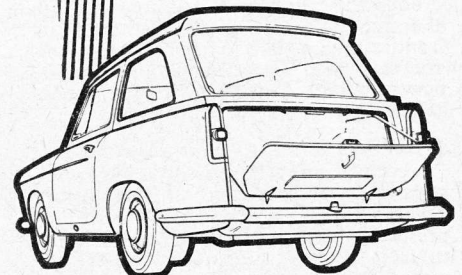
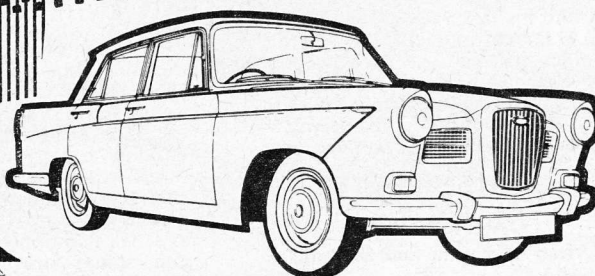
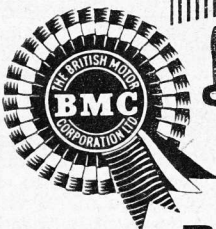
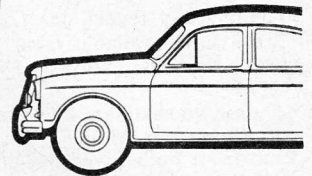
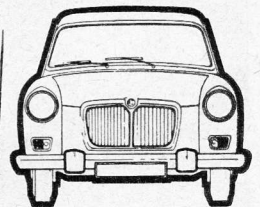
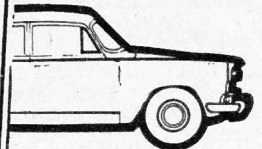
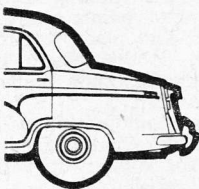
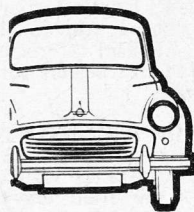
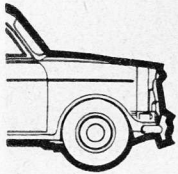
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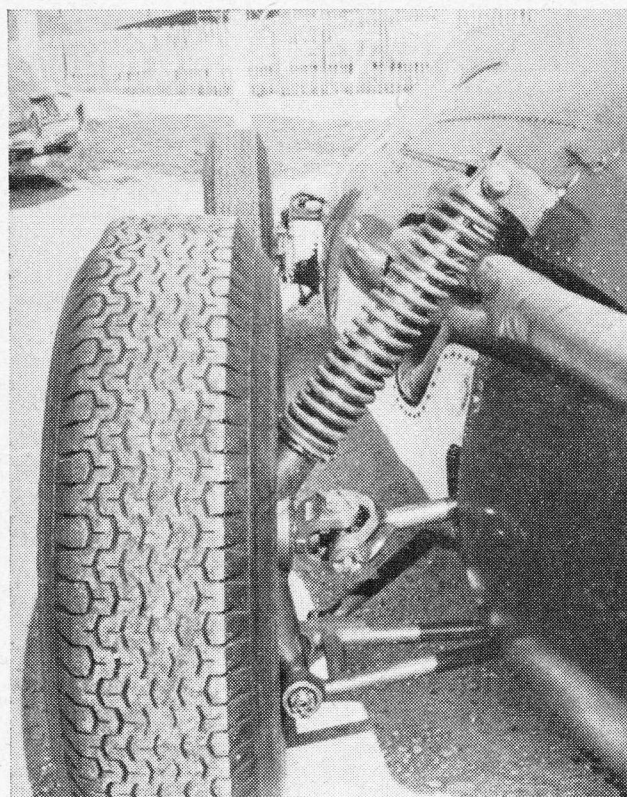
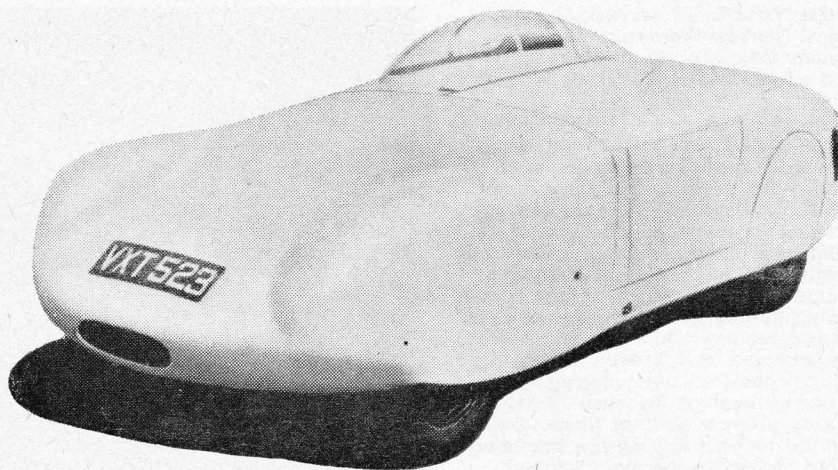
OXFORD

SLEEK JOB: The "streamliner" Speedwell Sprite which, together with a production Speedwell G.T. Sprite, will go to Belgium on 13th April for high-speed runs. This one will be driven by George Hulbert, the G.T. car by Graham Hill, as mentioned last week.

SPORTS NEWS

"AUTOSPORT" CHAMPIONSHIP Elva Couriers Now Eligible

WE have received information from the R.A.C. Competitions Committee that the F.I.A. has now homologated the Elva Courier and Courier de Luxe as Grand Touring cars. This means that these two machines are eligible to compete in Class B (1,001-1,600 c.c.) in the 1960 AUTOSPORT Championship, and may now be added to the F.I.A. list.



★
THE rear-engined B.R.M. for 1960 is expected to make its debut at Goodwood on Easter Monday. Left is the redesigned rear suspension, and below a side-view of the neat and purposeful-looking car.



★
TO BE MARRIED on 2nd April to Swedish driver Joakim Bonnier is Miss Marianne Ankarcrona.

GRAND PRIX OF BRUSSELS

A TOP-CLASS entry for the Grand Prix of Brussels on 10th April is assured, with strong representation from Cooper-Climax, Lotus, Porsche and Ferrari. Team Lotus hope to have two of the new rear-engined cars, to be driven by Innes Ireland and Alan Stacey. Maurice Trintignant will be in Rob Walker's five-speed Cooper-Climax. Joe Bonnier interrupts his honeymoon to drive a works Porsche and Stirling Moss will be in the Walker entry. Provisional list is as follows:—

Cooper-Climax: Jack Brabham, Chris Bristow, Maurice Trintignant, Paul Frere, Lucien Bianchi, Willy Mairesse, Jo Schlesser, Harry Schell, Keith Ballisat, Tony Marsh, J. R. Lewis.

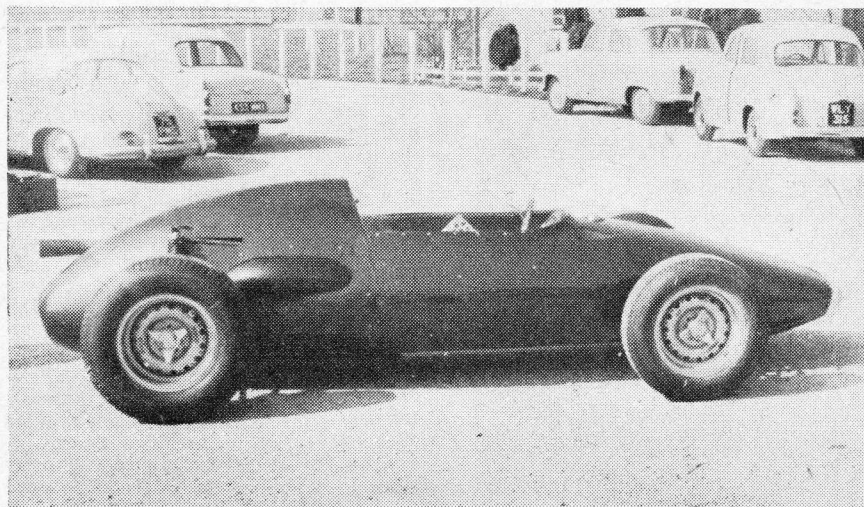
Lotus: Innes Ireland, Alan Stacey, Jimmy Clark, David Piper, J. Campbell-Jones.

Porsche: Stirling Moss, Joe Bonnier, Christian Goethels, Count de Beaufort.

Ferrari: Wolfgang von Trips or Cliff Allison.

BRUCE McLAREN FOR ECURIE ECOSSE

DAVID MURRAY'S Ecurie Ecosse will be strengthened by the inclusion of Bruce McLaren for certain sports car events. The winner of the 1959 Grand Prix of the U.S.A., and of the 1960 G.P. of Argentina will be seen in the Scottish stable's new five-speed Cooper-Climax.



CATCHING Chris Lawrence's very fast Morgan, Graham Warner holds the black and white Elite close to the Bottom Bend verge at Brands Hatch.

MOTOR racing is somehow never the same. Of course, many of the same old things recur that surely happen to everyone: a second's mistake on the track that takes months to put right; the time, the money, and the gallons of midnight oil that are burned every year. Preparation, racing, stripping down, assembling, testing and racing again; it is hard for us to visualize to what great extent this goes on all over the country so that people can enjoy racing. Being personally involved in such activities, one sees a great deal of them and I never fail to be intrigued and interested by this "behind-the-scenes" activity.

In 1958 The Chequered Flag Stable had raced no less than six different cars and "frankly" we had found that it was too much for our organization. We raced for the sheer fun of it, but



UNDER THE CHEQUERED FLAG

The Second Season's Racing



of a Small British Stable

BY MICHAEL BEUTTLER

PART ONE

primarily we hoped to gain some useful publicity for the firm. The all-important business of selling sports cars had to come first and, with these things in mind, it was decided to run two cars only for the 1959 season.

These were to be the faithful Lotus Seven; a very special one with a 1,500 c.c. F.W.B. Climax engine, de Dion rear and disc brakes. This would be used mainly for sprints and for the occasional suitable track race. The choice of the other was a bit more difficult. Percy Crabb, who had driven so well for us the previous year, wanted to go in for "big" sports car racing; and conveniently,

at that precise moment, Coopers announced the new "Monaco" based on their very successful Formula cars. It appeared to be just the car for which we were looking.

After due consideration it was decided that the Stable would consist of the Lotus Super-Seven and a 2-litre Cooper Monaco, both to be driven by Percy Crabb, and by Graham Warner, Managing Director of The Chequered Flag organization.

Ours was to be the first privately owned car and, indeed, we were all very suitably impressed when on 6th March it was rolled off the transporter at

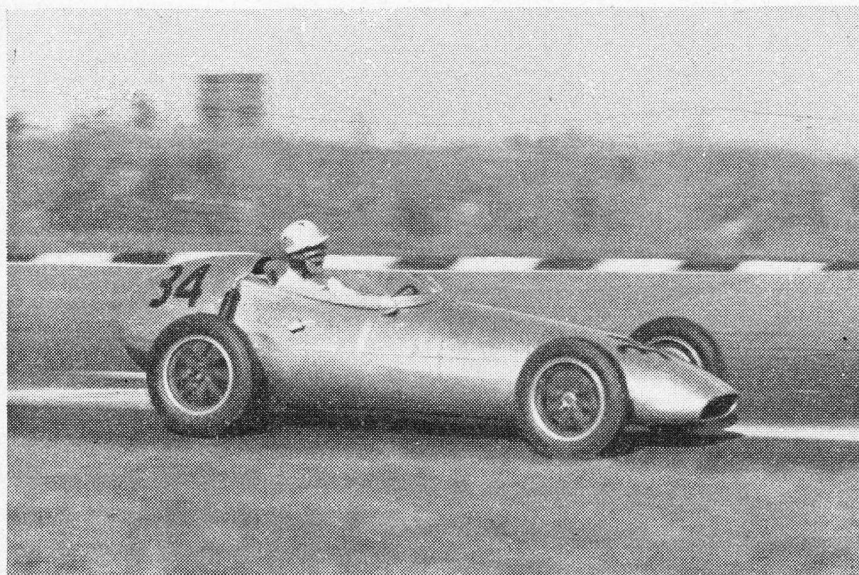
Snetterton for initial trials. The track was dry and it was a fine, cold day into which we put more than five hours of running-in and testing. Normal teething troubles were expected and we got them, but nothing very serious. All in all it was considered a very promising beginning, everyone being delighted with the car. The following two weeks saw the gleaming new Monaco at Goodwood and Brands Hatch for further trials. At the former, a front wheel bearing collapsed, luckily noticed while at the pits just before some fast lappery was to be attempted. At the latter, Percy went round consistently in 61 seconds with no trouble at all.

It was at about this juncture that Graham Warner took delivery of a Lotus Elite, which, in view of the growing interest in G.T. racing, was suitably "tweaked" (this included removing some 20 lb. of sand from inside each door!) and then painted in our colours of black and white to become the third horse in our Stable.

So, for the first meeting of the 1959 season at Snetterton we could enter two cars: Percy to drive the Cooper and Graham the Elite. Although a furious cloudburst arrived, practising for the Elite went off well; Graham was second fastest and so took his place on the front row of the grid. This was most satisfactory as he had not driven on the circuit before. Then Percy went out on the treacherously wet track. After four laps, in which he had gone fast enough to get on the front row, he failed to come past the pits. Then the loudspeakers announced there had been a crash over at the hairpin. We hoped it was not him, but I think that we all knew that it was. We ran as fast as possible to the spot and there was the Cooper, or what was left of it. Percy, accelerating hard away from the hairpin, had got into a slide as the car crossed a change of surface and the back had whipped round. The car spun into the very solid railway-sleepers that line that part of the course. The wreckage was unbelievable, strewn



THIRD HORSE of the Chequered Flag Stable, the Lotus Elite, was "tweaked" with G.T. events in mind. Twenty pounds of sand were discovered in each door!



over a horrifyingly large area. Poor Percy, suffering concussion, broken ribs, collar bone and arm, was rushed off to hospital.

In that split-second of impact all our hopes had gone. Everything that had been planned for and dreamt about was scattered as debris on the rain-sodden track. The whole team felt completely flat and miserable and naturally very worried about Percy.

To add to our woe, in the production sports car race, Graham's Elite, while lying a close third to Sir Gawaine Baillie and Jack Sears, suffered the indignity of having the coil break loose and shorting the engine to a stop on the third lap.

Surely no team has had a more depressing start to a season. At the hospital afterwards we saw Percy and were grateful to learn that, although on the danger list, he was likely to be O.K.

So we set about rebuilding the car (the only thing we could do as it was uninsured), a task that took all year, transforming it once more into a new car. The car had not been painted the Stable's colours and was now destined never to wear the black and white.

As can be imagined, this had completely upset our planned season. However, we decided to continue, using instead the Elite and still the Seven.

Our next foray was again at Snetterton, now regarded as our unlucky circuit. Graham was again on the front row after practice with the Elite, but in the race the same jinx took another swipe at us. This time the engine seized up on the very first lap—still no luck in 1959.

After Goodwood Easter Monday, at which we were unhappily only spectators, the next big meeting in this country was at Silverstone in May. For this the Elite was entered in the G.T. race, against a formidable array of unbeatable opposition, including Stirling Moss in a DB4 G.T.; Salvadori in a hot 3.4 Jaguar; Jack Sears and no fewer than five other Elites, headed by Colin Chapman himself.

Graham got himself positioned behind

Moss on the grid, who naturally enough shot off into the lead as soon as the flag was down. This left Graham a clear path, in which he got well in front of all the other Elites and, in fact, arrived past the pits on the first lap in fourth place overall and leading his class. He was quite determined to finish this race though and as it drew on, first Chapman, then Whitmore and Lawry, passed him (Ian Walker's car catching fire), giving him a class fourth and seventh place overall, heading the entire 2-litre class. Against such adversaries, and bearing in mind that he had not driven on the full Silverstone circuit before, it was quite an encouraging result.

For some reason or other there was a month's gap in The Chequered Flag's motor racing, although some went as spectators to the Monte Carlo and Dutch Grands Prix. There was really too much to be done at the actual firm and although our racing activities waned our enthusiasm certainly did not.

7th June saw the black and white Lotus Seven at Brands for the Thames Estuary Sprint, which was the car's first outing of a competitive nature since the Boxing Day meeting in 1958. The day was memorable in that the first three entrants took nearly an hour to complete their two laps—owing to the fact

NEW FIELD for the Stable became the production of the Gemini F.J. car. Originally six cars were planned but it is now in limited production as a result of many orders.

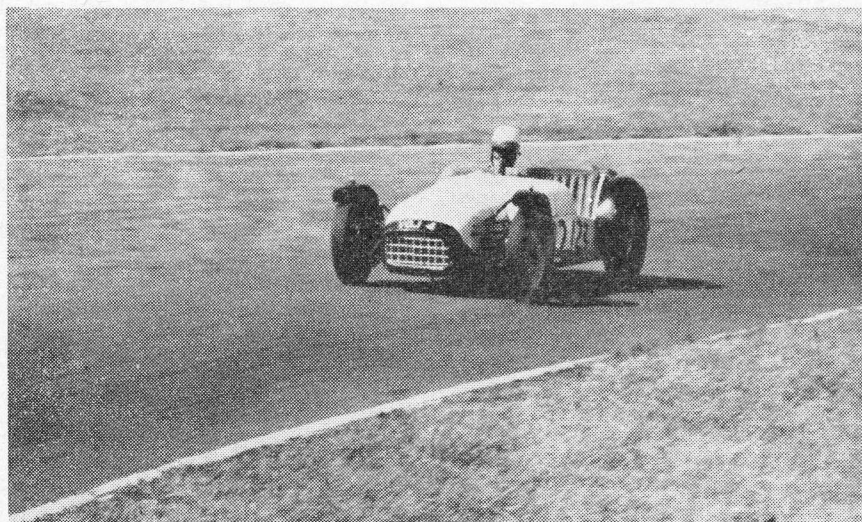
that two of them decided to roll their cars over, and buzzed merrily along on their roofs! But to return, our chief opposition was Millbank, also Lotus-mounted, who on his first run was two-tenths of a second faster than Graham. All the latter had to do was go three-tenths faster and B.T.D. was his, as Millbank had not beaten his own time. So Graham set off, but coming out of Druids (the hairpin) a water-hose burst, showering the rear tyres and the driver's amazed and open-mouthed face with hot and rather dirty water. The result was that the car practically decided to turn round and go home, and B.T.D. was lost by the elusive two-tenths of a second. Graham still won the class, which was some consolation.

Three weeks later the Seven was again at Brands, this time for the very popular Trio Meeting. After overcoming shorting difficulties by doing the well-known trick of "borrowing" a new battery, Graham was on the front row of the grid, the flag fell and they were off! As can be imagined, the Seven is fantastically quick off the mark, it will spin its wheels in first, second and third gears, all on a dry track. Having said this, one immediately expects the next few words to be "... and he stalled it on the line". In actual fact he did not, but shot into the lead which he held for the first five laps, strongly challenged by G. Lambert in none other than our very first team car, an ex-Keith Hall Lotus Eleven.

On the fifth lap into Druids they were very close, and as the two cars disappeared behind the trees, sensitive ears would have heard the "graunch" of contacting metal, signifying a nudge which put Graham into the bushes and Lambert into a comfortable lead. The rest of the field passed through before Graham, with a flat battery, managed to get back onto the road, and by then he was well and truly last!

Meanwhile, AUTOSPORT had been organizing a most interesting World Cup G.T. Match Race against Holland, the first round of which was to be held at Zandvoort on 5th July.

(To be continued)



VERY SPECIAL Lotus Seven has 1,500 c.c. F.W.B. Coventry Climax engine, de Dion rear end and disc brakes.

FULL LOCK as a competitor really gets down to it in the Midland Circuit event. Paddy Hopkirk (Austin Seven) won the small saloons class with a superb demonstration of virtuosity.

Lincoln and Nolan Cup Trial

THE third last Hewison Trophy event of the season was the Leinster M.C.'s Lincoln and Nolan Cup Trial. Ten tests were incorporated in two laps of a dyed course which started and finished at Dunboyne, Co. Neath. The tests were extremely tight, and proof positive that they favoured the specials may be gained from the fact that specials took the first three places. They were: Seamus Griffen (Griffen-Ford), Reggie Redmond (MM3) and Alex Malcolm (Buckler-Ford). Best placed saloons were Cecil Vard (Austin Seven) and Des Cullen (NSU), in fourth and fifth positions overall.

Thirty-one drivers started, and the only non-finisher was Liam Woulfe from Ballybunnion, in Co. Kerry. Poor Woulfe has had more than his share of mishaps throughout the season. The Lincoln and Nolan capped the lot. During the first test Woulfe flipped his Renault Dauphine, doing considerable



REPORT FROM EIRE

BY BRIAN FOLEY

damage to the roof and the offside doors. He sportingly continued to complete three more tests before deciding to call it a day. Dave Griffen turned his blown Dellow over on its side during the first test also, and although he broke the windscreen, he drove on to finish seventh overall. Griffen takes the lead now in the Hewison Trophy from Cullen, who led for so long. Vard, Redmond and Malcolm are all within a few marks of Cullen. With only two more events to come, it is likely that Griffen will retain his lead, and we will probably witness a "Sebring finish" for the runner-up placings.

Results

Premier Award: S. Griffen (Griffen-Ford).

Class I: 1, C. Vard (Austin Seven); 2, D. Cullen (N.S.U. Prinz); 3, J. Millard (Austin Seven).

Class II: K. Sherry (Volkswagen). No other awards in Class II.

Class III: 1, R. Redmond (MM3); 2, A. Malcolm (Buckler-Ford); 3, W. D. Bradley (Dellow).

Novices: 1, L. Fitzpatrick (Austin A40); 2, A. Gibson (Fiat 600); Miss P. Egan (Fiat 600).

Team Prize: Trials Drivers' Club (S. Griffen, A. Malcolm and L. Goor).

M.G. Midland Circuit Trial

THE M.G. Car Club (Irish Centre) held a 60 miles navigation/tests trial recently. Start was from the Embankment Inn, Tallagh, Co. Dublin. Amongst the 25 starters was Paddy Hopkirk, who was driving Cecil Vard's Austin Seven. Vard was driving Hopkirk's Austin-Healey Sprite to get in some practice in this machine, which he will drive in the Circuit of Ireland. Winner of the premier award, the Vizgol Trophy, was Mr. and Mrs. Reggie Redmond in MM3 with 205.2 marks, from Kevin Sherry (VW) who had 208.4 marks. Hopkirk demonstrated his virtuosity by winning the small saloons class from all the southern experts. Vard was not quite at

home in the Sprite but he nevertheless won the open car award.

Results

Vizgol Trophy: R. Redmond (MM3), 205.4
1,000 c.c. Saloons: 1, P. B. Hopkirk (Austin Seven); 2, M. Archer (N.S.U. Prinz); 3, J. de Moulin (N.S.U. Prinz).

Over 1,000 c.c. Saloons: 1, K. Sherry (Volkswagen); 2, W. Kilroy (Volkswagen). No other awards.

Open Cars: C. Vard (Austin-Healey Sprite). No other awards.

Newcomers' Awards: J. Naismith (Ford Anglia) and Mrs. B. Corder (Austin-Healey Sprite).

Waterford Herbert Cup Trial

THE Waterford Motor Club held their very enjoyable Herbert Cup Trial on the day after the Midland Circuit. Although this was not a Hewison event, the Waterford trial attracted a goodly number of Dublin drivers, as well as the regulars from the south and midlands. Des Cullen completed the 10 tests in a total time of 3 mins. 13.2 secs., which gave him and his NSU the premier award with 293.2 marks. Gar O'Brien sprung a pleasant surprise by bringing his Volkswagen into second overall with a total of 307.6 marks. Winner of the small saloons class was John de Moulin, who was sharing Peter Kramm's Prinz 30, with John Moore second in his Austin Seven, and Michael Archer third in another Prinz 30. Three TRs and two specials competed in the sports/specials class, which was won by Des Bradley in his "Sargent-modified" Dellow, with Fintain Kealey second in a hardtop TR3. Last year Des Cullen won a beautiful set of Waterford cut-glass glasses for the best performance in the three Waterford trials. His win in the Herbert Cup places him in a strong position to win another set this year. The other two events are the Bowman Cup Trial on 8th May, and the Tyre-soles Cup Rally on 9th October.

Rumour had it in Waterford that the Ulster A.C. will hold a speed hill-climb on the Waterford M.C.'s Rathmoylan Hill at Dunmore East, Co. Waterford, for Circuit of Ireland competitors on Easter Saturday! Could be!

Results

Herbert Cup: D. Cullen (N.S.U. Prinz).
1,000 c.c. Saloons: 1, J. de Moulin (N.S.U. Prinz); 2, J. S. Moore (Austin Seven); 3, M. Archer (N.S.U. Prinz).

Over 1,000 c.c. Saloons: 1, G. O'Brien (Volkswagen); 2, T. V. Connolly (Volkswagen); 3, B. Kehoe (Volkswagen).

Sports/Specials: 1, W. D. Bradley (Dellow); 2, F. J. Kealey (Triumph TR3). No other awards.

LOUIS WAGNER

THE death has occurred of the great road-racing driver Louis Wagner, former member of the Darracq works team. At the beginning of the century Wagner took part in all major races, including the ill-fated "Paris-Madrid", and won the 1906 Vanderbilt Cup Race.

He joined the Fiat team in 1907, driving their chain-driven monsters of up to 15 litres. With one of these machines he was second to Boillot's Peugeot in the 1912 French G.P.—last appearance of the "Giant Racers".

In a works Mercedes he took second place to Lauchenslager in the 1914 French G.P., and after the 1914-18 war drove for most of the Continental teams in the 1920s. Constant ill-health forced him to give up racing, and he also had a leg amputated. However, in 1952 he drove the late Lord Charnwood's 1911 racing Delage with great skill at Monthéry.

During recent years he had been extremely frail, and had practically no resources: however, with the assistance of his many friends, he finished his life in reasonable comfort.

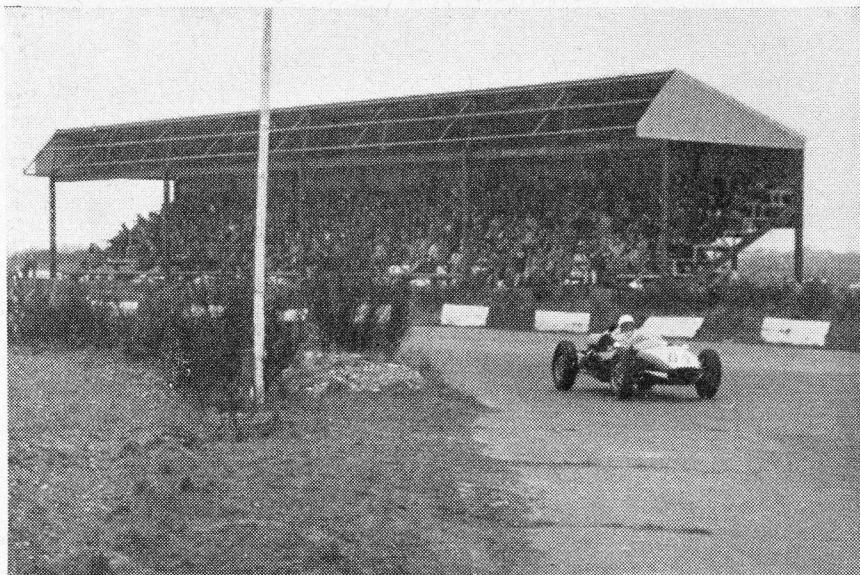
JOHN V. BOLSTER.

SOUTH AFRICAN driver Ian Fraser-Jones will co-drive with Paul Frere at Le Mans in an RS60 Porsche: Fraser-Jones will make his European debut at Aintree on 30th April in the car.

NEW FEATURE of the Snetterton circuit is this covered grandstand at the Esses. Passing it is Keith Greene, well on his way to an easy win in the racing car event with the Cooper-Maserati F1.

FRESH winds and biting cold weather greeted the opening of Snetterton's racing season on Sunday, when a remarkably fine entry turned out for the Snetterton M.R.C. Spring meeting. A well-run afternoon's programme of six races commenced with an eight-lap sports car event, but excitement cropped up first of all on the previous day, when the steering on Mike McKee's Lotus became deranged at the Esses during practice. A spectacular accident ensued from which Mike emerged with a dislocated shoulder and a severe shaking!

The first race of the day was run in two classes, for 1,101-3,000 c.c. and over 3,000 c.c. From the start John Bekaert, driving D. Wilkinson's 3.8-litre Lister-Jaguar, took a lead by the use of his car's tremendous acceleration. But close behind him was Mike Taylor, in a 2-litre



Snetterton Spring Meeting

Close Racing Opens the "Easter Season"

Lotus, ahead of Mike Salmon (3.8 "D"-type Jaguar) and Tony Marsh, enjoying his first outing with his new Cooper Monaco. On the third lap Tony passed Salmon to take third place, while Taylor began to close up on Bekaert. Farther back in the field, D. Chamberlain's Cooper-Jaguar appeared ahead of Gerry Ashmore's "D"-type, the latter having presumably dropped a bit of a clanger, for next time round he was back in front, where he had been until then and where he remained. On the fifth lap Peter Mould's 3-litre Lister-Jaguar disappeared, not having been quite on form throughout the race.

On the fourth lap Taylor took the lead from Bekaert, while third man Marsh began to close up on the Lister and, with two laps to go, passed it for second place and set about catching Taylor. But the Cooper's cockpit was practically filling up with oil, while in a strange car the ex-hill-climb champion was taking

no undue liberties and eventually finished a close second to Taylor. As they crossed the line the Lotus was belching steam and another lap might have seen a different ending to the story. As it was, Tony recorded fastest lap in 1 min. 45 secs. (92.55 m.p.h.), while Bekaert won the big capacity class and set fastest lap in 1 min. 46 secs. (91.52 m.p.h.).

The second event brought out the Formula Junior field, a very varied entry including the Stanguellini's first appearance in this country. In fact, however, the Italian car did not show up well in spite of sounding extremely choice, and the chief feature of interest in the race was the performance of Graham Warner's Gemini, which took third place behind the Elva-Auto Unions of Peter Arundell and Chris Threlfall after going like an express train and closing the gap between himself and the leaders all the way. In the course of the race he set fastest lap in 1 min. 51.2 secs.

(87.73 m.p.h.), sharing the time—and presumably the first Junior lap record for the circuit—with Arundell.

Leader throughout the eight laps was Chris Threlfall, who opened up a commanding lead over the field for the first four laps. Then Arundell began to close the gap, gaining remorselessly on the leader while being pursued in no less determined a fashion by Warner. On the last lap all three cars could have been covered by the proverbial pocket-handkerchief, and as they approached the finishing line Arundell got his nose across the line first to win by no more than half a length. Warner almost pipped Threlfall as well, while a good fourth was J. Boden, a Jim Russell Racing Drivers School pupil in one of the school's Elva Juniors.

Third race was an absolute walk-over win for Keith Greene in the Gilby Engineering Cooper-Maserati F1 car, who

(Continued on page 443)

Results

Sports cars, 1,101-3,000 c.c.: 1, M. Taylor (Lotus), 90.23 m.p.h.; 2, A. E. Marsh (Cooper); 3, Count C. de Salis (Cooper). **Fastest lap:** Marsh, 92.55 m.p.h. **Over 3,000 c.c.:** 1, J. Bekaert (Lister-Jaguar), 89.63 m.p.h.; 2, M. Salmon (Jaguar); 3, G. Ashmore (Jaguar). **Fastest lap:** Bekaert, 91.52 m.p.h.

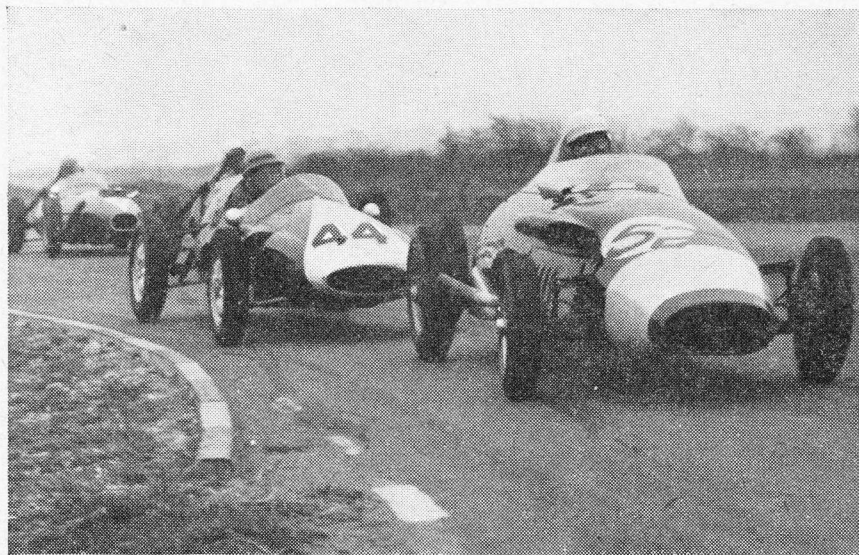
Formula Junior: 1, P. Arundell (Elva), 85.21 m.p.h.; 2, C. Threlfall (Elva); 3, G. Warner (Gemini). **Fastest lap:** Warner and Arundell, 87.73 m.p.h.

Single-seater racing cars: 1, K. Greene (Cooper-Maserati), 96.79 m.p.h.; 2, J. Campbell-Jones (Cooper F2); 3, A. E. Marsh (Cooper F2). **Fastest lap:** Greene, 97.76 m.p.h.

Sports cars up to 1,100 c.c.: 1, A. B. Rees (Lola), 88.85 m.p.h.; 2, M. Niven (Lotus); 3, G. Eden (Lotus). **Fastest lap:** Rees, 90.84 m.p.h.

Formule Libre: 1, B. Naylor (J.B.W.-Maserati), 95 m.p.h.; 2, S. Ouaroff (Cooper F2); 3, A. E. Marsh (Cooper F2). **Fastest lap:** Naylor, 97.56 m.p.h.

Grand Touring cars: 1, G. Warner (Elite), 80.46 m.p.h.; 2, A. T. Foster (M.G.A. "Twin-Cam"); 3, Sir Gawaine Baillie (Elite). **Fastest lap:** Warner, 83.42 m.p.h. **Class results, up to 1,000 c.c.:** 1, G. C. Shepherd (A40), 74.46 m.p.h.; 2, J. Young (Ford Anglia); 3, J. Alec (A35). **Fastest lap:** Shepherd, 75.27 m.p.h. **1,001-1,600 c.c.:** 1, Warner; 2, Foster; 3, Baillie. **Fastest lap:** Warner, 1,601-2,000 c.c.: 1, R. A. V. Staples (Ace-Bristol), 78.36 m.p.h.; 2, B. McCowan (Ace-Bristol); 3, N. Dangerfield (Triumph). **Fastest lap:** Staples, 79.71 m.p.h. **Over 2,001 c.c.:** 1, D. Parker (Jaguar), 78.24 m.p.h.; 2, S. Handel (Jaguar). **Fastest lap:** R. Taylor (Jaguar), 83.38 m.p.h.



LEADING a hunch in the Formula Junior race is Ron Carter's Stanguellini (52), closely followed by E. L. Hine's Cooper (44).

ON HIS WAY: The winning Porsche of Gendebien/Herrmann, with Hans Herrmann at the wheel, takes a fast right-hand swerve in a full-bore drift.

one expects in Florida but seldom finds: bright sun, hot temperatures tempered with cool breezes. The 65 cars, lined up for the Le Mans start, provided some strange sights because of the F.I.A.'s recent rule relating to windscreens and to luggage compartments. The Cooper-Maserati driven by Sharp and Hissom, with its added high rear deck and big "plexiglass" windscreen, looked very queer indeed, as did Rees Makins's Osca. The boot of the latter was so high that front and rear windows had been installed so that the driver could have some sort of visibility. The car was rather reminiscent of a house trailer! On the McCluggage/Windridge Osca, Alfred Momo had ingeniously bored out a section under the cowl to install the luggage compartment, keeping the lines of the Osca clean. The new F.I.A. rule did not bother the Corvettes, of which

Porsche "One-Two" at Sebring

**Ferrari Fill Next Six Places—Class Victory for Lola—"Birdcage" Maserati Eliminated
When Moss/Gurney Leading Comfortably After Eight Hours—Osca Wins "Index"**

OLIVIER GENDEBIEN and Hans Herrmann scored a surprise victory with their 1.6 Porsche at Sebring last Saturday in the International 12 Hours Race, to average 84.927 m.p.h. for 196 laps of the 5.2 miles circuit. Another Porsche, driven by Holbert and Schechter, was second, nine laps behind the winners, and, in turn, were one lap in front of the third place Ferrari of Nethercutt and Lovely.

It was indeed a triumph for the "pygmies", when the heavy metal fell out. Stirling Moss and Dan Gurney built up a huge lead in the Camoradi "Birdcage" Maserati, but with just four hours to go the rear axle broke up. Moss set fastest lap in 3 mins. 18.14 secs. (94.479 m.p.h.). Chuck Daigh and Ritchie Ginther (Ferrari) also fell by the wayside, as did the Rodriguez brothers in their Ferrari, and Walt Hansgen/Ed Crawford in Briggs Cunningham's "Birdcage".

The Chevrolet Corvettes disappointed, and John Fitch crashed in the Cunningham entry when a wheel hub collapsed. Highest-placed Corvette was the Hall/Fritts car in 16th position. Sprinzel's more-or-less experimental Sprite had trouble, and completed only 62 laps. The Voegel/Ashdown/Roth Lola won the 1,100 c.c. class, but was delayed over 40 minutes when the bonnet top came adrift.

The battle for the "Index of Performance" went to the tiny 750 c.c. Osca of Bentley and Gordon, which averaged 73.464 m.p.h., and just pipped the overall-winning Porsche.

Gendebien also won in 1959, when he shared a Ferrari with Phil Hill. Bonnier entered the winning RS60 Porsche: ironically he swapped cars with Gendebien for the race!

Unhappily there was a fatal accident

when an Elite crashed at the hairpin, driver Jay Hughes and press photographer George Thompson losing their lives.

The race was run in brilliant Florida sunshine, although at times the heat was unbearable.

BY RUTH SANDS BENTLEY

Photography by Ozzie Lyons

EVERYTHING was according to the book on Saturday, when Stirling Moss moved his "Birdcage" Maserati into first place on his third lap, driving very fast and extremely well. His picture had been on the front pages of all the local publications the night before.

Florida provided the kind of weather

there were six. All of them were closed coupés with large rear compartments anyway.

Jeffords outspurred Moss this time, getting the Corvette away first. David Cunningham's Osca stalled briefly and was last off the grid. Pete Lovely (Ferrari) quickly took the lead with Daigh, Rodriguez and Sturgis—all in Ferraris—next in order. Moss (Maserati) soon reached fifth place, after starting in 23rd place following difficulty in getting the engine to fire and Markelson's Corvette was first to make a pit stop. Both Jeffords and Zorra Duntov had worked on the ailing car right up to race time. Costley's Elva developed engine trouble at the first turn on the very first lap; Holbert's Porsche hit a hay bale; Lovely had a useful lead, but the pace was extremely fast and the traffic dense. Moss



THERE THEY GO: An aerial shot of part of the Sebring course, showing the open nature of the airfield circuit as the cars stream through an "ess" bend.

THROUGH a twisty section of the course goes the Chamberlain/Evans Lotus Elite, followed by the Sears/Riley Austin-Healey and the Hayes/Leavens M.G.A. "Twin-Cam".

displaced all of the Ferraris excepting Lovely's on his second lap.

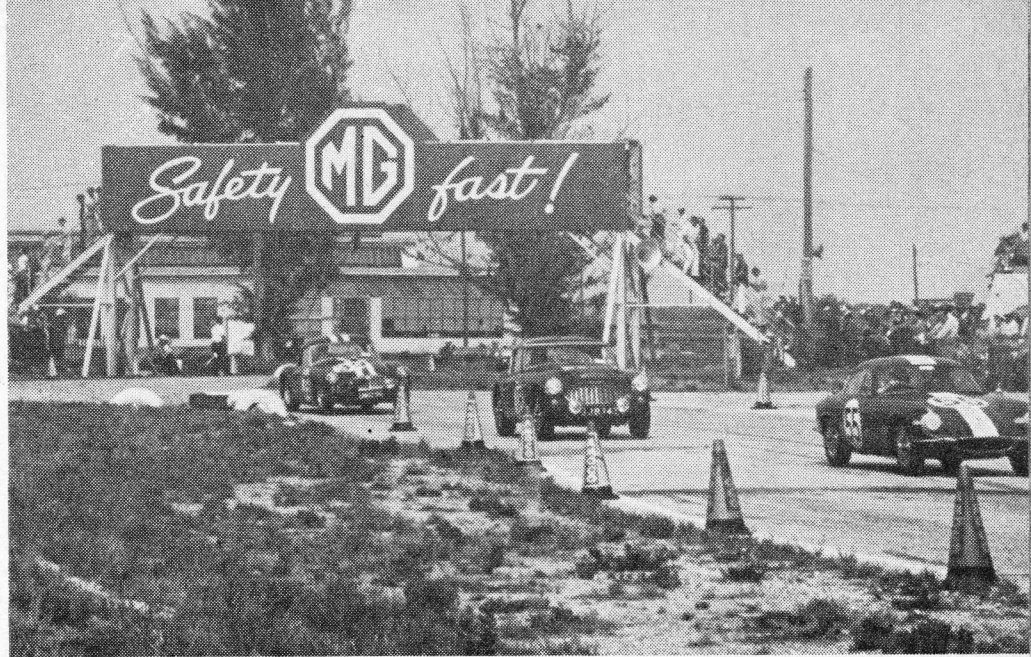
On lap 3 Moss overtook Lovely and the order became Moss (Maserati), Lovely (Ferrari), Daigh (Ferrari), Rodriguez (Ferrari), Bonnier (Porsche) and Hansgen (Maserati). Then third-place Daigh made a quick pit stop. Voge's Lola came into the pits "sans bonnet" and he was sent out again to fetch it.

Moss was pulling away from Lovely who, in turn, was widening the gap between his Ferrari and Rodriguez's. Bonnier brought his fourth-place Porsche in with a locking rear brake; Gregory's Maserati was in with a blown head gasket; Herrmann's Porsche stopped for rear-brake locking; and Hugus's Ferrari became stuck in a sand bank at the hairpin. Daigh returned to the race after a tyre change; the Lund/Escott M.G.A. Twin Cam was withdrawn from the race; Hugus freed the Ferrari from the sand; the pace was already taking its toll. The Shelby/Gregory Maserati was withdrawn with the blown head gasket.

Jay Hughes was injured fatally when the brakes of his Lotus failed at the hairpin turn. The car went straight on, hitting and killing George Palmer Thompson, a press photographer from Tampa, Florida, who had his camera mounted on a tripod—right in the centre of the escape road.

Moss was running 12 seconds ahead of Lovely and 25 seconds in front of Rodriguez, who was being pressed by Hansgen. Hansgen passed both Rodriguez and Lovely, reaching second place on his sixth lap to make it one-two for the "Birdcages". Hansgen's Maserati was carrying a new dent in its rear. By Lap 12 Moss had a 29.5 secs. lead over Hansgen and was a whole minute ahead of Daigh who had moved up again after his pit stop, and had passed Lovely. During his progress he lapped the 5.2-mile course in 3 mins. 21.4 secs., just one second more than Moss. Kolb (Elva) came into the pits at 10.45 a.m. with a serious fuel leak. Race positions at the end of 15 laps were:

1. Moss/Gurney (Maserati)
2. Hansgen/Crawford (Maserati)



3. Daigh/Ginther (Ferrari)
4. Lovely/Nethercutt (Ferrari)
5. Rodriguez/Rodriguez (Ferrari)
6. Bonnier/Hill (Porsche)

Although Voge had found the Lola's bonnet and reinstalled it, the fixing was not secure enough for it still flapped at speed, causing another pit stop. By Lap 23 Moss had "doubled" all of the Porsches—and the little silver cars were certainly not dawdling. The Sharp/Hall Cooper-Maserati went off course below the first turn and the driver walked back to the pits. John Fitch's Corvette flipped at Webster Corner, the car going end over end. Fortunately the driver was uninjured. Fitch had just taken the car over from Briggs Cunningham a few minutes earlier and immediately ran to a telephone to reassure his wife in Connecticut.

At noon Graham Hill took over the Porsche from Bonnier, the car having reached fifth position; Gurney relieved Moss in the leading Maserati; Holbert's Porsche ran out of fuel at the hairpin turn; and Sheppard replaced Dungan in their Porsche. The two leading cars were a lap ahead of the third car, and the Daigh/Ginther Ferrari had replaced the Hansgen/Crawford Maserati. The positions at noon were:

1. Moss/Gurney (Maserati), 35 laps
2. Daigh/Ginther (Ferrari), 35 laps
3. Hansgen/Crawford (Maserati), 34 laps
4. Rodriguez/Rodriguez (Ferrari), 33 laps
5. Bonnier/Hill (Porsche), 33 laps
6. Holbert/Schechter (Porsche), 33 laps
7. Gendebien/Herrmann (Porsche), 33 laps
8. Mieres/Van Dorcy (Porsche), 33 laps
9. Sturgis/Dory (Ferrari), 32 laps
10. Nethercutt/Lovely (Ferrari), 32 laps

The Cuevas Porsche stopped in the pits with locked brakes and had trouble starting again; rear-hub failure turned out to be the cause of Fitch's accident. The Lukins/Wolf Bandini and the Sharp/Hall Cooper-Maserati collided in a double spin, blocking the track momentarily but not injuring the drivers.

Driver changes were frequent now. Constantine relieved Publicker (Ferrari); Makins took over from Koehne (Osca); Moss, after his brilliant drive, was relieved by Gurney; Gendebien turned the fast little Porsche over to Herrmann; and Crawford took over from Hansgen (Maserati). The heat had become intense and the road surface was eating up tyres. Pinky Windridge relieved Denise McCluggage on the distaff Osca, but she soon returned to the pits with lack of oil. A bearing had gone and the car was retired. The midday sun was unbearable and drivers and pit crews wore painful sunburns.

A car flipped at the end of the straight and the first report said it was Scarlatti's but later checking showed it to be Fred Spross in an Austin-Healey. He was not seriously injured. Bott overturned his Lotus but righted it. He reached the pits minus the left door, rear window and windscreen. A rear tyre blow-out caused the accident. Dick Thompson pulled his Corvette off the course and walked back to the pits; Hansgen took over the "Birdcage" again after new tyres had been fitted. Several drivers were cutting holes in the "giant" screen, as Florida's bugs were becoming a problem. Some windscreens were practically opaque!

The 1 p.m. class leaders were Bott/Forno (Lotus); Sheppard/Dungan/Casner (Porsche); Durbin/Goldman/Bradley (Arnott-Bristol); Scarlatti/Serena (Ferrari); Jeffords/Gamble/Wuesthoff (Corvette); Bentley/Gordon (Osca); Sprinzel/



IN A CLOUD of dust and smoke goes the Moss/Gurney Maserati, which established fastest lap at 94.479 m.p.h. before retiring with rear-axle failure.

DOZING SPECTATORS appear almost disinterested as the Moss/Gurney Maserati sweeps past the Ferrari of Publicker/McCarthy/Constantine. But (below) the watchers were soon to be shaken out of their calm. . . .

While Crawford dug his car out of the sand, the Moss/Gurney Maserati continued to build up its lead and was averaging 90.381 m.p.h. compared with 87.259 m.p.h. for the Daigh/Ginther Ferrari. By 5 p.m. it had completed 121 laps and was four laps ahead of Daigh/Ginther. The Gendebien/Herrmann Porsche was third with 115 laps and Nethercutt/Lovely fourth with 112. The incredible performance of the Anglo-American team had moved the "Birdcage" into second place on Index.

Just a little past 5 p.m. Crawford got the Maserati out of the sand, and drove slowly to the Cunningham pit with the front wheels pointing in opposite directions. The crew got busy welding up the frame, whilst Briggs vacuumed sand out of the Maserati. The whole job took 45 minutes, the car dropping to 21st place when Hansgen rejoined the race. Walt drove brilliantly, circulating in 3 mins. 28 secs. in the deceptive dusk. It reached 14th position, only to be retired after Crawford took over again.

The Daigh/Ginther Ferrari, which had been smoking badly, was retired at 5.23 p.m., ending one of the star performances of the day. The Moss/Gurney car came in to have its headlights untaped as twilight was nearing.

The whole complexion of the race changed quickly at 6 p.m. Moss's pit signalled him to slow, and a few moments later the "Birdcage" came to a stop with rear-end failure. This was a great disappointment to spectators who had been impressed with the exceptional driving of Moss and Gurney and had cheered the car all day. Then another announcement came that the Rodriguez brothers' Ferrari was being retired—clutch trouble! The silver Porsche of Gendebien and Herrmann moved out front. This was reminiscent of 1954 when all of the big machines packed up one by one and Stirling Moss and Bill Lloyd went on to win in an Osca.

The overall positions at 7 p.m. were:—

1. Gendebien/Herrmann (Porsche), 148 laps
2. Holbert/Schechter/Fowler (Porsche), 144 laps

Lumkin (Sprite); Voge/Ashtown/Roth (Lola); Gendebien/Herrmann (Porsche); and Moss/Gurney (Maserati). Gendebien/Herrmann (Porsche) were leading on Index of Performance, with Bentley/Gordon (Osca), Hill/Bonnier; Van Dorey/Mieres; and Moss/Gurney, in that order. Race speeds were slowing slightly; at the end of the first hour Moss was averaging 91.095 m.p.h.; at the end of the second he increased this to 91.872 m.p.h.; and by the end of the third hour his speed was 90.852 m.p.h. There were still nine long hours to go and the survival of the fittest was foremost in each driver's mind.

By 2 p.m. the Index had changed radically. Hill/Bonnier (Porsche) were in first place; Gendebien/Herrmann (Porsche) second; Bentley/Gordon (Osca) third. The Holbert/Schechter/Fowler Porsche had moved from seventh to fourth. Moss and Gurney were still in fifth place. On overall positions, Moss and Gurney led with 69 laps; Daigh/Ginther, 68; Hansgen/Crawford (Maserati) 67; Hill/Bonnier (Porsche) 67; Gendebien/Herrmann (Porsche) 66; Holbert/Schechter/Fowler (Porsche) 65; and Rodriguez/Rodriguez (Ferrari) 65. The Rodriguez car was in its pits having a universal joint replaced.

By 3 p.m. 12 cars had officially been retired. These included two Corvettes, the G.T. Ferrari of Abate and Balzarini, which had performed well in practice, a Sprite, a Maserati, a Morgan, an M.G.A., two Porsches, an Alfa, a Lotus Elite and an Osca. Seven hours of the strenuous drive remained.

The Patterson/Masterson/Babcock Elva came into its pits, the engine sounding rough. In exactly 7 mins. 23 secs. the crew installed a new fuel line consisting of copper tubing pushed down into the tank vent and running up and over the car and down through the bonnet into the fuel pump.

At 3.28 the second-place Daigh/Ginther Ferrari called at its pits with overheating problems. During the stop, four tyres were changed, a smashed front headlight repaired, a dented fender

straightened, and new pads were fitted to the front brakes. The Rodriguez Ferrari was still in the pits too having the U.J. replaced—a stop which lasted 30 minutes. The youngsters were driving a splendid race. They had a 3 mins. 20.6 secs. lap to their credit! The fine run of Bonnier/Hill came to an end when Graham Hill stopped at Webster turn with a rod through the side.

Excitement grew as changes in the leader board happened. Crawford went off the road at the hairpin and sank deep in the sand, and his third place Maserati was well and truly stuck. Ed tried digging the car out, but whenever he started the engine, the wheels spun deeper. The car was to be out of the race for a long while. Meanwhile Gordon took over the Osca from Bentley as the car moved back into second place on Index because of the Hill/Bonnier Porsche's retirement. The Daigh/Ginther Ferrari came in the pits smoking badly; a rear wheel was changed and it returned to the race in 15 secs., but it was not to last long. The Nethercutt/Lovely Ferrari, still up among the leaders, entered the pits to have its ruptured tank repaired. The Tower/Black Daimler SP250 found itself without brakes on the hairpin turn.

ON THE GRASS a little later is the Publicker/McCarthy/Constantine Ferrari after a spin which might have moved the spectators shown above! Passing at speed is the Scarlatti/Serena Ferrari.



CLOSE COMPANY: Accelerating out of a bend the O'Sullivan/Stevens/Procter Ace-Bristol takes a nudge from the Chevrolet Corvette of Jeffords/Wuestoff.

3. Causey/Stear (Maserati), 141 laps
4. Reed/Connell (Ferrari), 139 laps
5. Sturgis/Dory (Ferrari), 138 laps
6. Arents/Kimberly (Ferrari), 138 laps
7. Hugus/Pabst (Ferrari), 137 laps
8. Nethercutt/Lovely (Ferrari), 137 laps
9. Scarlatti/Serena (Ferrari), 135 laps
10. Sheppard/Dungan (Porsche), 132 laps

There were 48 cars left in the race and three long hours of driving were left. The first five Index positions were:—

1. Gendebien/Herrmann (Porsche), 1.0798
2. Bentley/Gordon (Osca), 1.0772
3. Holbert/Schechter (Porsche), 1.0591
4. Fulp/Cunningham (Osca), 1.0256
5. Sheppard/Dungan (Porsche), 0.9709

In the next hour the beautiful yellow Ferrari G.T. of Arents/Kimberly passed Sturgis/Dory and Reed/Connell, but otherwise the leading cars held their places. The night was very dark and all drivers were keeping going with one idea in mind—to finish the race!

The Voge/Roth Lola, which earlier lost 40 minutes with bonnet trouble, was leading its class and had reached seventh place on Index. Jefford's Corvette caught fire in the pits but this was quickly extinguished. Twenty-three of the original starters were out of the race. The Durbin/Goldman Arnott-Bristol with 148 laps led its class, but ceded its advantage to the Grossman/Rothschild A.C.-Bristol, which had a 2 mins. lead at 7.30 p.m. Then Rothschild came limping into the pits with vanished oil pressure. Seven quarts of oil were added, and a leaking oil gauge pipe plugged. Two laps later the sump was again dry. After refilling, Rothschild slipped on spilt oil and sprained his ankle. He ignored the pain, but his oil-soaked shoe slipped off the clutch and the engine stalled. Battery was flat, and had to be boosted from a spare supplied by onlookers. The car eventually finished third in the class. The leading Austin-Healey was driven by Geitner and Spencer and at 8.30 p.m. was in 19th place with 146 laps to its credit. The Austin-Healey team cars were beautifully turned out in their British racing green. The leading Corvette was driven by Hall/Fritts and running 18th, while team-mate Jeffords was three places back with fuel-injection



problems. Crawford drove the Maserati slowly into its pits. John Bentley's Osca sounded healthy as it rushed past the stands in 15th position on its way to finishing 12th; it was six laps ahead of the second car in its class. It was making a determined bid to catch the Porsche on Index, and seemed likely to do so.

At 8.30 p.m. there were three Ferraris, a Maserati and a couple of Porsches ahead of Pete Lovely when he started a last-minute challenge. He began picking up places, circling the dark course in 3 mins. 32 secs. By 9 p.m. he had reached second place in his class, behind Causey/Stear (Maserati). Then he passed the Maserati to reach third overall. The Hugus/Pabst Ferrari and the Reed/Connell Ferrari followed the leader to fourth and fifth places. The five Ferraris were running behind the two Porsches as mobs of photographers gathered at the finish line to see Gendebien/Herrmann take the chequered flag. Bentley and Gordon just managed to take the Index with the Osca. Mary Ulmann placed wreaths of kumquats around the necks of the popular winners who finished nine laps ahead of Holbert/Schechter/Fowler and 10 laps ahead of the closest Ferrari. The winners averaged 84.927 m.p.h.

Winner Gendebien won in a Ferrari with Phil Hill last year at an average speed of 81.466 m.p.h.

Results

General Classification

1. Gendebien/Herrmann (1.6 Porsche), 196 laps, 84.927 m.p.h.
2. Holbert/Schechter/Fowler (1.5 Porsche), 187 laps, 80.740 m.p.h.
3. Nethercutt/Lovely (2.9 Ferrari), 186 laps, 80.191 m.p.h.
4. Hugus/Pabst (2.9 Ferrari), 185 laps, 79.919 m.p.h.
5. Reed/Connell (2.9 Ferrari), 185 laps, 79.895 m.p.h.
6. Sturgis/Dory (2.9 Ferrari), 183 laps, 79.178 m.p.h.
7. Arents/Kimberly (2.9 Ferrari), 183 laps, 78.896 m.p.h.
8. Scarlatti/Serena (2.9 Ferrari), 180 laps, 77.812 m.p.h.
9. Sheppard/Dungan (1.5 Porsche), 177 laps, 76.301 m.p.h.
10. Publicker/McCarthy/Constantine (2.9 Ferrari), 174 laps, 75.283 m.p.h.
11. De Beaufort/Bootz (1.6 Porsche), 172 laps, 74.531 m.p.h.
12. Bentley/Gordon (746 Osca), 170 laps, 73.464 m.p.h.
13. Makins/Koehne (1.5 Osca), 169 laps, 73.244 m.p.h.
14. Durbin/Goldman (2.0 Arnott-Bristol), 169 laps, 73.185 m.p.h.
15. Geitner/Spencer (3.0 Austin-Healey), 167 laps, 72.138 m.p.h.
16. Hall/Fritts (4.6 Corvette), 167 laps, 72.116 m.p.h.
17. Voge/Roth (1.1 Lola), 167 laps, 71.994 m.p.h.
18. Van Beuren/Velasquez (1.2 Alfa Romeo), 166 laps, 71.820 m.p.h.
19. Horn/O'Brien (1.2 Alfa Romeo), 166 laps, 71.811 m.p.h.
20. Hulsey/Washburn (2.0 A.C.-Bristol), 171.738 m.p.h.

Fastest lap: Moss (Maserati), 3 m. 18.14 s. (94.479 m.p.h.).

Class Results

Grand Touring and Appendix J

Up to 1,300 c.c.: 1, Van Beuren/Velasquez (Alfa Romeo), 166 laps, 71.820 m.p.h.; 2, Horn/O'Brien (Alfa Romeo), 166 laps; 3, Chamberlain/Evans (Lotus Elite), 158.

1,301-1,600 c.c.: 1, Sheppard/Dungan (Porsche), 177 laps, 76.301 m.p.h.; 2, De Beaufort/Bootz (Porsche), 172; 3, Hayes/Leavens (M.G. "Twin-Cam"), 160.

1,601-2,000 c.c.: 1, Durbin/Goldman (Arnott-Bristol), 169 laps, 73.185 m.p.h.; 2, Hulsey/Washburn (A.C.-Bristol), 166; 3, Grossman/Rothschild/Ackerley (A.C.-Bristol), 166.

2,001-3,000 c.c.: 1, Scarlatti/Serena (Ferrari), 180 laps, 77.812 m.p.h.; 2, Geitner/Spencer (Austin-Healey), 167; 3, Sears/Riley (Austin-Healey), 141.

Over 3,000 c.c.: 1, Hall/Fritts (Corvette), 167 laps, 72.116 m.p.h.; 2, Jeffords/Wuestoff (Corvette), 157; 3, Gamble/X (Corvette), 143.



WINNER of the four-hour Grand Touring race, the Fiat-Abarth of Richards flashes past a pit-signal given by John Norwood for the Roosevelt team of cars.

Appendix C

Up to 750 c.c.: 1, Bentley/Gordon (Osca), 170 laps, 73.464 m.p.h.; 2, Fulp/Cunningham (Osca), 162; 3, Richards/Cuomo/Callanan (Fiat), 115.
1,000 c.c.: 1, Sprinzel/Lumkin (Sprite), 62 laps, 26.729 m.p.h. (sole classified finisher).
1,100 c.c.: 1, Vogele/Ashdown/Roth (Lola), 167 laps, 71.994 m.p.h.; 2, Costley/Harrison/Haas (Elva), 131.
1,600 c.c.: 1, Gendebien/Herrmann (Porsche), 196 laps, 84.927 m.p.h.; 2, Holbert/Schechter/Fowler (Porsche), 187; 3, Makins/Koehne (Osca), 169; 4, Patterson/Masterson/Babcock (Elva), 131.
3,000 c.c.: 1, Nethercutt/Lovely (Ferrari), 186 laps, 80.191 m.p.h.; 2, Hugus/Pabst (Ferrari), 185; 3, Reed/Connell (Ferrari), 185; 4, Sturgis/Dory (Ferrari), 183.

Index of Performance

1. Bentley/Gordon (750 Osca), 1.4306
 2. Gendebien/Herrmann (1.6 Porsche), 1.4300
 3. Holbert/Schechter/Fowler (1.5 Porsche), 1.3754
 4. Fulp/Cunningham (750 Osca), 1.3619
 5. Sheppard/Dungan (1.5 Porsche), 1.3019
 6. Vogele/Ashdown/Roth (1.1 Lola), 1.2923

THE "FOUR HOURS"

STIRLING MOSS (Sprite) outsprinted the 28 starters and was first away, with the Fiat Abarths close behind, Cuomo (Fiat Abarth) soon overtaking Moss's Austin-Healey Sprite. When they completed the first lap Hanna (D.B.), Richards (Fiat Abarth), Callanan (Fiat Abarth) and Moore (Sprite-Alexander) were not far behind the leading pair. Richards overtook Hanna next lap while Phil Stiles (Sprite) made the first pit stop to fix a loose plug lead.

Moss drove behind a pylon at the end of the long straight but rejoined the race immediately; Keyes (Sprite) was luckily unhurt after taking a detour through some trees. Lawrence (Fiat Abarth) spun out at the esses and Bill Storey's D.B. flipped and burned, the driver surviving the ordeal but being flown to St. Petersburg for hospital examination.

Richards (Fiat Abarth) passed Moss and began harrying his team-mate Cuomo, whom he eventually overtook. Fourth place Hanna was leading the D.B. contingent, Sheppard's SAAB was in seventh place, and Miller, in ninth spot, was the leading Turner. Callanan passed Hanna, and after hard driving went by Moss too to reach third place, putting Team Roosevelt in the three top spots.

Shortly after the first hour of the four-hour event Callanan stopped at the pits for a plug change and Moss moved back into third place. He was enjoying his drive immensely, grinning at his pit as he passed and driving as if he had been made to order for the Sprite. Donald Healey, in the pits, also seemed to be pleased.

Driver changes were taking place, but little notice was taken as all eyes were on the stirring battle for first place. Cuomo passed Richards and the two were circling almost as one; their lead over Moss was nearly two minutes. Richards was retaken by Cuomo, but Richards took the yellow car again right in front of the Jaguar Tower.

In the heat of the battle, news came over the loud-speaker that the F.I.A. will continue to sanction Sebring's future races and that the Automobile Racing Club of Florida will continue its amiable working relationship with Amoco. This year Ferrari and Porsche, who have contracts with other oil companies, pulled out of the race. What the future will hold is anyone's guess, but the continental flavour of the Sebring race was not here this year and the gate receipts must have felt the strain too.

At the height of the Team Roosevelt battle the leader—Ray Cuomo—entered the pits for fuel, oil and a tyre check.

The stop put Richards into first spot with Moss second. By 4 p.m. most of the cars had made their pit stops and changed drivers. A few, like Moss, drove the distance alone. The order was:—

1. Richards (Fiat Abarth), 28 laps
 2. Moss (A.-H. Sprite), 28 laps
 3. Cuomo/Erickson (Fiat Abarth), 28 laps
 4. Peck (D.B.), 27 laps
 5. Hanna (D.B.), 26 laps
 6. Mallon/Miller (Turner), 26 laps
 7. Sheppard (SAAB), 26 laps.

The Wheeler/Kilburn Fiat was leading the up to 500 c.c. category; Richards led the up to 750 c.c. brigade; and Moss held key spot in the up to 1,000 c.c. class.

Then a blow came to Fiat Abarth. The Cuomo/Erickson car came into its pit, and after a lengthy stay was retired from the race. Reports are that there was no compression in one cylinder due possibly to a broken valve spring. The lemon-yellow car had performed valiantly and given us the best battle of the day. George Peck's D.B. now became third car, Howard Hanna's D.B. was fourth, and William Lowerre's D.B. fifth. The Mallon/Miller Turner was in sixth place and Sheppard's SAAB was seventh. Ten casualties had reduced the field to 18.

With the leading battle over, the race grew dull. The Dumont/Hearst Turner could be seen being pushed down the back straight after a broken piston brought it to a stop; Wheeler (Fiat) stopped in his pit for fuel; and Moss brought the red Sprite in for a tyre change and two quarts of oil, a two-minute stop. At 5.15 p.m. Moss was 3 mins. 8 secs. behind Richards but well ahead of three D.B.s in next positions, which were a lap behind the leaders when Moss made his stop.

As the four hours appeared to have elapsed, Moss crossed the finish line 20 seconds short of 4.30 p.m.! A final lap was called for, which seemed not to please Stirling. Richards (Fiat Abarth) crossed as the clock struck 4.30 p.m., so the winner was first to get the flag, while the second car was last. Mallon and Lilley pushed their Turner and Austin-Healey Sprite across the line, after an earlier push of both cars around most of the course. The 5.2-mile race course, which is used for the big 12-hour race, was employed for the four-hour race, giving many drivers a warm-up for their long grind on Saturday.

Both Richards and Moss drove the whole distance.

Results

1. Paul Richards (Fiat Abarth), 57 laps, 73.968 m.p.h.
 2. Stirling Moss (Austin-Healey Sprite), 56 laps, 71.555 m.p.h.
 3. George Peck (D.B.), 55 laps, 70.144 m.p.h.
 4. Howard Hanna (D.B.), 54 laps
 5. John Hoffman/Don Kearny (D.B.), 53 laps
 6. William Lowerre, Jr. (D.B.), 53 laps
 7. Chandler Lawrence/Lou Rappaport (Fiat Abarth), 52 laps
 8. Dick Toland (Ford Anglia Spl.), 52 laps
 9. Brooks Robinson/David Schack (Fiat Abarth), 52 laps
Fastest lap: Richards, 4 m. 8.48 s. (75.338 m.p.h.).
Class Winners: Wheeler/Kilburn (Fiat 500), 54.696 m.p.h.; Richards (Fiat Abarth); Moss (Austin-Healey Sprite).

THE FORMULA JUNIOR RACE

SEBRING'S week-end was initiated on Friday morning at 10 a.m. when 21 Formula Junior cars lined up under the brilliant sun. Pre-race favourites were Walt Hansgen (Cooper) and Ed Crawford (Stanguellini), but at the drop of the flag it was Jim Hall's Elva that went into the lead. However, Hansgen soon passed Hall and began pulling away.

Starting in last position was Ed Hugus, not only driving the Isis on its first appearance in competition, but actually sitting in the car for the first time. The pretty little Fiat-engined car, which Alessandro de Tomasso built in Italy, had just arrived at the course.

At the end of the first lap the order was Hansgen (Cooper), Hall (Elva), Crawford (Stanguellini), Hurt (Lotus), Monteverdi (Machan) and Dietrich (Elva). Hugus had already climbed eight places. Haynes (Jocko Special) spun out and re-entered at the timer's stand; Monteverdi brought his car into the pits; Kolb (Elva) left the back stretch just short of the timer's stand; and a traffic jam was beginning to form in the pits as adjustments were needed. The casualty list was rapidly mounting. By 10.15 a.m. only 15 cars were on the course while the rest of the starters were keeping their crews busy.

Hansgen (Cooper) was increasing his lead and unofficially circling the 2.2-mile inner course in 1 min. 28.2 secs. to break the December record at Sebring. Stoutenberg (Taraschi) retired with a broken piston; Monteverdi's Machan was retired with clutch trouble; Furlong's Gemini was retired with oil pump trouble; Hansgen then set a new lap record of 1 min. 27.86 secs. This will be the target next December when another Formula Junior race will be run at the G.P. meeting.

Hansgen continued to build up his lead while back in the pack a stirring bit of dicing was taking place between Cunningham (Stanguellini) and Hugus (Isis) with Hugus ultimately winning the duel and finishing in sixth place overall. Then with only four laps to go and having the race entirely "wrapped up", Hansgen retired the Cooper with valve trouble and Crawford, who was now in second place, went into the lead. On his very last lap a front tyre blew on the Stanguellini, putting Jim Hall's pursuing Elva-DKW in first place while the slowing Stanguellini crossed the line on its rim. Crawford did a masterful job of controlling the Stanguellini when the tyre blew, for a fence which he avoided might have kept him from crossing the finish line.

1. Jim Hall (Elva-DKW), 30 laps, 88.007 m.p.h.
 2. Ed Crawford (Stanguellini), 30 laps, 87.836 m.p.h.
 3. Jay Chamberlain (Lotus), 30 laps, 86.929 m.p.h.
 4. Chuck Dietrich (Elva-DKW), 30 laps
 5. Harry Carter (Stanguellini), 30 laps
 6. Ed. Hugus (Isis), 30 laps
 7. Newton Davis (Stanguellini), 30 laps
 Briggs Cunningham (Stanguellini), 29 laps
 Jim Haynes (Jocko Spl.), 27 laps
 Alex Ratelle (Machan), 16 laps
Fastest lap: Hansgen (Cooper-Austin), 1 m. 27.86 secs., 90.973 m.p.h. (course record).

Of the 21 starters, only 13 finished the race. This was the first time a single-seater using a DKW engine has ever won a major race in the United States.

WORLD CHAMPION HONOURED

AT the Rembrandt Hotel on 28th March, the B.R.D.C. held a cocktail party to honour World Champion Jack Brabham. Earl Howe, President of the Club, presented the popular Australian with the 1959 B.R.D.C. Gold Star, and also with the F.I.A. World Championship of Drivers Trophy. Lord Howe read out a telegram of congratulation from H.R.H. the Duke of Edinburgh, Patron of the B.R.D.C.

The presentations were televised by the B.B.C., in a programme which also featured Raymond Baxter and John Eason-Gibson discussing the "high wind-screen" regulations.

JOHN BOLSTER DISCUSSES THE

ORGANIZATION

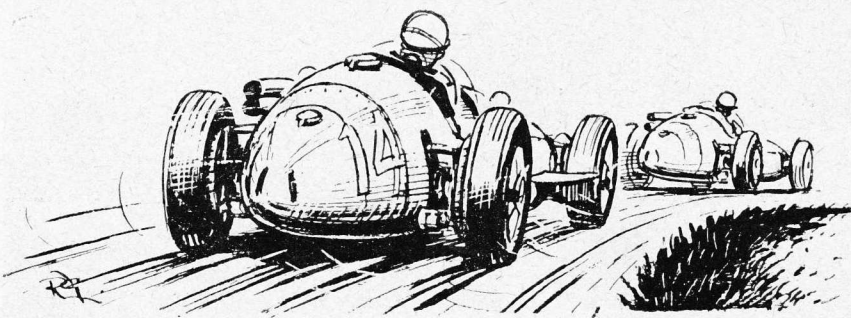
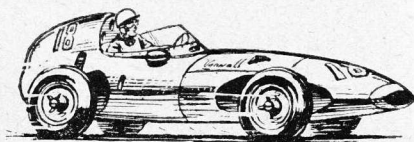
To even the most casual spectator, it must be obvious that the organization of our sport has gone sadly astray. The motoring magazines are full of articles and impassioned letters, while racing drivers are even blowing off steam in the daily papers. Undeniably, some of the complaints are fundamental. If an International governing body states that rules and regulations must not be imposed until a stated warning period has elapsed, and then proceeds to break its own decrees, it cannot be surprised when its authority is questioned. If it blandly accepts a race as a full Grand Prix which cannot possibly last for the minimum permitted time, it must, at the very least, lose face.

These things are fundamental, but even more serious are the crazy regulations which imperil the safety of drivers. It may seem incredible to the layman, but such vital matters as windscreen sizes, or the carrying of batteries in racing cars, are decided by elderly gentlemen from the safety of their armchairs. The chaps who are going to risk their lives are not even consulted, which would be funny if it did not contain the seeds of high tragedy.

There is no need for any of these things to happen, and there is no need for the interminable delays that bedevil the work of the F.I.A. when decisions have to be taken. Quite simply, we have got to start from scratch and we have got to elect a new democratic governing body to control the sport. Here, however, I must inject a note of warning.

The frustrations that the present system has brought about have gradually generated a very high temperature. Violent denunciations, destructive criticism and bad manners will get us nowhere. Before we ask our present rulers to retire, let us thank them gracefully for the hard work that they have done for us, even if the results have been disappointing. Let us then decide what form the new F.I.A. should take, and forget for ever the damaging suggestions of splinter groups and rebel organizations.

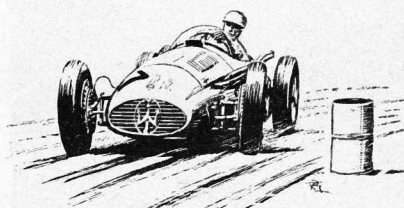
The crux of the matter is the undeniable fact that motor racing is now big business. It is a professional sport that is governed by amateurs, which is a hopeless state of affairs. The delegates in the past—and this is the sober truth—have often been chosen because they were wealthy men and could afford to serve on the F.I.A.! Occasions have arisen when representatives have travelled long distances and then missed the meetings through indisposition. Could this indisposition have anything to do with the wining and dining of the night before?



OF THE SPORT

It is inescapable that the members of the governing body and its committees must be paid, at least while they are on the job. They must do the work for which they are employed, and any laziness or inefficiency must result in dismissal. They must be men who can drop what they are doing at home and fly to an emergency meeting. Sudden changes frequently occur in this dynamic sport, and the rules may need to be amended in consequence.

Ideally, the men who govern the sport should all have experienced the blood and toil of Grand Prix racing. At the very least, they should have been successful drivers in the lower branches of the game. A racing driver is used to discipline and when he retires he will continue to behave in a disciplined manner, whatever task he may undertake.



There are many men, now on the retired list, who should be representing their countries at the international motoring parliament.

Yet, even this is not enough. Conditions change so quickly that only the active driver knows what is going on. No important alteration in the rules must ever be suggested without the full co-operation of the top drivers of the day. How absurd it is that decisions are taken without such consultations, when a few pounds spent on long-distance telephone calls could obtain the views of the leading drivers of all nations! An M.P. is in constant touch with his constituents—he couldn't do his job of representing them if he were not—and drivers should always be consulted directly instead of having to voice their complaints in the newspapers. The sport can do without that sort of publicity.

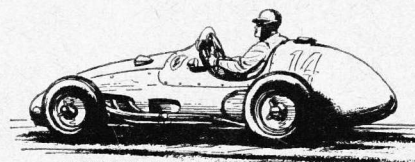
Let us assume that all the national clubs are willing to toe the line, and to appoint suitable delegates to the sports committee of the F.I.A. We would then have an international parliament of ex-Grand Prix drivers, paid to represent their countries at the council table instead of in the driving seats of racing cars. It might be suggested that other

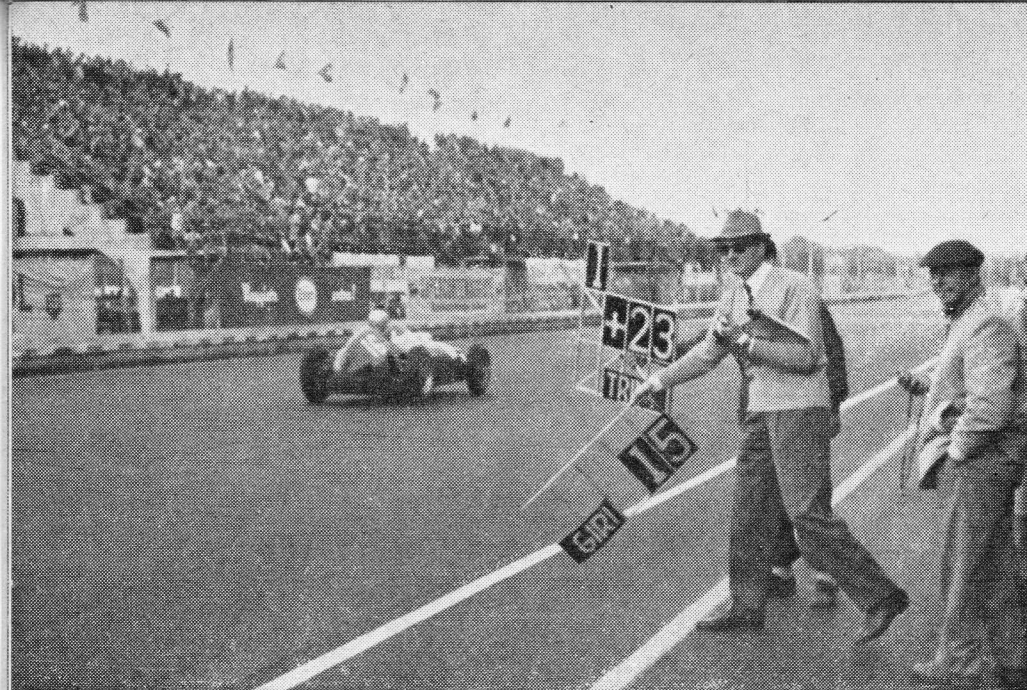
interested parties should be represented, such as the race organizers, the racing car constructors and the oil companies. Frankly, I don't think that would be necessary.

Any racing driver spends the whole of his active career in continuous negotiation with the sources of revenue. He knows what makes racing tick, and he knows who are the powers behind the scenes. He would never suggest a new regulation without sounding out all the interested parties of his country. He knows them all by their first names, and he is in constant touch with them. A great racing driver, who has served his employers well and brought great kudos to his country, should be able to expect on his retirement to be "kicked upstairs" to the "House of Lords", or, in this case, the sports committee of the F.I.A. He has for many seasons been an unofficial ambassador for his nation, and there is no reason why he should not continue that task.

Such a body of men would never have considered the 1½-litre formula for under-powered and over-weight cars. Elderly chairborne executives, who have no idea what it feels like to drift a single-seater round the circuits, probably think that light weight and high power are dangerous. Never having steered a car by the accelerator pedal, these dignified gentlemen do not realize the inherent safety of such a manoeuvre. Most drivers, having grown accustomed to G.P. machinery, think that sports cars are dangerous by comparison. These regulations would graft the worst characteristics of the sports car on to the single-seater, and the resulting vehicle would be a most undesirable hybrid.

I do not propose at this juncture to discuss the many other issues involved. The lack of spectacle and the increased cost are only two of the cudgels by which many other writers have already belaboured the 1½-litre formula. The object of this short article is simply and solely to suggest how the sport should be governed at an international level. Motor racing has changed completely in the last few years, and its very structure bears no resemblance to that of the pre-war seasons. Yet we have a governing body which is obviously far less efficient than that of the 1920s. Let us dispense not only with absurd G.P. regulations but with the men who made them. The time has come to elect a body that can earn the respect of the racing community.

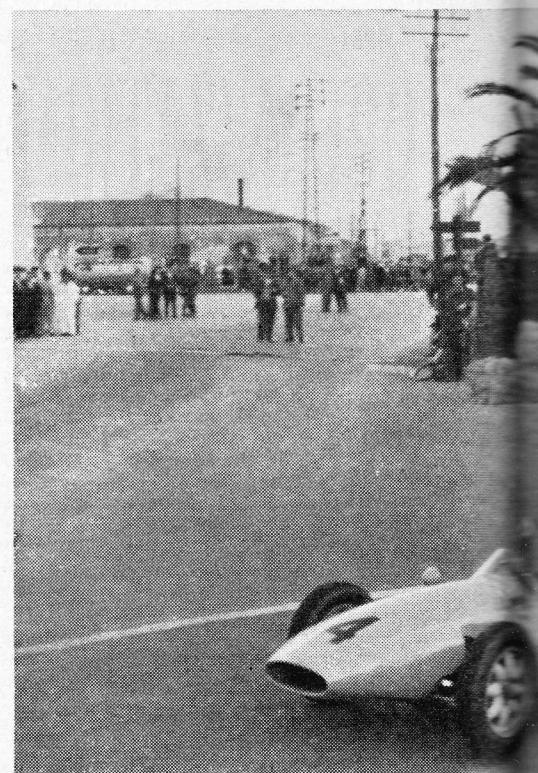




FIFTEEN LAPS TO GO, and Ferrari team manager Romolo Tavoni informs his driver (above) that he is in the lead, 23 seconds ahead of Trintignant. BELOW: HULLO UP THERE! Ron Flockhart and Jack Brabham are interrupted during a chat after practice.



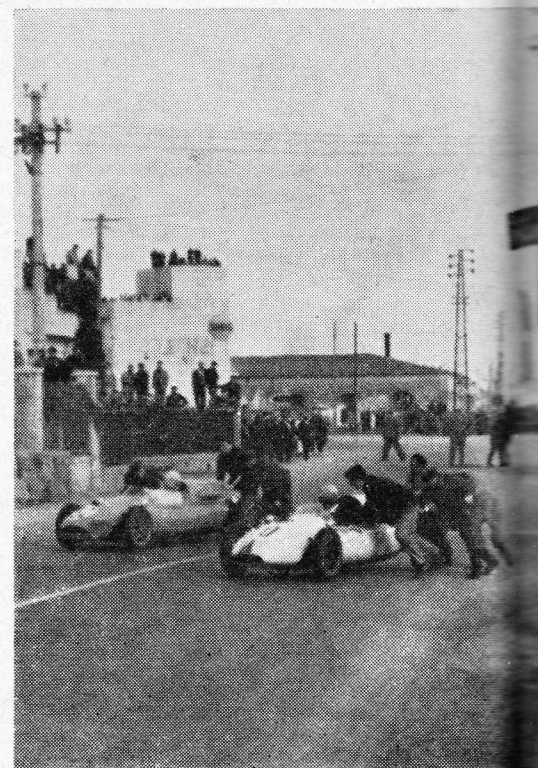
PRESUMABLY they all have track passes! Somewhere in the centre of this seething mass (below) are Wolfgang von Trips and the winning Ferrari. The car suffered considerably in this onslaught, being severely dented by jostling photographers.

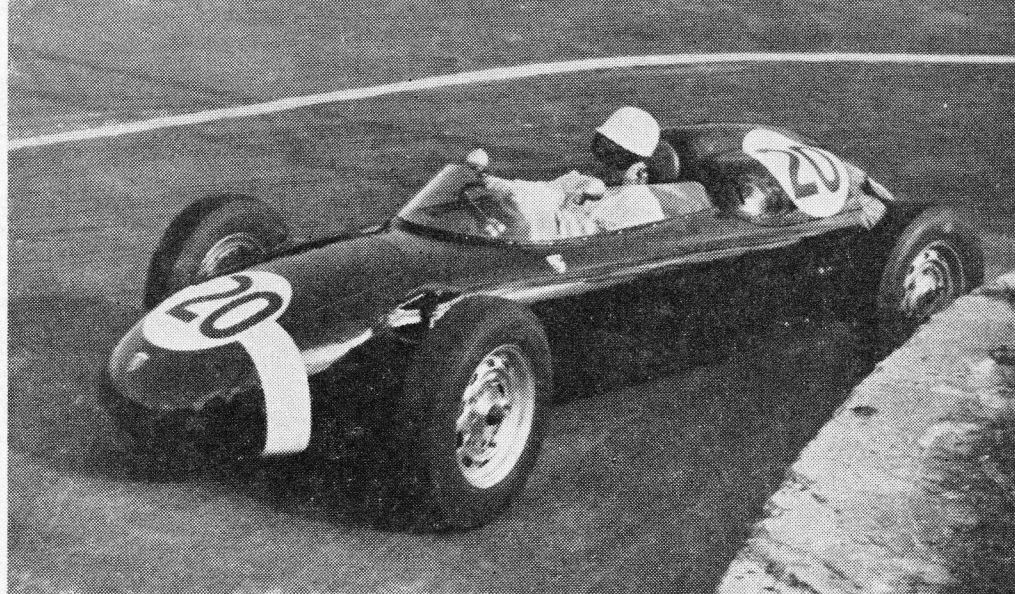
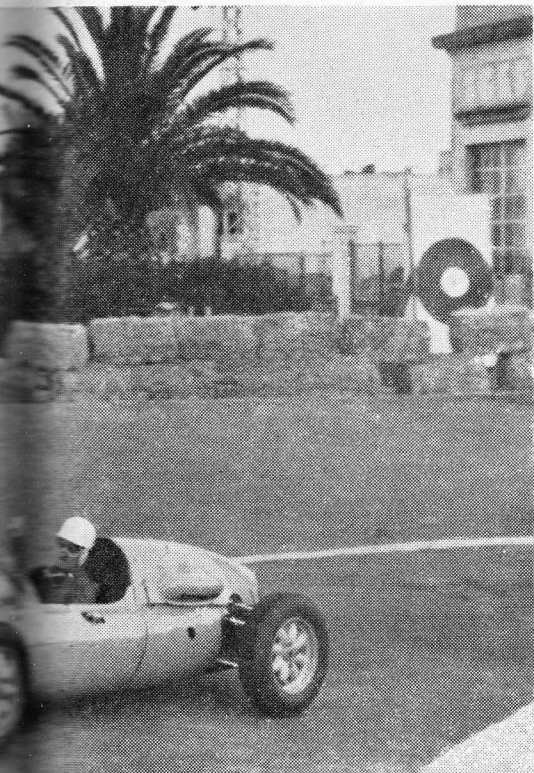


Looking Back

The Opening of the Euro

PHOTOGRAPHY



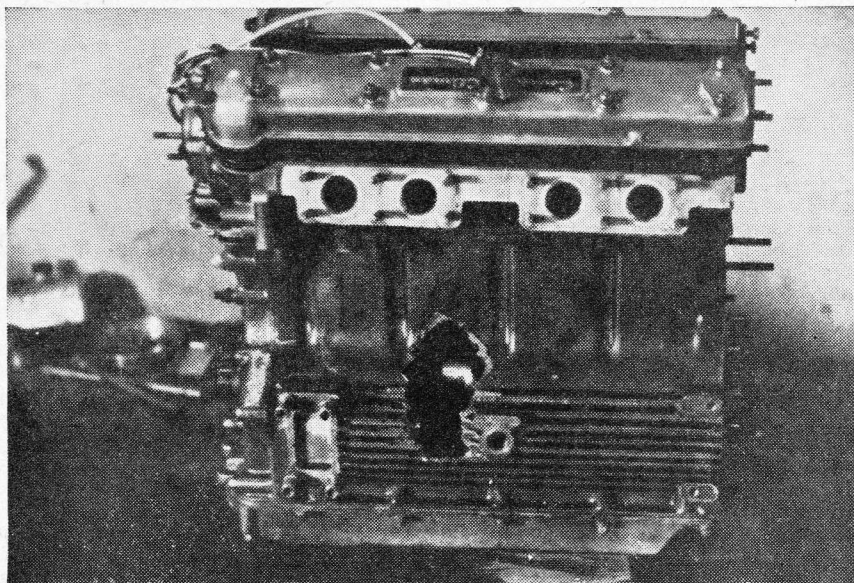


CHARACTERISTIC POSE: Stirling Moss adopts his classic stance as he accelerates the Porsche away from the slow hairpin (above). SECOND PLACE (left) went to Maurice Trintignant, who drove his usual cool, calculated race. BELOW: The wrecked engine from Harry Schell's car.

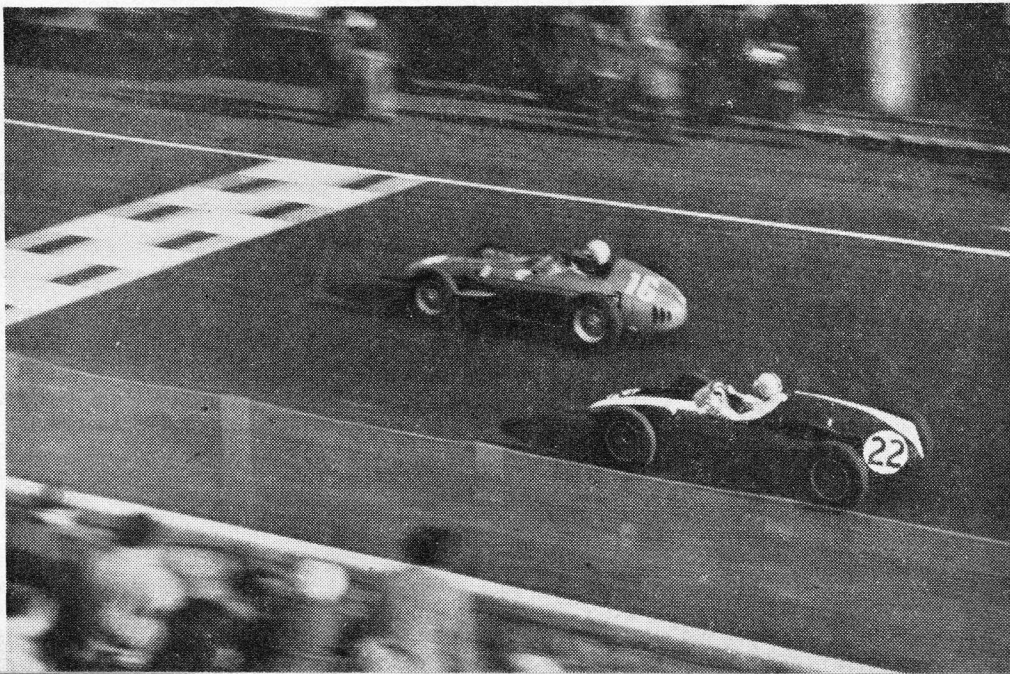
On Syracuse

European International Season

BY GEORGE PHILLIPS



WATCHING closely as von Trips goes past in the Ferrari is Jack Brabham, before swinging his Cooper in behind to "slipstream" the other man (below). BELOW, LEFT: Shunting match occurred at the hairpin between Paul Frère's Equipe National Belge Cooper and Collomb.



WINNER of his class and of the Novices' Award was R. Boot (Dauphine). This was only his second event.

THE West Hants and Dorset Car Club's Hartwell Cup trial has been one of the Club's regular institutions for the post-war years, and has taken a number of forms, over widely differing courses. It has always been intended for the normal and everyday type of car, and, in a sense, the everyday type of driver! A non-punishing course and reasonably flexible regulations ensure that everyone, novice and expert alike, has a good day's sport.

This year's event was blessed with fine weather, and the cold March wind failed to dry out the sections, though Peter Cooper, as clerk of the course, had his doubts at times.

Starting at Doddings Farm, Bere Regis, the customers embarked upon a tie-deciding test in the gravelled-surfaced farm-yard, dodging sundry solid agricultural objects to reverse and forward across lines A, B and C. Among those who performed smartly were D. Williams (Popular) and A. D. Barnes (Herald) with 19.2 secs., J. A. Hood's Sprite and G. Farrell's M.G. (18.4 secs.), D. Bowles (Cannon), 18.4 secs. and Mrs.



HARTWELL CUP TRIAL

West Hants and Dorset C.C. Production Car Event

P. Jesty (Ford Special), (18.8 secs.), which times prove that the bread-and-butter cars, driven in the right manner, could be the match for the more hairy type of machine. One or two folk did not study the plot beforehand, and failed to stop astride. A few almost smote the very substantial barn doors, but compromised by hitting penalty flags instead. However, final results showed that the event was decided on the actual hills, instead of the test.

Groups of sections at Roke Farm followed closely afterwards. The writer chose, however, to bypass these and visit

the Hedge End sections. The drying wind had not affected the clay subsoil, and it took quite a little skill and cunning to reach the top of some of the climbs. Outstanding was Edgar Wadsworth, who had travelled a considerable distance to compete with a delightful scarlet Denzel, a car never before seen in a West Hants event. This rear-engined device motored slowly and gently to the top of everything, engine just ticking over, and making the fire and fury wheelspin fraternity gaze with envy. G. Langdon's Gazelle progressed favourably, as did D. Williams's Popular, H. Rose's Riley, N. Gibson,

R. Boot and B. Wilson, all in Dauphines, and M. G. Pacey's vintage Austin 7. Another highly vintage Austin was driven by J. Dibben, and performed most creditably.

Among the specials, it was a piece of cake for Miss Ann Rose (who is in her first competitive season), Mrs. Jesty and David Bowles.

A pleasant run through Dorset lanes led to the lunch stop at Piddlehinton, after which, via a group of sections and a water-splash, a final group was laid out by the clerk of the course at short notice in a pleasant valley near Sydling St. Nicholas.

It all looked very innocent, but the short hills contained enough to sort out the sheep from the goats in no uncertain manner. Those hills that started from the bottom stopped many from even leaving the line. Those that started from the top, went to the bottom and back to the top again had most of the entries floundering on the slippery grass at the bottom.

Those who climbed to the top included Edgar Wadsworth's Denzel, Gerald Morrish's Popular, which finished one section with such enthusiasm that it landed up in a bramble bush, G. Raggets Volkswagen, several of the Dauphines, Murray Pacey's Austin 7, and the specials all came out of the valley. There were many who stayed down below, and they were the ones who had gained just a little more experience, and had enjoyed a very good day's sport. A. HOLLISTER.

Provisional Results

Hartwell Cup: E. B. Wadsworth (Denzel), 5 marks lost. **Merchant Cup (best in opposite class):** J. Dibben (Austin 7), 27. **Novices' Award:** R. G. H. Boot (Dauphine), 30. **Ladies' Award:** (Std. cars): Mrs. C. Birney (Rapier); (Specials): Miss A. Rose (Cannon).

Class Awards: D. Williams (Ford Popular); G. Morrish (Ford Popular); G. Langdon (Singer Gazelle); B. B. Jones (Morgan Plus 4); T. Bryant (Morgan Plus 4); M. Rogers (Morgan Plus 4); R. G. H. Boot (Dauphine); B. E. Wilson (Dauphine); T. H. Durrant (Renault 750); M. G. Pacey (Austin 7); A. F. Lefevre (Healey Sprite); D. G. Bowles (Cannon); Miss A. Rose (Cannon).



TROUNCING many modern sports cars, John Dibben won the opposite class to the winner in his venerable Austin Seven.

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The new Shell X-100 Multigrades emerge as the product of years of research and development, and are now made available to motorists only after the most exhaustive road testing covering a million and a half miles. This is in keeping with Shell's long-honoured pledge to the public—

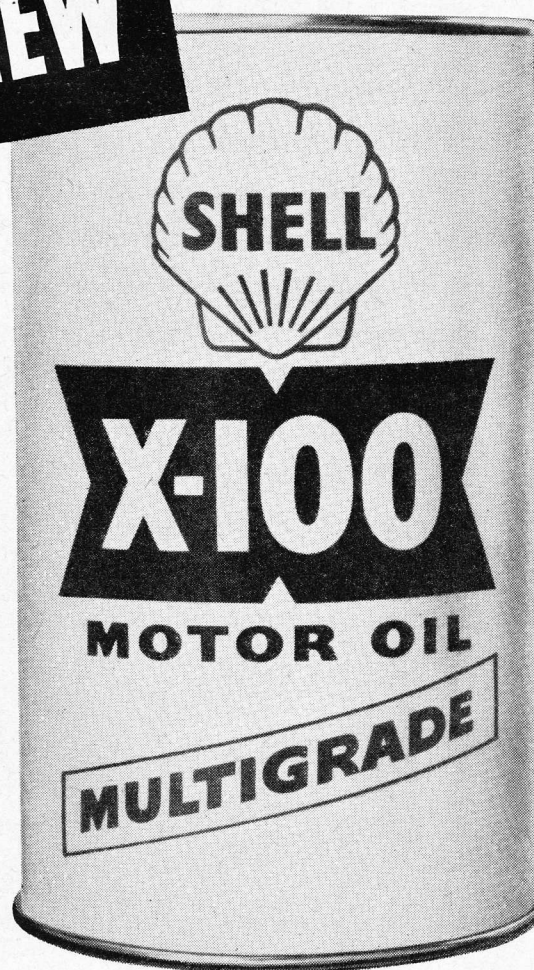
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THE PROBLEM: POWER LOSS

Right from the start of a petrol engine's life, deposits begin to build up in the combustion chambers. Some of the deposits consist of metallic compounds left by the lubricating oil. These ashy deposits reduce the engine's efficiency and thus cause power loss. The oil itself is innocent enough, but until now the additives have consisted of organo-metallic compounds. These metallic additives, necessary for the protective lubrication demanded by modern high-performance engines, leave ashy deposits in the combustion chambers. And it is this that causes the trouble.



These are actual photographs of a laboratory test on an electrically heated piston. On the left you can see the ash left by a typical, high-performance oil. On the right, New Shell X-100 Multigrade leaves *no ashy deposits*.

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Multigrade. Shell's discovery—the climax of a long programme of work and more than a million and a half miles of road testing—is a combination of non-metallic additives. In Shell's new Multigrade they burn away *without ash*. A major cause of power loss has therefore been removed. This represents the greatest advance in motor oil in eight years—since Shell X-100 Motor Oil was first available in 1952.

What this means to the motorist. New Shell X-100 Multigrade, used from the start of a new car's life, can reduce power loss by up to 50%. In an older car it can actually lead to a recovery of power, because existing ashy deposits will flake away and no more ash will be left by the lubricating oil. Thus your engine regains lost power: it becomes more efficient, more economical. Power regained means money saved.

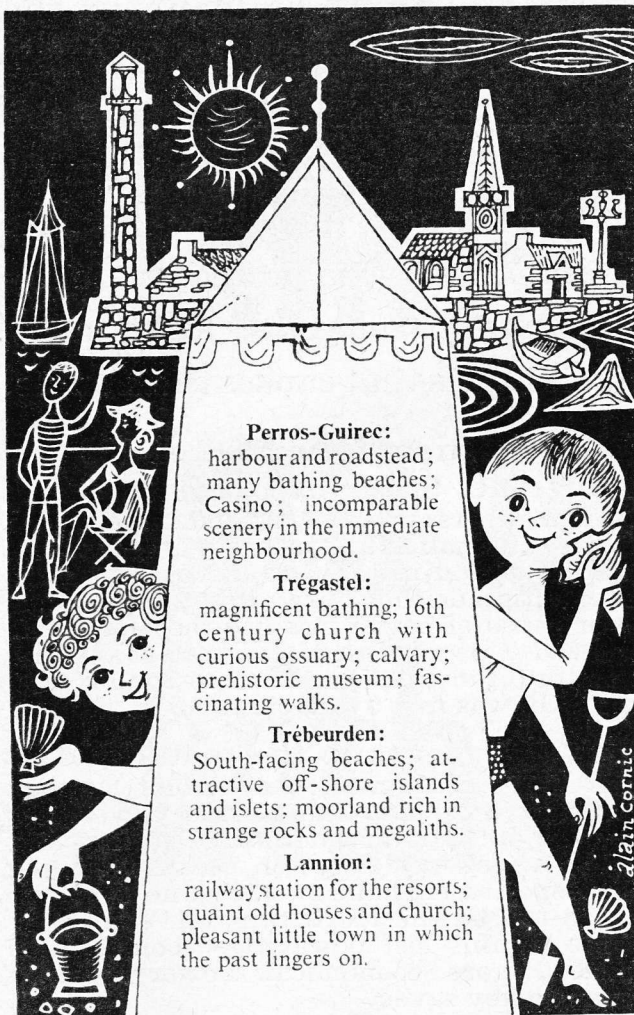
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CORRESPONDENCE

Detonation

I CANNOT help but agree with John Bolster that it is a far better thing to eliminate the source of detonation than to try and "muffle" the effects of it by water injection or, for that matter, by using heavily leaded fuels.

Mr. R. C. Cross, famous for his work on rotary valve i.c. engines, attacked this problem in the middle 'thirties. The idea of having a piece of red-hot metal present in the combustion chamber in the form of the exhaust valve with its attendant ill-effects on the volumetric efficiency by heating the incoming charge, was, he reasoned, not the best method to run an engine efficiently. Also, of course, the exhaust valve is the cause of detonation. To settle the matter, he decided to cool the exhaust valves by directing a high-pressure stream of oil through them.

An o.h.c. Singer 9 motor with double capacity oil pump was adapted for this purpose. The valves were hollow like the sodium-cooled variety, only open at the rocker end, and nowhere less than 5/64 in. thick. The oil was fed via an overhead gallery down a small pipe concentric with the stem of the valve, that almost reached the inside face of the valve head when the valve was seated. Hence the oil gallery and individual valve feed pipes were fixed and the valve free to reciprocate up and down whilst the oil impinged, to quote Mr. Cross, "with considerable force and volume on the head of the valve, and the reciprocating movement of the valve ensured that the oil reached every part of the head cavity." The oil then escaped back round the feed pipe up the stem, and in squirting from the top, lubricated the rest of the rocker gear.

The results were a marked increase in power, a drop in fuel consumption and detonation eliminated for all practical purposes. It was possible now to run well on low octane fuel with the compression raised.

The valves themselves did not coke up internally, thanks to the quantity of oil circulated, and with the much lower running temperatures, it was not necessary to use any kind of special steels in the form of KE 965 and the like.

The adaption of o.h.v. to using hollow valves is relatively cheap and easy and, I would suggest, a useful modification to Formula Junior "A" type B.M.C. or 105E Ford engines where cooling with the regulation standard iron heads is a problem. Anything to get round the regulations goes in motor racing and this is one of them. The slight increase in power would come in handy in combating the Stanguellinis.

DAVID J. GERSLING.

SOUTH BENFLEET, ESSEX.

Financial Remunerations

NOW that the racing season is once again in full swing—why is it that April is always such a crowded month?—I feel that the question of financial remuneration should be aired a bit, and feel that your columns are as good a place as any.

Whilst I should hate to see production sports car racing become a "big-time business" in this country, I do feel that competitors are at least entitled to some contribution towards their costs. Heaven knows, but these are high enough, and although our (the Border Reivers) team had as successful a season as any last year, we were still far from making ends meet. Unfortunately, the new AUTOSPORT Championship regulations have virtually wiped out all hope of any competitors (Championship entries or not) from ever receiving any help. It may be all very well for a citizen of Birmingham or London, as his costs are not all that high, but when we have to take a day off for travelling some 300 to 400 miles in each direction to go to practically any meeting in the country, it takes more than the love of the sport to persuade one to attend a meeting. At one well-known circuit last year the winner of the principal event received £2,000 as prize money alone, yet not a penny—or even a trophy—was given to the winners of the supporting production sports car races, and this despite a statement in the regulations saying that "Awards would be as laid down in the AUTOSPORT regulations", and a letter which I received saying that they expected a "small prize fund with a first prize of about £50" would be available for these races. That would have been a very good prize indeed, but as they were offering such a large sum for the main race it seemed to be in order and we waived any request for a contribution towards our costs in view of this offer. Others must have had similar experience and as yet the organizing club have not deigned to reply to repeated letters.

IAN SCOTT WATSON.

GREENLAW, BERWICKS.

Club News

By MICHAEL DURNIN

THE London Counties Association of Motor Clubs have asked me to mention that it has been suggested that the balance of the funds of the now defunct Association of Southern Motor Clubs be shared equally between the London Counties Association, the Central Southern Association and the South-Western Association. M. H. Lawson, hon. treasurer of the London Counties Association (who formerly held the same office in the defunct association), has obtained written agreement to the proposal from the other executive officers of the late association and now intends to distribute the funds accordingly unless any valid objection is raised. Mr. Lawson's address is: Little Chart, Toys Hill, near Westerham, Kent.

* * *

ANNUAL dinner of the **Shenstone and D.C.C.** takes place on 6th May. . . . **Aberdare M.C.** holds its Valentine Rally, a closed event, on 3rd April. This is a re-run of the February event, which was washed out by bad weather. . . . Following the A.G.M. membership of the **Fiat 500/600 Club** is now open to all Fiat owners. Secretary is M. N. Proctor, 145 Rivermead Court, Hurlingham, S.W.6. . . . **Cemian M.C.'s** Coronation Rally takes place on 23rd-24th April. Invited clubs are B.A.R.C., Craven M.C., Hants and Berks M.C., London M.C., Per Ardua M.C., Metropolitan Police M.C., East Surrey M.C., Harrow C.C., M.G.C.C. and 750 M.C. Entries close on 13th April and regs. are available from E. van Dooren, 28 Ealing Road, Wembley, Middlesex. . . . **M.G.C.C. (S.E.)** hold their April Rally on 2nd-3rd April. . . . **Yorkshire S.C.C.'s** Wharfedale Trophy Hill-Climb will be held at Castle Howard, near York, on 10th April. Invited clubs are B.A.R.C., East Yorkshire C.C. and member clubs of the Northern Association. Entries close 6th April and go to R. J. Dack, Traquair, Halifax Road, Cleckheaton, Yorkshire. . . . **Malden and D.M.C.** hold a restricted driving test meeting on 24th April at U.S.A.F. Base, Denham, Bucks. Entries close 20th April and go to P. Sturgess, 17 Dora Road, Wimbledon, S.W.19. . . . The **Furness D.M.C.** will run their 10th Festival Rally, 250-mile, restricted event, on 30th April-1st May. All member clubs of the Northern Association are invited and the rally will start at points at Garstang, Penrith and Barrow at about 10.30 p.m. The club reckon that the winner will certainly be found on the road. Regs. are available from D. J. Day, Rylands, Myrtle Terrace, Dalton-in-Furness, who must have all entries by 26th April. . . . **Birmingham University M.C.** are holding a closed driving test meeting on Sunday, 1st May, at 2 p.m., on a site in the University. Regulations are available from Mervyn Pritchard, The Union, University Road, Birmingham 15, who is particularly anxious that past members wishing to join the Graduate section of the club should contact him before this event. . . . **Lancs and Cheshire C.C.** will hold a national race meeting at Oulton Park on 7th May. There will be events for



SPRITE BY NIGHT: Swinging through a bend on the regularity section of the Anglia and Prefect O.C. Aquarius Rally is Miss Rosemary Sears, who finished the event in eighth place.

Coming Attractions

2nd April. Oulton Park Trophy National Race Meeting, near Tarporley, Cheshire. Start, 1.30 p.m.
Wirral 100 M.C. Rhydymwyn Sprint, Rhydymwyn.
Pembrokeshire M.C. Hill-Climb, Lydstep. Start, 1.30 p.m.
2nd-3rd April. Bugatti O.C. Testing Days, Prescott, near Cheltenham. Start, 11 a.m.
Taunton M.C. Annual Rally.
Maidstone and Mid-Kent M.C. National Hopper Rally. Start, Brands Hatch, 6 p.m.
3rd April. West Essex National Sprint Meeting, North Weald Aerodrome, near Epping. Start, 11.30 a.m.
North Wales C.C. Cymru Trophy Trial.
9th-13th April. Hants and Berks International Mobilgas Economy Run. Start, Worthing.
10th April. Chiltern C.C. Hill-Climb, Harleyford, near Marlow, Bucks. Start, 2 p.m.
Yorkshire S.C.C. Hill-Climb, Castle Howard, near York. Start, 2 p.m.
Grand Prix de Bruxelles (F2), Brussels, Belgium.
15th-18th April. Circuit of Ireland International Rally.
East African Safari International Rally.
18th April. Grand Prix de Pau (F2), Pau, France.
B.R.S.C.C. National Race Meeting, Brands Hatch, near Farningham, Kent.
Nottingham S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics. Start, 11.30 a.m.
B.A.R.C. International Race Meeting (F1), Goodwood, near Chichester, Sussex.

sports cars, saloon cars, Grand Touring cars, F2 cars and F.J. cars. Regs. are available from E. N. Bloor, 33 Gibwood Road, Northenden, Manchester 22, who must have all entries by 7th April. . . . All Scottish clubs and the Combined Universities M.C. are invited to the **Edinburgh U.M.C.'s** Murray Cup Rally on 8th May. The start of this 150-mile event will be from Kincardine-on-Forth at 10 a.m. and secretary of the event is Kenneth Ross, 206 Colinton Road, Edinburgh 11. . . . **Sunbac** will be holding several hill-climbs on the main drive of Ragley Hall, near Alcester, Warwickshire, this season. Invited clubs to the first event on 23rd April are: B.A.R.C., B.R.S.C.C., Bugatti O.C., Midland A.C., Coventry and Warwickshire M.C., Hagley and D.L.C.C., Shenstone and D.M.C., Midland M.E.C. and Wirral 100 M.C. Regs. may be had from J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, Warwickshire, and entries close on

13th April. . . . **Bristol M.C. and L.C.C.** will be holding a standard production car trial on 8th May, starting at 11.30 a.m. from Chipping's car park, Wotton-under-Edge. Regs. for this 40-50-mile event are available from D. T. Duffy, Silverden, Ridgeway, Long Ashton, near Bristol, and invited clubs are Burnham-on-Sea M.C., Stroud M.C., Cirencester M.C., Sunbac, South Wales A.C., Dowty M.C., Herts M.C., Hagley and D.L.C.C. and M.G.C.C. . . . **Nottingham S.C.C.** are to run a national race meeting at Mallory Park on 18th April, starting at 11.30 a.m. There will be a qualifying event for the AUTOSPORT Series Production Sports Car Championship and events for saloon, F2, F.J. and sports cars. All entries must reach J. F. Starling, N.S.C.C., Clumber Chamber, Thurland Street, Nottingham, by 4th April. . . . **Knowldeale C.C.'s** Nite-lite Rally will take place on 9th-10th April and will cover about 200 miles. The event is open to: B.A.R.C., Bolton-le-Moors C.C., Cavendish C.C., de Lacy M.C., Fylde M.S.C., Glossop and D.M.C., Lancs A.C., Morecambe C.C., North Staffs M.C., and Stockport M.C. Regs. are available from K. B. Duckworth, Dorincourt, Heywood, Lancs. . . . **Fylde M.S.C.** will organize their Moonlight Rally on 23rd-24th April, starting from Blackpool and Rochdale. The event is open to B.A.R.C. (N.W.), B.A.R.C. (Yorks), Bolton-le-Moors C.C., Knowldeale C.C., Lancs A.C. and Sheffield and Hallamshire M.C. Entries to J. L. Severns, 413 Warbreck Drive, Bispham, Blackpool. . . . **Liverpool M.C. and B.A.R.C. (N.W.)** will jointly promote a closed semi-sporting trial for standard cars on 10th April, starting from Broxton at about 11 a.m. Secretary of the meeting is R. H. Moore, Stavely, Park Road North, Birkenhead, who must have all entries by 7th April. . . . **Newport Car Club** are to hold a restricted driving test meeting at the local Barrack Square on 24th April, starting at 2 p.m. The following clubs are invited: Barry, Bugatti O.C., Caernarvonshire M.C., Carmarthen, S.W.A.C., Swansea, Dowty, Cheltenham, Five Star, Hereford, B.A.R.C. Entries close on 20th April and regulations can be obtained from T. Edwards, 4 Eveswell Park Road, Newport, Mon.

Blumer Wins The "Grinton Picnic"

Another Tough Darlington and D.M.C. Event

SOLE invitation rally on the Darlington and District Motor Club's crowded calendar, the "Grinton Picnic" has gained a reputation in the North-East as a tough event which takes the most out of any driver and navigator. The 1960 event, held on 20th March, was no exception and confirmed "Picnickers" said that this was one of the toughest in the series.

The plot was similar to last year—a number of controls dotted about the whole North-East corner of England carrying varying numbers of bonus points. The object was to collect as many bonus points as possible during the seven hours from 10.30 a.m. to 5.30 p.m. by visiting as many of the controls as could be reached without the risk of incurring heavy penalties for late arrival at the finish.

That is what led to 37 competitors clamouring around organizer Alan Stephenson at the Catterick Bridge Hotel for the route sheets. All were handed out together, but there was no risk of a mass start as the competitors immediately flopped on to tables in the hotel lounge to see what was required and to plot the route to the controls they thought they could reach.

Twenty-four controls were listed and were as far apart as Whitby Moor in the east, Gisburn, near Clitheroe, in the west, Aldborough, near Darlington, in the north, and Dacre Banks, near Pateley, in the south. Others were dotted about in such places in the Yorkshire dales as Muker, Kettlewell, West Burton and Stainforth and on the Yorkshire moors as Hawnby and Swainby. The controls were scheduled to be open at different times during the day—the only indication of the probable route which the organizers intended.

It took a full ten minutes before the first car left the park, and others left at irregular intervals until almost a full half-hour after the route sheets were handed out.

Gradually the scheme became apparent. The cars went north to Scorton and Aldborough, south via Newsham and then over minor roads to Marske in Swaledale. A further leg south was via Leyburn and Carlton to Kettlewell via Park Rash, back again over Kidstones Pass to West Burton and on to Muker, turned south over Buttertubs Pass to

Stainforth, and a few faster cars continued to pick up more bonus marks at Gisburn. Then east via Burnsall and Dacre and then across the plain of York to the Easingwold area, north to Hawnby and Swainby and then return to the finish at Catterick Bridge by a final control at Catterick Camp.

It was so arranged that a fairly large number of controls of lesser value could be visited by sticking to the "inner ring", but the farther-flung controls of greater bonus marks could be collected by those venturing farther away.

Where the average value of each control was about a dozen points and the penalty for arrival at the finish after 5.30 p.m. was two marks a minute, it did not pay to be late at all, and the cars streamed in thick and fast between 5.20 p.m. and the finish time. Only four cars incurred penalties for lateness, including the organizing club president, Joe Carter. The worst was 16 minutes late back.

Only two cars failed to finish, one being affected by a failing clutch and the other ripping the sump plug out on an uneven road.

As the cards were handed in, it was soon apparent that some cars had got around to a lot more places than others. The previous year's winner, Jimmy Blumer, had visited 18 controls and it looked as though he was set for another win until F. H. Reaks came in and handed over a card bearing 19 stamps. The previous year's runner-up, Phil Walton, had been to 17 controls, helped, no doubt, by the power of his new Mk. II 3.8 Jaguar.

The smaller cars had visited from 14 controls downwards to one who got only nine.

When the results were announced it was learned that Jimmy Blumer in his 3.4 Jaguar was again the winner of the "Picnic" with a score of 202½ bonus marks from his 18 controls. Reaks, who drove a TR2, got 180 marks from his 19 controls to get the runner-up award. Walton tied with A. T. Crusher (Sunbeam Rapier) for third position with 173 marks, but Walton was decided the winner as he had covered less mileage. Best of the small cars was T. Allison, of the organizing club, in a Morris 1000 who collected 171 bonus points.

A long, fast and tiring event, the "Grinton" was certainly interesting in

that it traversed well-known rally roads in daylight, but even Jimmy Blumer said that it was more tiring even than racing on the Nürburgring! He should know!

PETER CRAVEN.

Provisional Results

Grinton Trophy (best performance): J. Blumer (Jaguar 3.4), 202½ bonus points.

C. U. Peat Trophy (runner-up): F. H. Reaks (Triumph TR2), 180 marks.

Northern Goldsmith's Trophy (best opposite, up to 1,250 c.c. class): T. Allison (Morris Minor 1000), 171 points.

First-Class Awards (up to 1,250 c.c.): S. Carruthers (Ford Anglia), 162½; W. Edwards (Austin-Healey Sprite), 153; J. Graham, Jr. (Morris Minor 1000), 152½.

Over 1,250 c.c.: W. L. Edgar (Singer Gazelle), 173; P. G. Walton (Jaguar Mk. II 3.8), 172½.

Team Award: J. Blumer, P. G. Walton and P. M. Craven (Triumph TR3A), 532½.

WEST ESSEX C.C. CLOVER LEAF RALLY

STARTING from Lamb's Garage, Woodford Green, 64 competitors set out on what proved to be a tough and arduous course of some 240 miles. The first section consisted of a closed route card, of about 65 miles with set average speeds to maintain, and six time and secret time controls to be visited. This section finished at the Barn Restaurant and Filling Station, Braintree, which was used as a Central Time Control.

After a supper and refuelling halt of one hour, competitors tackled section two. Divided into three parts the section consisted of a number of route checks to be visited via a defined route, and others by measurement from known points and finally a short distance of "reversed" route card. A number of competitors were a little late at the intermediate time controls on this section, which proved to be difficult.

The first part of the last section set competitors a difficult problem. They were required to visit any 15 out of 20 route checks in any order, plus three intermediate time controls within specified times. The location of the checks, all with directional approaches, gave little margin for error. After a simple driving test the second part of this section consisted of a "Tulip" route card, with information to be obtained at various points.

M. B.

Results

Outright Winner: J. R. Snow/R. Britt (TR3), 610 marks lost.

First Class Awards: 2. E. E. Davis/D. S. Davis (Triumph Herald), 1,070 marks lost; 3. S. L. Greenfield/D. L. Greenfield (Zephyr), 1,310 marks lost; 4. C. S. Perkin/V. Wake (Wolseley 6/90), 1,430 marks lost.

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M.G.C.C.—N.W. CENTRE**Cockshoot Cup Rally**

DESPITE a quite extraordinary lack of interest on the part of members of the promoting club, the M.G.C.C.'s (N.W. Centre) Cockshoot Cup Rally was run successfully.

With starting points at Huddersfield and Manchester, competitors left at one-minute intervals from 10.30 p.m. onwards on Saturday evening and joined a common route near the Holme Moss television station. The 250-mile route took competitors through Yorkshire, Derbyshire and Staffordshire, finishing with a tie-deciding driving test near Buxton at about 7.30 a.m. on Sunday morning.

That the driving test was not necessary to find the winner is shown by the fact that only 13 competitors completed the course and of these only three visited all the 42 controls. Although the weather was almost perfect for drivers and navigators some short sharp sections located by map references together with five Tulip-type sections seemed to keep even the most experienced crews on their toes, and there were no "clean sheets".

P. Lichtensteiger and J. Hopwood put up a magnificent performance in their Morris Mini-Minor by losing only 8 mins. in the first section and only 1 min. in the second section. Miss Jackie Walker driving in her first rally with Michael Sutcliffe as navigator also put

up a very fine performance by bringing their Morris Minor 1000 into fourth place overall. This effort would no doubt have been improved upon if the male part of the crew had not left their road book with a marshal in their haste at a control. Fortunately for them another competitor was sighted, stopped and sportingly gave them a copy of the missing information!

The event appeared to be enjoyed by both the successful and the less successful alike. There were no accidents to any of the competitors with the nameless exception of one chap who was hurrying for his breakfast having already retired! Fortunately a passing Army truck stopped and towed him from the ditch and he got his breakfast.

Perhaps another year North-West Centre members will realize the club is running a rally and offer to marshal even if they are mostly too tired to enter.

J. H. B.

Results

Cockshoot Cup: R. P. Lichtensteiger/J. Hopwood (Morris Mini-Minor).

Twynford Trophy: M. H. Pickersgill/M. Kempley (M.G.A. 1600).

Sydney Norris Trophy: Mrs. D. Harris/D. Smith (Austin-Healey Sprite).

Novice Award: A. J. Ridy/G. Crux (Renault Dauphine).

Graham Bros. Cup (Team Award): M.G. Car Club (N.E. Centre).

Sports Cars: H. R. W. Hughes/J. C. Baker-Courtenay (M.G.A.).

Touring Under 1,000 c.c.: R. Wilson/R. Fidler (Ford Anglia). **Over 1,000 c.c.:** B. W. Moss/G. R. Monkman (Riley 1.5).

Snetterton—continued

led home a mixed field of F2 machines and Juniors in an event for "single-seater racing cars". Brian Naylor, now recovered from his extremely unpleasant accident at Oulton Park last year, appeared in his new J.B.W.-Maserati but seemed to be off-form—although he was to prove different later in the day. Keith Greene took an immediate lead right from the start and at the end of the first lap was well ahead of Ken Twisk (Cooper F2) and John Campbell-Jones (Cooper F2). Thereafter he extended his lead until well over half a minute separated him from the rest of the field and never looked like losing the race. Behind him, Twisk's motor went sick after five laps, allowing Campbell-Jones to take second place. Greene recorded fastest lap in 1 min. 39 secs. (97.76 m.p.h.).

Race four was an eight-lapper for 1,100 c.c. sports cars and saw the expected win for Tony Rees's Lola, which romped home at 88.85 m.p.h. to win from M. Niven's Lotus Eleven, G. Eden's

Lotus Seventeen and Tom Threlfall's Lotus Eleven, recording fastest lap on the way in 1 min. 47 secs. (90.84 m.p.h.).

Next race was the 10-lap *Formule Libre* race, which saw a tremendous high-speed duel for the lead between the Formula 1 Maserati-engined cars of Keith Greene and Brian Naylor. Greene made an excellent start, and was ahead by a wide margin at the first bend to retain his lead throughout the first lap. On lap two, however, Naylor's J.B.W. got through and thereafter the two cars thundered past the pits as though tied together. Greene just unable to get ahead. Steady third and fourth places were held by Steve Ouvaroff and Tony Marsh, both in Formula 2 Coopers, while fifth place was held by John Bekaert for the first three laps. On lap four, however, the big Lister was passed by Niven (F2 Lotus) and Campbell-Jones (Cooper) the latter passing the Lotus on the following round.

Then, with two laps to go, Naylor came past alone, while Keith Greene

trundled down the hill to retire with a dead engine—the gearbox had shouted "enough". The J.B.W. was now uncatchable, and although Ouvaroff and Marsh continued their battle for (now) second place, the latter was unable to get through and had to be content with third place. Naylor's winning average speed was 95 m.p.h., and his fastest lap completed in 1 min. 40 secs. (97.56 m.p.h.).

Last event was an eight-lap race for G.T. cars, and practice for this produced the intriguing situation that, of an enormous number of Lotus Elites, only that driven by Graham Warner was quicker than Alan Foster in one of Dick Jacobs's M.G.A. "Twin-Cams"! The other Jacobs car, incidentally, was driven by Les Leston in place of Tommy Bridger, who had to cry off as his wife was expecting an addition to the family shortly!

At the outset, however, it was Russ Taylor in the ex-Protheroe XK 120, now running under Cambridge Racing colours, with Graham Warner and Alan Foster in close attendance. On lap four Warner squeezed past on the right-hander following the pits, nipping through on the inside of the Jaguar. Next time round Warner led through the same bend, while the Jaguar started to spin, struck the bank at the side of the track and overturned in spectacular fashion, Taylor being almost unhurt. On the same lap Sir Gawaine Baillie (Elite) passed Bob Staples (Ace-Bristol) and, without the Jaguar, the order became Warner, Foster, Baillie and Staples—and so it remained to the end. Class winners were Doc Shepherd (A40), Warner, Staples and Don Parker (Jaguar XK 150).

MARTYN WATKINS.

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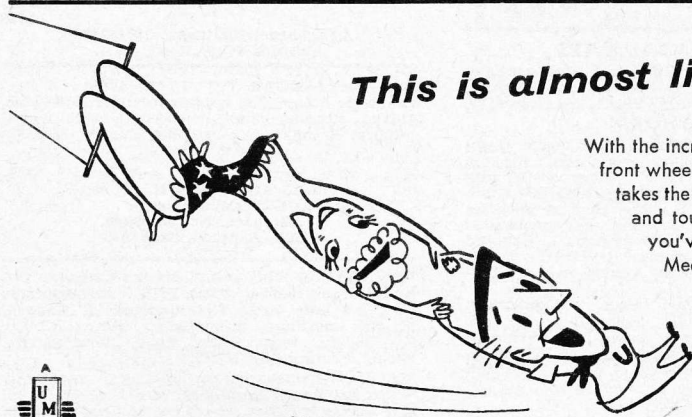
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Ladies' Award: Mrs. I. Smith (M.G.A.), 33.68 s.

More Club News on page 452

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S. H. RICHARDSON & SONS, LTD.—Wanted, Aceca-Bristol.—Tel.: Colnbrook (CN 8) 2258, 1955 A.C. Ace, specimen car, one owner, works maintained from new. £780.—30 East Park Parade, Northampton 31743.

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Classified Advertisements—continued

M.G.—continued

M.G. TA, 1938, B.R.G., good engine, tyres, electrics. Taxed, tonneau, spotlight. £185.—66 St. Michaels Crescent, Luton (weekends), or AMBassador 9909 (London).

M.G. TC, Dec, 1949, exceptional condition mechanically and bodily, many extras. £300 o.n.o.—69 Middleton Road, Manchester, 8. CHE 1334.

M.G. TC, 1947, black, PVC hood, new tyres, battery, recon. engine 15,000 mls., new fog light and demister, steering and brakes just reconditioned. £270 o.n.o.—Tel.: Ruislip 8800, after 7.

M.G. TC (1947). Excellent condition, unmarked white cellulose, radio, spots, well shod. £325 o.n.o.—17 Highgrove Way, Ruislip, Middx. Ruislip 3484.

M.G. TF 1500, 1955, immaculate grey, X tyres, spots, etc. £545. H.P.—MALden 4280.

PLAYFORD M.G. sports-racing car, full modifications. One of the fastest and prettiest M.G.s ever seen. Ready for a full season's racing. £750 o.n.o.—Brian Playford, Epoch Works, 231A Bensham Lane, Thornton Heath, Surrey. THOrnton Heath 5394 between 9 a.m. and 5 p.m., or ELMbridge 3129 evenings.

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1958 (Sept.) M.G.A coupé, white with black leather, original owner, X tyres, heater, £825.—Nicholas, Bonson House, Fiddington, Bridgewater. Combwich 441 (office hours).

1952 M.G. TD, red, new tyres, spot light. £430 o.n.o.—Apply 90 Stockingstone Road, Luton, Bedfordshire.

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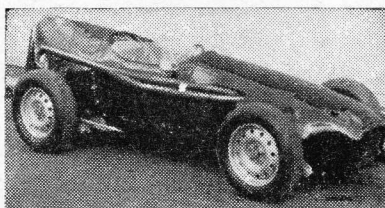
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1500 Climax TC, new 1.7 pistons ... **£40**
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Pair Cooper drive shafts ... **£20**
Trailer ... **£25**
Various Norton TC spares including pistons, valves, barrel, cylinder head, and many other parts not listed. Apply:

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(Continued overleaf)

Classified Advertisements—continued

SPORTS CARS—continued

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1958 Wasp lightweight trials car. All mod. con. but less engine. £110 o.n.o.

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1954 Wasp F3, fitted with 996 c.c. J.A.P. racing engine for sprints. A potential winner with the right driver. £225 o.n.o.

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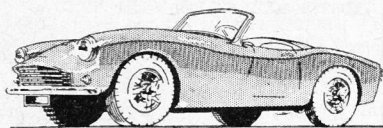
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Beautiful yet practical glass fibre body. Luxuriously upholstered interior. Perfect all-weather equipment. Optional detachable hardtop. Doors that just shut with a click. Large luggage boot accessible from exterior with locking lid. 60 b.h.p. 950 c.c. B.M.C. engine with Alexander light alloy crossflow cylinder head. The Alexander Turner is the de-luxe Sports Car. Developed by combining the superb roadholding and suspension of the 1959 Autosport Championship winning Turner with the power unit which brought Geoff Williamson so many Saloon Car Race victories in the Alexander Austin A.40 in 1959. Rack and pinion steering, independent wishbone front suspension, ultra-stiff tubular steel frame, trailing arm torsion bar rear suspension, located with a Panhard rod, ensures perfect roadholding under all conditions. Capable of over 100 m.p.h. Fuel consumption around 40 m.p.g. Optional extras include 75 b.h.p. engine, wire wheels, disc brakes, close ratio gearbox, ZF differential and a host of other extras.

Complete car £895. Set of components £645

The set of components can be easily assembled without special tools. No special engineering skill required.

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SUNBEAM Rapier specialists. Demonstration car available. Order now for early delivery. —Warnell Motors, Ltd., 242-248 Wood Street, Walthamstow, E.17. Tel.: COPpermill 1410, 1419.

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SUNBEAM-TALBOT 2-litre, exceptional condition, first reg. 1950, bills for recent work. Around £250.—Phone: VIGilant 5447 (London).

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A 1955 TR2-engined SWALLOW DORETTI, in good condition throughout, steel grey with red upholstery, new red hood and side screens, fitted tonneau cover, heater, Michelin X tyres, fog and spot lamps. Maintained by Triumph agents. Price, £560.—Phone: daytime, Barker, Chester 23123.

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TORNADO Typhoon occasional 4-seater, hard-top, sidescreens, etc., 12v. electrics, 4.7 axle, special wheels, rev. counter, 80 m.p.h., 40 m.p.g. £350 o.n.o.—Bullen, Tornado Cars, Rickmansworth 5176.

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SPORTS AND RACING CARS EX-STOCK.

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TRAILERS for Go-Karts, trials and racing cars.
New and secondhand, from £25.—See "Engineering Services", Don Parker.

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offer

TR3A, 1958. Two-seater in sky blue, with disc brakes, twin spots, X tyres, heater, tonneau, washers, mirrors. £845

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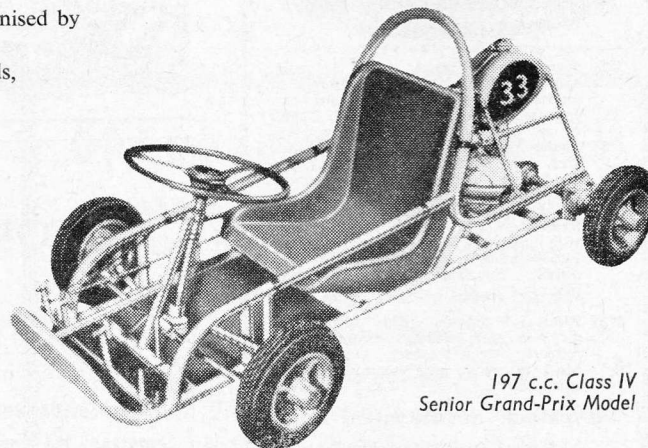


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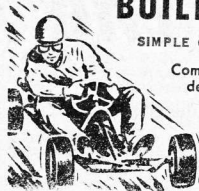
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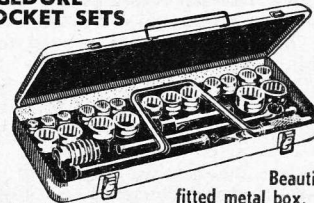
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United Hospitals and U.L.M.C. Rosette Rally

ALREADY in a national event this season the M1 motorway has proved to be something of a nuisance to rally enthusiasts progressing across O.S. Sheet 160. Once again, this time in the United Hospitals and University of London M.C.'s restricted Rosette rally, this masterpiece of English roadwork provided an unexpected hazard to the more lowly slung cars among the 58 starters that left Edgware on Saturday night, 12th March. A straightforward "Tulip type" route card, initially drawn in the normal fashion and later drawn in reverse, took competitors along a minor road built under the M1. A rain shower preceding the event had rendered this section waterlogged to a depth of 9 ins. and this, combined with two fords already taken *en route*, sent some six or so cars out of the running. They either stopped in a "sparkless fury" or slithered off the road in a "brakeless confusion", the latter method succeeding in placing an Austin-Healey 100/6 sideways up a 14 ft. bank where it lay unharmed for many minutes.

The sections that followed were straightforward enough and involved passing along a route that did *not* pass through any of about 30 map references, and the accurate plotting of 15 code words and some half a dozen time controls. This led the cars to a supper stop which must surely have been placed on the coldest and highest spot in Berkshire. Even the steaming hot preparations of the mobile canteen failed to keep out the

chill and many were glad to set out on the next section. This proved to be a simple sequence of spot heights to Goring Heath, where at about 2 a.m. the first car set out on the main part of the event, a 110-mile section of marked map. The route utilized several white roads and a profusion of yellow roads found in the Chilterns and was decidedly tight. There were 31 controls, 18 or so being manned time controls. Several sections were as short as 3 mins. in length of time and one navigational error here resulted in almost certain penalty. One code word was removed from its position by a "well wisher", but as these were all repeated in paint on the road, most crews found the missing "M". However, mud obscured the road signs and some unfortunately failed to decipher the mixture of paint, rain and Chiltern soil, but one generous competitor was heard to say, "Apart from repeating the letters with sky writing on a 20-ft. banner, what more could the organizers do?" This section concluded at Burnham Beeches, where a novel driving test involving speed of navigation and speed of driving was used to decide any ties. The end was soon in sight and 12 miles later lay the breakfast stop and finish at London Airport, to be reached by the first man home at 6.30 a.m.

To have lost only 7 mins. over such a varied run of some 310 miles was most creditable and the winning team of D. F. Gray and S. M. Actman in a pale

blue Sprite in fact only lost 70 penalty points for their almost faultless run. Sam Actman thus repeats his performance of last year by again navigating the winning car. He has already been approached as a potential organizer next year! The runners-up, A. Hornall and R. Long in a Zephyr II, and Ron Aldridge and Ken Coombs in a 105E Anglia were close behind with 80 and 130 penalty points respectively. It is to be regretted that as many as 30 cars had to be retired as a result of exceeding the maximum period of aggregate lateness of 1 hour. Crews with penalties as low as 800 were retired as a result of exceeding this limit, whilst many with penalties over 2,000 were still classified as finishers. Perhaps the former will remember to cut out the odd route check or two when running out of time.

Comments varied on the event, but all agreed that the layout was difficult and that with a cosier supper stop and bigger and better road painting crew next year this event should be worthy of their entry again in 1961.

Results

Winner: D. F. Gray/S. M. Actman (A.-H. Sprite), 70 points.

Runner-up: A. Hornall/R. W. G. Long (Zephyr II), 80 points.

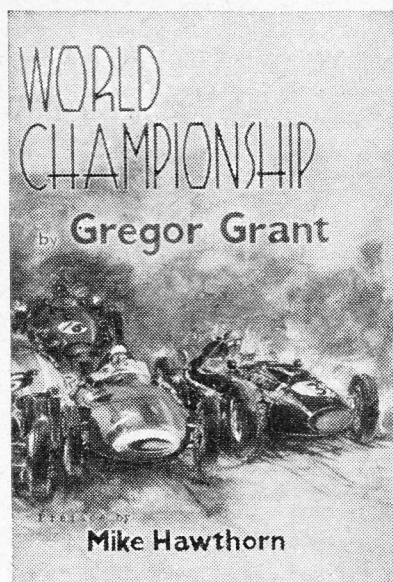
Class Awards: R. A. E. Aldridge/K. Coombs (105E Anglia).

Under 1,600 c.c.: R. and Mrs. P. Witheyman (Triumph Herald).

Over 1,600 c.c.: 1, A. D. Roberts/R. E. Abbott (Peerless); 2, S. G. Lake/G. Lake (Jaguar 2.4).

Team Prize: London M.C. (F. W. Lancaster/J. B. Makin (Zephyr II); A. J. Rice/R. Parrott (Zephyr II); G. Satchell/Mrs. V. Satchell (Austin-Healey 100/6).)

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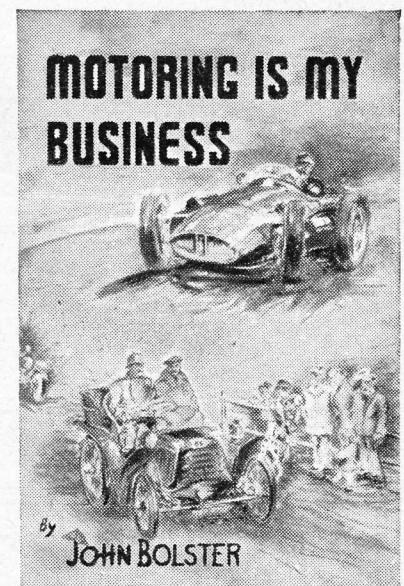
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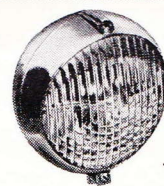
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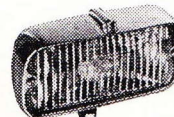


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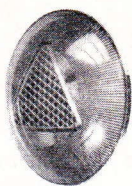
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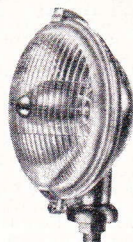
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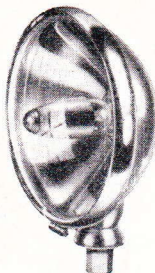
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