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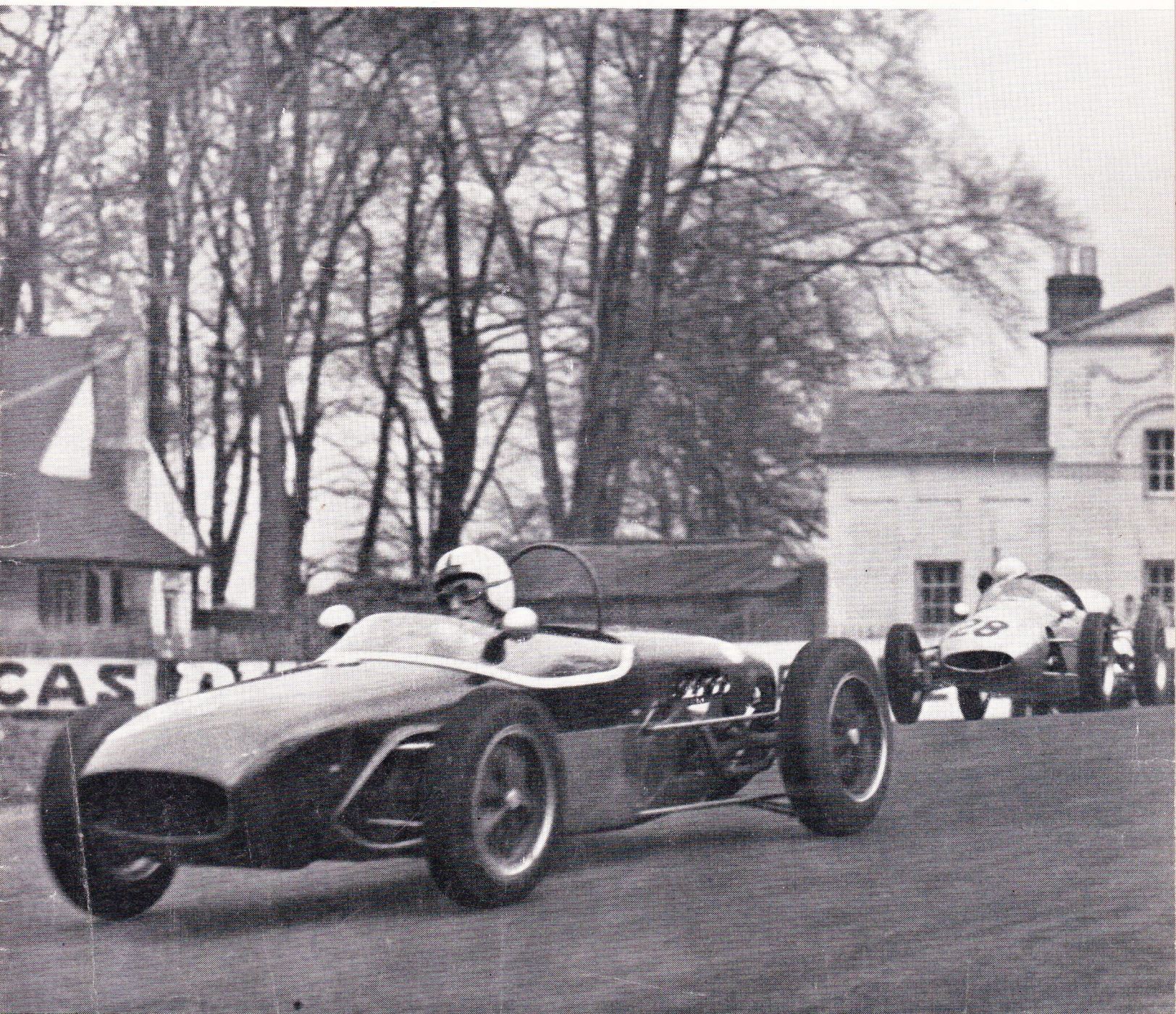
BRITAIN'S MOTOR SPORTING WEEKLY

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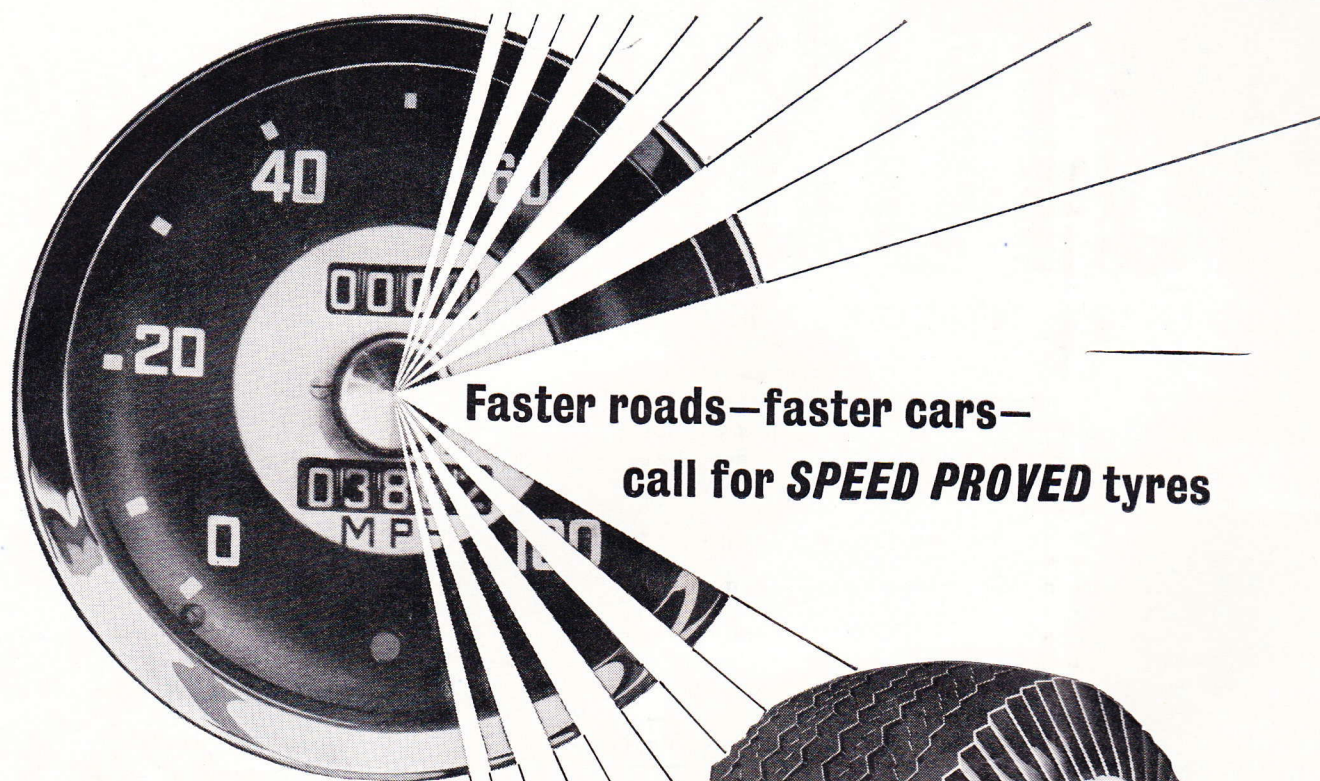
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IN THIS ISSUE

SURVEY OF FORMULA JUNIOR : EASTER SPORT PREVIEW

JOHN BOLSTER TELLS THE SHEFFIELD-SIMPLEX STORY : THE BRUSSELS GRAND PRIX



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A30	£6	19	6	Dauphine	£7	19	6
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A55 (Farina)	£6	19	6	1.5	£6	19	6
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Zephyr/Zodiac Mk. II and III	£7	19	6	Victor Series I	£6	19	6
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Mark VII	£15	10	0	15/50	£6	19	6
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MORRIS				tion to 60 m.p.h. . . . Top gear road tests £38 10 0			
Minor 803 c.c. o.h.v.	£6	19	6	**Renault "750" as above.			
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Minor 1000 and Traveller	£6	19	6				
Oxford V (Farina)	£6	19	6				
M.G.							
Magnette ZA and early ZB (1½" Tailpipe)	£6	19	6				
Magnette ZB late ZB (1½" Tailpipe)	£6	19	6				
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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EDITORIAL

THAT "HALF-TON" FORMULA AGAIN!

IF anything, Brussels proved that 1½-litre racing is not in the same street as the present category for full-scale Grand Prix racing. Whilst the F2 cars provided an excellent spectacle, there was something missing. It looked just what it was, second-league stuff, despite the presence of top-line G.P. conductors and the fastest of modern 1,500 c.c. machinery. The new circuit, being only a few kilometres from the centre of Brussels, attracted a huge crowd, but all that could be said was that appetites must have been whetted for genuine Grand Prix racing, for which there can never be a substitute. Behind the scenes things are beginning to move, stirred up by the recent S.M.M. and T. announcement, and it is to be hoped that M. Perouse and the C.S.I. delegates can be made to realize that the surest way to lose public support for Grand Prix racing would be to insist on carrying on with the 1,500 c.c. formula for World Championship events. The whole idea behind the S.M.M. and T. decision is to retain Formula 1 racing as a crowd-attracting spectacle: not, as certain Continental journalists have hinted, because British-built cars are at present dominant in this form of motor racing. Because Porsche and Ferrari have constructed F2 cars which could be modified to run in the 1961 formula does not necessarily mean that both concerns would give it their full support. Italy needs a top-grade racing stable for purposes of prestige, and since the withdrawal of Alfa Romeo and Maserati, Scuderia Ferrari has filled the bill, both in sports car and in formula racing. Western Germany has no contender for G.P. honours, and it is difficult to see any concern other than Daimler-Benz being in a position to embark on a Grand Prix programme. The entire motor-racing world awaits the verdict at the special meeting called by the F.I.A. at Lausanne—a verdict which will have a direct influence on which concerns are likely to continue to operate in the most highly developed form that automobile engineering can take.

INTO THE UNKNOWN

NEXT September, Donald Campbell will make an all-out attempt to be the first man to travel on land at over 400 m.p.h., with a target figure of 450 m.p.h. with his Bristol-powered gas turbine projectile. To create a new World Land Speed record with this form of propulsion will carry immense prestige. Backed by British Petroleum, no less than 53 concerns are involved in this experiment into the unknown. Countless problems have to be solved before Campbell and his machine can streak down the Bonneville Salt Flats at speeds far higher than have ever been attained with a driven-wheels vehicle. It is an immense undertaking, requiring the services of hundreds of highly skilled technicians from both aircraft and automobile engineering sources. The late John Cobb's records have stood for a long time!

OUR COVER PICTURE

LOTUS AND COOPER: Mike McKee (Lotus-Ford) and John Surtees (Cooper-Austin) fight out a duel at Oulton Park, where both drivers were competing in the recent National race meeting.

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as lower running costs. Ask your dealer!



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Austin-Healey, Jaguar,
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ON SAFARI: Members of the Rootes Group East African Safari team arrived at Nairobi airport. Left to right in the front row are Syd Henson (Ferodo), Peter Jopp, Ronnie Adams, Mrs. Nancy Mitchell, Norman Garrad (Team Manager), R. L. Thornton (Rootes (Kenya), Ltd., general manager), John Boyes and Dr. Lee Talbot (local drivers). In the back row are J. Ashworth (team mechanic) and Paddy Hopkirk.

SPORTS NEWS

A HILLMAN Minx has won outright one of South Africa's most gruelling events—the 700 miles Tour of Natal Rally. The winning Minx was driven by Gene Bosman and Dr. Nico Vanvuuren.

The news of the victory was received as the works Sunbeam team was preparing for the 3,000 miles East African Safari Rally which starts on 15th April. Five works Rapiers and a Hillman Minx have been entered for the event.

MOTOR RACING WITH THE LORD'S TAVERNERS

AT the Lord's Taverners' Ball last November, the British Racing Drivers' Club accepted a challenge from the Lord's Taverners to a race between electrically driven "Karts" round a circuit on the ballroom floor. The Lord's Taverners maintained their reputation of always beating their guests and during a subsequent conversation with Prince Philip (this year's President of the Lord's Taverners), Jack Brabham doubted out loud the Lord's Taverners' ability to do the same thing if the "Karts" were petrol-driven. The challenge was taken up. As a result, a full-scale race meeting has been arranged by the Lord's Taverners, in conjunction with the British Racing Drivers' Club and the British Racing and Sports Car Club. It will take place at Brands Hatch on Sunday, 17th July, in aid of the National Playing Fields Association—probably the first meeting to be held for charity. As well as the "Kart" clash between some of the world's top drivers and stars of the entertainment world on the newly constructed miniature circuit, there will be four major events on the full circuit for series-production saloons; 1,100 c.c. sports; Formula Junior; and Gran Turismo cars. Among the drivers who have promised to take part are: Jack Brabham, Graham Hill, Bruce McLaren, Innes Ireland, Harry Schell and Joachim Bonnier. The Lord's Taverners are hoping that Stirling Moss, who is one of their members, can be persuaded to drive for them!

As this is a charity meeting, the Formula 1 boys are looking forward to the forbidden pleasure of taking part in the Formula Junior race, and Formula Junior drivers are expected to respond to this unexpected challenge.

DESIGNED by Colotti of Tech-Mec, and with a Mitter-tuned Auto Union engine in the rear, the von Trips-sponsored Formula Junior car may be named the "Taffy".

SCUDERIA FERRARI will not be represented at this week-end's Formula 2 Grand Prix of Pau. Brabham is down to drive the car he used to win the Brussels G.P.

THE A.D.A.C. confirm an entry for Stirling Moss to drive a Maserati 2.8 in the 1,000 km. on Sunday, 22nd May.

THE LE MANS JAGUAR

Hansgen Laps at Over 125 m.p.h. in New 3-litre

THE long-awaited 3-litre "Le Mans" Jaguar commissioned by Briggs Cunningham and associates had its first real test at Le Mans last Saturday, with American driver Walt Hansgen at the wheel. Hand-timing gave him a lap time in excess of 125 m.p.h., and he was said to have got within a second of the late Mike Hawthorn's absolute circuit record with the 4.1-litre Ferrari.

Unfortunately serious engine trouble caused the trials to be abandoned after a couple of hours. The car displayed immense speed down the Mulsanne straight, and appeared to handle extremely well with the new all-independent suspension.

Phil Hill and Cliff Allison were also there with a couple of 3-litre Ferraris, the former being credited with a lap of just on 125 m.p.h.

STIRLING MOSS TO DRIVE LOTUS

So impressed is Stirling Moss with the new rear-engined Formula 1 Lotus that he has decided to drive one in this year's World Championship races, starting with the Monaco Grand Prix. The Lotus, which will be entered by R. R. C. (Rob) Walker and prepared by Alf Francis, will differ from Team Lotus entries in that it will be fitted with Moss's own Coventry Climax engine and the five-speed gearbox/final drive unit specially designed for Rob Walker by the Italian, Valerio Colotti. It will also be painted dark blue—the colour of all Rob Walker's cars.

In all other respects it will be identical with the Formula 2 Lotus in which Innes Ireland scored a runaway win in last Saturday's Oulton Park Trophy race, improving on the previous lap record by no less than 5.2 secs. The design is also basically similar to that of the Formula Junior Lotus-Fords, which finished first, second and third at Oulton Park at an amazing 85.89 m.p.h.

SCARABS FOR MONACO

IT is fairly certain that two Scarabs, to be driven by Lance Reventlow and Chuck Daigh, will open their European season at Monte Carlo on 29th May for the Monaco G.P. Engine tests have now been satisfactorily completed, and the cars were tried out early last week at Riverside.

Should the cars appear, it is to be hoped that they will, at least, qualify for the 15 places on the starting grid.

PORSCHE AND THE NEW FORMULA

IMMEDIATELY following the publication of the British decision to boycott the new formula schedule for 1961, Porsche issued to the Press a statement disassociating themselves from the views expressed in the British resolution and at the same time criticizing it. In view of the fact that 1½ years have passed since the new formula was first made known, why is it, they ask, that the British have waited until barely nine months before its date of introduction to take the stand they have?

AN escorted rail trip to the Le Mans 24 Hours race is being again arranged by Thos. Cook & Son, Ltd., Berkeley Street, Piccadilly, London, W.1, leaving Victoria Station at 1.30 p.m. on 24th June and returning to Victoria the following Monday at about 4 p.m. An inclusive charge of £27 is made for travel accommodation and reserved seats to Paris and back, hotel accommodation, grandstand seats at Le Mans and the services of a courier. An alternative coach/air/coach trip is also being run, costing £29. Bookings should be made as soon as possible.

FOUR Triumph TR3As and two Triumph

Herald coupés have been entered by the Standard-Triumph Group in the international Tulip Rally from 2nd-7th May. The team is: J. Wallwork/J. H. Brooks (TR3A); R. Slotemaker/R. Crellin (TR3A); K. Ballisat/S. Turner (TR3A); Mlle. A. Soisbault/Mlle. R. Wagner (TR3A); I. D. L. Lewis/H. A. R. Nash (Triumph Herald coupé); W. Stoddart/R. Burn (Triumph Herald coupé).



Wins again

BRUSSELS GRAND PRIX

10th APRIL 1960

1st

Jack Brabham

COOPER-CLIMAX

(Subject to official confirmation)

Using ESSO EXTRA MOTOR OIL—

THE WORLD CHAMPION MOTOR OIL

—exactly the same superb mineral oil you can buy
from your local Esso Dealer.

Easter Parade

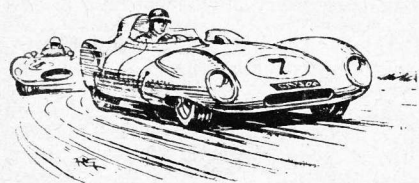
A Guide to Holiday Motoring Sport

THE usual spring festival of motor sport takes place this year, with over half a dozen events scattered over the length and breadth of the country and catering for all tastes from hill-climbs to International Formula 1 racing.

The week-end starts off with the B.R.S.C.C. race meeting at Rufforth, where northern enthusiasts will be able to see a good and varied entry chasing another victory or another of those elusive six signatures. This event takes place on Saturday and the Rufforth circuit is situated five miles or so west of York on the B1224 road.

On Sunday there is the speed hill-climb at Catterick camp which the Darlington and D.M.C. are organizing on this fast course which lies a few miles west of Catterick Bridge, Yorkshire. To reach it you travel by A1 from both Darlington or Boroughbridge and thence by A6136 to Catterick Camp. A hill-climb always makes a good trip out on a fine Sunday afternoon and anyone who has not been to one of these events before will find a nice, friendly atmosphere.

Then we come to Easter Monday, when there are no less than five events on the programme. Main fixture of the day is the International meeting at Goodwood, near Chichester, Sussex, which starts at 1.30 p.m. for a programme of Formula 1, Formula 2, Formula Junior, sports, touring and grand touring



machines. Feature event is the international "100" for F1 cars which will see Stirling Moss in one of his comparatively rare home circuit appearances this season, to drive Rob Walker's Cooper-Climax. Joakim Bonnier, Dan Gurney and Graham Hill will appear with B.R.M.s, and this may be the first occasion on which the new rear-engined car will be seen in this country. Bruce McLaren, present leader in the World Championship table, will be driving one of the two works Coopers while Harry Schell and Chris Bristow will be conducting the two Cooper-Climaxes of the Yeoman Credit Racing Team. An especially interesting entry is that of Tony Brooks, in one of the 1960 Vanwalls, and one which will be watched particularly closely after the marque's fine record of success in past seasons. In the "Tommy" Atkins Cooper-Climax will be Roy Salvadori, and Team Lotus, hoping to continue their recent run of well-deserved success, will field cars with Innes Ireland and Alan Stacey as drivers. Keith Greene makes another Formula 1 appearance in the Gilby Engineering Cooper-Maserati, in which he competed with some success at Snetterton last month.

The Goodwood meeting will also be the first big race in Europe for Dennis

Hulme and George Lawson, who have come over from New Zealand to represent the N.Z.I.G.P. Racing Team: if they meet with the success of countryman Bruce McLaren then both these gentlemen, both Cooper-Climax-mounted, will be well worth watching.

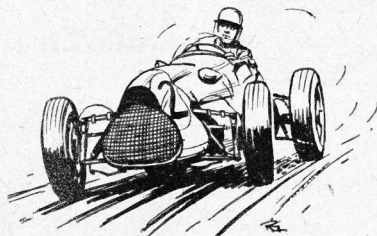
Other races at Goodwood will include the Formula 2 Porsche, entered by Rob Walker, in the hands of Stirling Moss; this was the car in which Stirling led the Syracuse Grand Prix until valve trouble forced its retirement at about half-distance. The other Formula 1 drivers also appear in this event, supplemented by men of the calibre of Jimmy Clarke, also a F1 pilot in his own right, Bruce Halford and Mike McKee.

The Chichester Cup race for Formula Junior cars will be contested by no less than 10 separate marques, and the new Terrier is due to make its competition debut in this event, in the hands of Brian Hart. This car, of course, comes from the same stable as last year's incredibly successful Terrier 1172 Formula machine and its performance against strong opposition on its first appearance will be most carefully watched. Works entries from Lotus and Elva will be supported by Deep Sanderson and Envoy entries, those of the Ken Tyrell Coopers (in the hands of Keith Ballisat and Henry Taylor) and a Stanguellini, to be driven by P. Hondusse, go to make up an interesting field which should produce some close racing.

Lister-Jaguars, "D"-type Jaguars, Cooper Monacos, Aston Martins, Lotuses, a Porsche and a Tojeiro-Jaguar form the competition for the unlimited sports cars race, in which Bruce Halford, Roy Salvadori, Mrs. Jean Bloxam, Michael Salmon, Peter Mould, Peter Sargeant and Keith Greene have their names on the programme.

Race fans at Brands Hatch on Easter Monday will have a good chance of seeing some of the fastest sports, grand touring and saloon car races ever run at the circuit, for during the winter the track has been considerably smoothed out, particularly at Paddock Bend and Clearways. The last-minute entry of David Piper may mean that there will be a new sports car lap record by the end of the day. Piper has entered a Lotus XV (powered by a 2½-litre Coventry-Climax engine) for the unlimited sports car race. Other entries for this race include Gordon Lee (Lister-Jaguar), H. W. Epps (Lotus XV) and three of the fantastic Lolas. These will be driven by Chris Steele, A. B. Rees and D. Hitches.

The first round of the John Davy



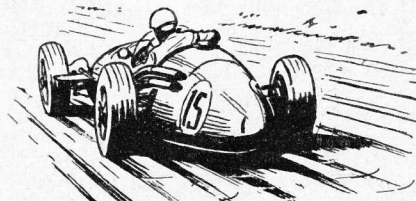
Trophy for Formula Junior cars has drawn 12 entries. Among them are a works Elva-Auto Union, to be driven by D. G. Addicott, two Envoys (P. Ellis and B. P. Spicer), a works Gemini (Graham Warner) and a Cooper-Auto Union (Bernie Ecclestone).

Air Vice-Marshal D. C. "Pathfinder" Bennett has entered three Fairthorpes for the meeting—a Zeta in the unlimited sports car race; an Electron in the Grand Touring car race and an Electron Minor in the up to 1,000 c.c. sports car race.

The grand touring race has a fine line-up including Doug Uren (3.8 Jaguar), R. Stelfox, R. North and C. D. Hextall (TR3s), Bob Staples (A.C.-Bristol), Richard Shepherd-Barron (Alfa Romeo) and the Lotus Elites of Graham Warner and Bernie Ecclestone.

The touring car races at Brands are always exciting and Easter Monday's should be no exception with entries from Doc Shepherd, Paddy Gaston and Geoff Williamson (A40s), the Cambridge Racing Team (B. D. Whitaker and J. Richard Aley) in A35s, and J. Judt in a D.B.-Panhard. The man to watch though may well be John Young in his phenomenally fast Ford Anglia.

The meeting, organized by the British Racing and Sports Car Club, begins at 12.30 p.m.



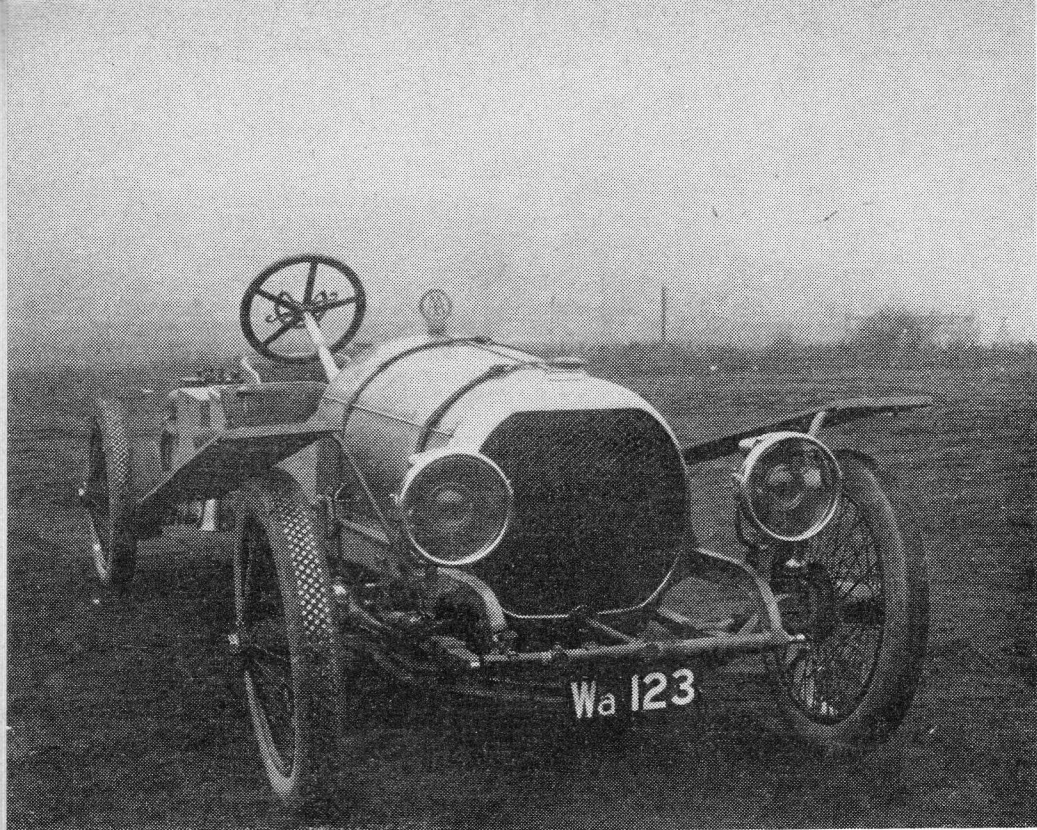
Midland enthusiasts will find a full programme of Easter racing at Mallory Park, near Hinckley, Leicestershire, where the Nottingham Sports Car Club's national race meeting takes place on Monday, starting at 1.30 p.m. A programme of nine events has drawn a total entry of over 100 cars. Main events of the day are a 25-lap Formula Junior race and an event of similar duration for *Formule Libre* cars, with a first prize of £200 in real money. Notable among those competing are Chris Meek (who will drive Peter Gammon's Lola), Brian Naylor, Tim Parnell, Chris Summers, Ron Carter, Cedric Brierley, Tom Threlfall and H. Graham, while the circuit and its facilities have received attention since last year. Improvements include a new entrance and exit in the lane behind the Lake Esses and the laying of a hard path for spectators around this part of the course. The spinney has been cleared behind it, and this part of the course now boasts several new amenities, together with a platform stand which has been erected on the site from which the whole of the circuit is visible. There is now provision for spectators to move the whole way round the circuit, several small stands having been erected at, particularly, Gerards Bend and in the start and finish area.

The north is not forgotten on Easter Monday, for the Middlesbrough M.C. has a race meeting on that day, while for south-western enthusiasts there is the popular annual fixture, the Trengwainton hill-climb, organized by the West Cornwall M.C. The hill is some 2½ miles north-east of Penzance, and B3312 is your approach road.

IMPOSING: Even with a sketchy "test-body" the Sheffield-Simplex is an impressive sight in this contemporary three-quarter front view.

the knob could be wobbled laterally to select the three speeds and reverse. The hand brake operated on the rear hubs, but there was no foot brake pedal, the band brakes on the countershaft sprockets being applied by full depression of the clutch. The chassis was conventionally mounted on semi-elliptic springs.

At the end of 1906 the firm was installed in a new factory at Tinsley, Sheffield, by the owner, Earl Fitzwilliam, who lived at the great mansion of Wentworth Woodhouse, near Rotherham. He ordered Richardson to design him the best car in the world, at just about the same time as the Hon. Charles Rolls gave a similar command to Henry Royce. The Silver Ghost and the Sheffield-Simplex appeared within months of each other, though the Ghost went into full production more quickly than its rival. What is most astonishing, however, is that both engineers chose identical dimensions for their six "square" cylinders at 114 mm. (6,984 c.c.), though



JOHN BOLSTER TELLS THE

Sheffield-Simplex Story

A Famous Name That is Part of the Past

THE hand-built car has gone, and gone for ever. When craftsmen worked long hours for a few shillings a week it was possible to build cars at a competitive price even though the output was less than one car per man per year. Nowadays, even a semi-skilled man earns more than ten times as much, and so automation is essential. Anything up to 80 cars per man per year are turned out, and it is hard to remember the time when every individual gear tooth in the transmission was hand-fitted—it could take a fortnight to assemble a back axle!

Yet, the cars of those leisurely days exert a great fascination. Even the younger generation know a great deal about the Rolls-Royce Silver Ghost, the Lanchester, the Napier, and the Daimler, but there was another almost as great as these. The Sheffield-Simplex was a superb British luxury car, and now it has gone, leaving hardly a trace. Luckily, Mr. D. Charlton, the son of the head tester at the Sheffield-Simplex works, has retained some excellent pictures of the last type of chassis to be built. By courtesy of Joe Waldron these have been passed on to me, and this article is the result. The painstaking research which has been necessary was really most enjoyable, and afforded a pleasant change from motor shows and racing cars. The library of the Veteran Car Club was invaluable, and now I think that we have the full story.

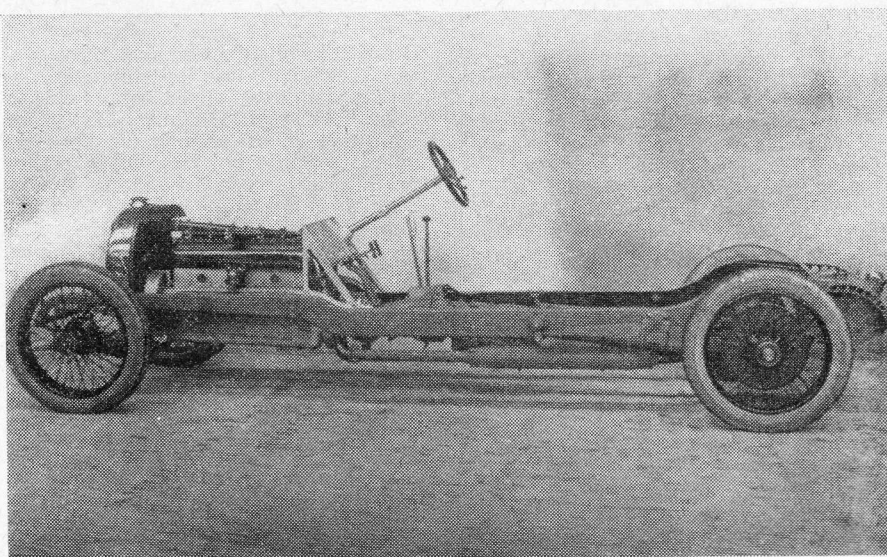
The Sheffield-Simplex descended directly from an even earlier car, the Brotherhood. This was built by Brotherhood-Crocker Motors, of Peterborough, from 1905 onwards. The designer of both the Brotherhood and the Sheffield-Simplex was P. Richardson, formerly of Daimlers, and his first car was old-fashioned even in 1905, giving no hint of the brilliance that was to come.

The engines and gearboxes were built at the associated factory of Peter Brotherhood, in Belvedere Road, Westminster. The 20 h.p. power unit had non-detachable T heads on its four cylinders, the valves being inserted through screw-in caps. The twin camshafts in the crankcase were driven by exposed spur gears, and the valve springs were also uncovered. A chain-driven commutator on the dashboard was used for the trembler coil ignition, and the belt-driven drip-feed lubricator was also dashboard mounted.

The sliding-pinion gearbox of the all-indirect variety was in unit with the bevel-driven differential, and the final drive was by side chains. The gear lever only moved in one plane fore and aft, but

Royce later added 7 mm. to his stroke. Royce called his car a 40/50 h.p., Richardson named his the 45 h.p. model, but the treasury rated them both at 48.6 h.p.

Henry Royce laid his crankshaft in seven large plain bearings, and lived happily ever after. The big Simplex had an alarmingly spindly crank that ran on four Hoffmann ball races with $\frac{7}{8}$ in. balls. It was bolted together in three pieces, after the races were in place, and there were two balance weights supported "in the air" from between crank pins 1 and 2 and 5 and 6. The unsupported centre span of the shaft was immensely long, and the camshaft, which was also on ball bearings, would look astonishingly thin to modern eyes.



LAST OF THE LINE: An excellent side view of the last type of chassis built by this erstwhile claimant to the title "the best car in the world".

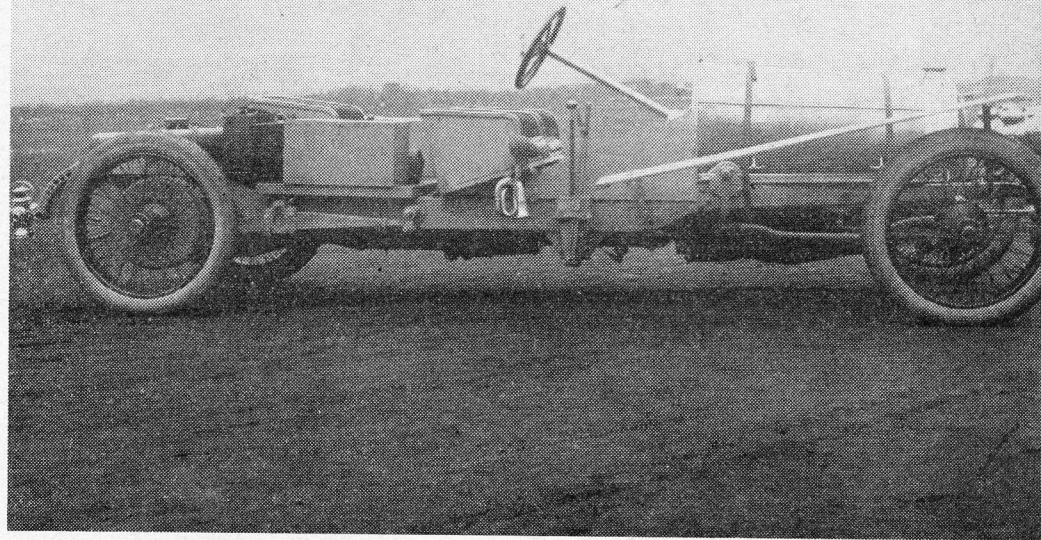
THOROUGHbred: *The clean lines and functional appearance of the best type of Edwardian motor car show up well in this view, in spite of the temporary "body".*

The cylinders were cast in pairs and the valves were all on the left side. The timing was by enclosed spur gears and the ignition was by magneto. Only two foot pedals were fitted, a lateral movement of the brake pedal operating the throttle. The clutch was a Hele-Shaw multi-plate, and the separate three-speed gearbox gave a direct drive on top. The ball joint of the torque tube was supported by a tubular cross member, and the rear axle was on platform springs, which means normal semi-elliptics with their rear ends shackled to a transverse spring. Two concentric drums on each of the rear hubs allowed the hand and foot brakes to work inside each other—an idea that Royce copied when he later abandoned his transmission brake. The radiator was circular with inset top and bottom tanks, and the starting handle protruded through the honeycomb.

In those days, there developed an absurd fetish for driving everywhere on top gear. Both Rolls and Napier did top gear runs from London to Edinburgh, but Earl Fitzwilliam went one better by announcing a "gearless" car! This 1909 model was the old 45 h.p. from which the three-speed box had been deleted. A tiny two-speed and reverse arrangement was built into the back axle, but normally the machine was handled all day on the direct drive, when the auxiliary gears were disengaged and came to rest. This simple transmission saved three cwt., and the seven-litre chassis then weighed only 21 cwt. without its body—no wonder it could pull in top gear! With a 3 to 1 axle, the bottom gear ratio was 5.28 to 1, but for heavier bodies a 3.33 to 1 axle gave an "emer-

gency" bottom gear of 5.87 to 1. A satisfied owner wrote a letter to the motoring press, stating that his "gearless" Sheffield-Simplex had averaged 13 m.p.g. on a 3,000 miles Continental tour. The chassis price was £625.

In 1910 a 25 h.p. car was added to the range. This six-cylinder chassis had engine dimensions of 85 mm. x 127 mm., and the four-bearing crankshaft ran in plain journals. A curious arrangement of timing gears had a skew gear interposed between the crankshaft and camshaft wheels, its shaft driving the magneto from its upper end and the plunger-type oil pump in the sump. A normal three-speed gearbox was mounted on the front of the back axle casing, giving ratios of 3.75, 6.6, and 12.6 to 1.

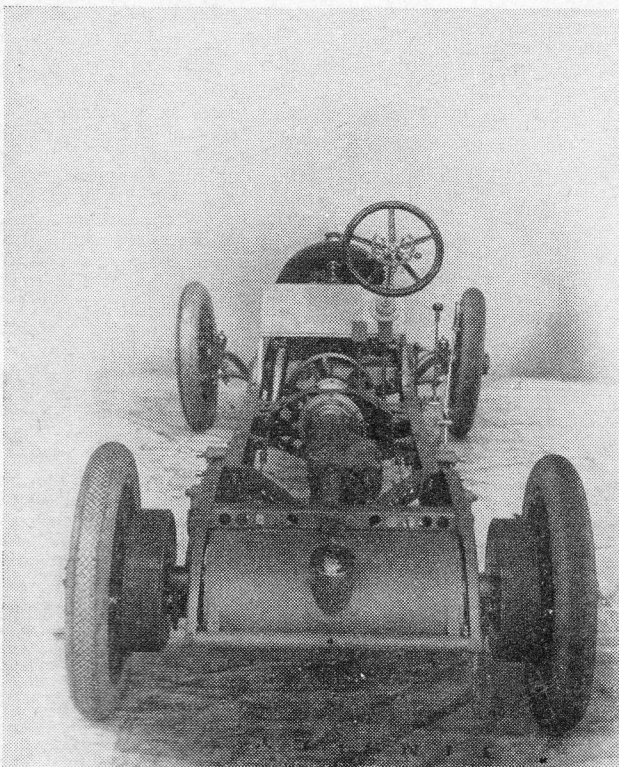


In 1912 the 25 h.p. car was endowed with an entirely new engine with the cylinders in two blocks of three and a heavy seven-bearing crankshaft. At last Richardson and Royce were talking the same language! The old "Forty-Five" was still in production and a few smaller cars were made with, curiously enough, coal scuttle bonnets à la Renault with dashboard-mounted radiators. Then, for the 1913 season, the greatest Sheffield-Simplex of them all was announced, though certainly not the largest. Earl Fitzwilliam had the car he wanted—"the best car in the world".

All the previous models were scrapped and the new 30 h.p. Sheffield-Simplex at last superseded the "Forty-Five" of 1906 origin. The engine was developed from that of the later 25 h.p. car, and had cylinder dimensions of 89 mm. x 127 mm. (4,741 c.c.). The cylinders were in blocks of three and the side-valves were enclosed, the camshaft now being driven by a silent chain. The non-detachable cylinder heads and screw-in valve caps were typical of the Edwardian engine, and the seven-bearing crank was a feature.

A furore was created because electric lighting and starting were built into the car. The dynamo was mounted beside the magneto and driven by an enclosed chain, with a movable dog to put it out of gear if desired. The starter was a large, direct acting motor which was integral with the flywheel, and was constructed under American licence, the same system being used on the Cadillac of the period. Rolls, Napier, and Daimler had not produced self-starters at this time, though their engines often started "on the switch" under favourable conditions.

The Hele-Shaw multi-plate clutch was again fitted, but the "gearless" car was forgotten. The gearbox had climbed up the torque tube and now lived at the forward end of that component, where its influence on the unsprung weight was less harmful. Its three speeds were selected by a right-hand lever, the accelerator was normal, and both sets of brakes were on the rear hubs, the concentric drums having given place to extremely wide ribbed components with side-by-side shoes. The beaded edge



★
DRILLED for lightness, the double-dropped channel section frame was deep and well braced. Note the massive rear (and only) brake drums.
★

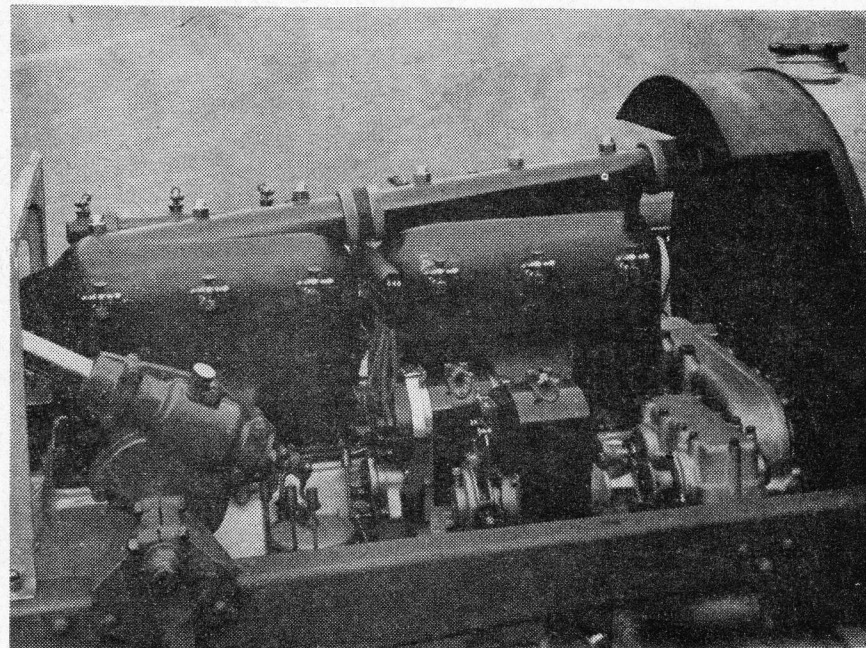
UNCLUTTERED: Dominating the neat under-bonnet layout is the 4,741 c.c. engine. Visible here are the compression taps and the side-by-side magneto and dynamo.

tyres were on wire wheels with quickly detachable centre-locking hubs.

The double-dropped channel-section frame was deep, well braced, and drilled for lightness. The unbraked front axle was on semi-elliptic springs, and the worm and sector steering gear was adjustable for the rake of the column. The rear axle was on cantilever springs, and the suspension was undamped.

The standard of engineering and finish of these beautiful chassis was superb, and all the controls worked in that hand-made manner which is now almost forgotten, alas! Earl Fitzwilliam had a fleet of the great cars, tourers, limousines, shooting brakes and so forth, all in his family colour of bright yellow. Sheffield-Simplex cars were fast for their period, and the 30 h.p. model would travel at 60 m.p.h. in quite remarkable silence. Considerable attention was also paid to weight reduction, which resulted in lively acceleration. The last self-starter chassis cost £885 fully equipped but minus body.

As the war clouds rolled up in 1914, Earl Fitzwilliam volunteered to rush the guns, normally horse-drawn, to the east coast for defence. Some chassis then under test were adapted for this work, and the complete success of the manoeuvre opened the eyes of the War Office to the possibilities of mechaniza-



tion. Then came war in earnest, and armoured cars and rotary aero engines were the products of the Tinsley factory. After the holocaust, production never got under way again, and a famous name became a part of the past.

If you visit the Sheffield-Simplex Motor Works today you will find cutlery,

razors, and electro-magnets being made under the name of Darwins, Ltd., while Wentworth Woodhouse, the ancestral home of the Fitzwilliams, is now a college. Building cars for the nobility and gentry has ceased to be a profitable undertaking and truly, "fings ain't wot they used t' be".

London M.C. Lawrence Cup Trial

Another Win for Rex Chappell (Cannon)

THE first week-end in April this year saw the London Motor Club's Lawrence Cup Trial, which took place as a closed event in the Liss and Borden areas of Hampshire on a warm but distinctly unpleasant day of relentlessly drizzling rain. Victory in the event went to Rex Chappell, who held second

place at lunch-time to Mike Lawson, the latter now apparently fit and well again. Mike is pictured below.

Although, apart from the weather, an enjoyable event (the writer was not competing on this occasion and speaks only as a spectator) it must be said that it was only too apparent that a trials

car was not available for planning the sections. As a result several hills were a trifle pointless, proving nothing, and at least three of them were potentially dangerous. Rear wheel marking was featured, and the course was divided between wooded areas, with a surface of mud and pine needles, and part of what appeared to be a disused sand-pit, with surfaces ranging from loose sand to soft mud and dead leaves. An entry of around 20 cars included most of the well-known southern competitors.

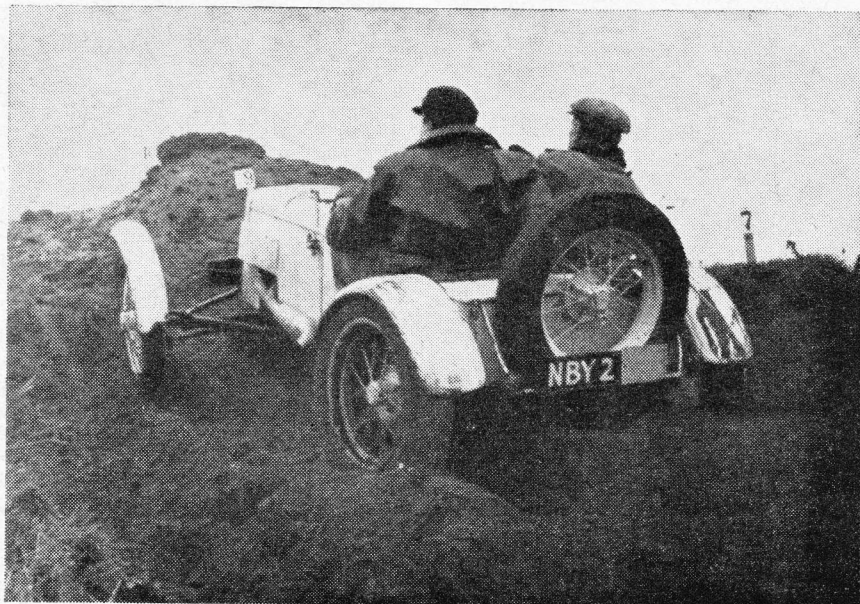
The morning sections comprised 10 hills, which produced a lunch-time lead for Michael Lawson with 72 marks gained. Next came Rex Chappell, three marks behind Lawson and three ahead of Ron Faulkner, who, running last, was supplementing his usual skill with the advantages conferred by a course which rather tended to favour the later numbers.

Hills for the afternoon were, by and large, similar to those used for the morning course. The first 10 hills followed roughly the same path, with the addition of slight variations and alterations. Additionally several further hills were included at the end of the afternoon to make up a total of over 21 hills for the day, but these latter were not particularly successful and, in one case, the danger of overturning the car was too great to encourage enthusiastic attempts.

MARTYN WATKINS.

Results

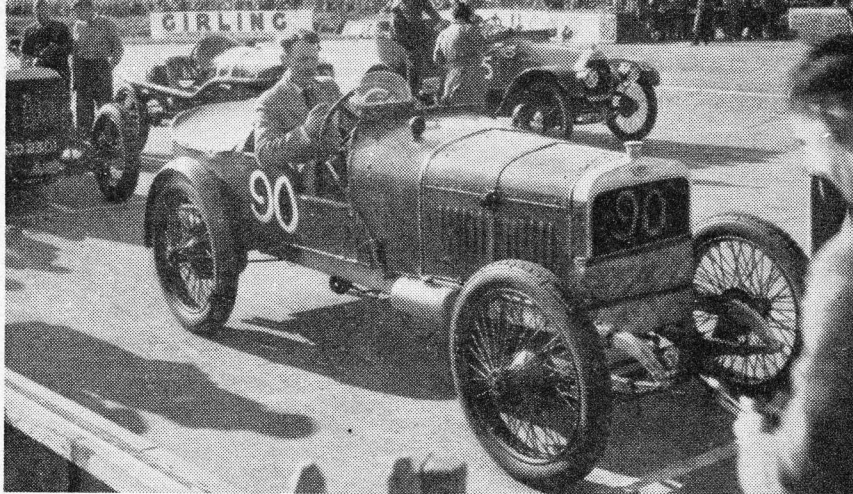
Best Performance: R. F. Chappell (Cannon), 163 marks; 2, G. Newman (Cannon), 162; 3, R. Faulkner (Paul Spl.), 151. **First Class Awards:** I. Portlock (Cannon), 142; G. L. Holdrup (Cannon), 139. **Second Class Awards:** E. J. Chandler (Chandler-VW), 137; P. A. Barden (P.A.B.-Climax), 135.



COMPETING at a V.S.C.C. Silverstone event the Hispano is seen in the hands of Andrew Cuthell, a friend of the owner.

IN a mews garage near Earls Court one of the world's rarest sports cars is being restored to "as new" condition. The car, an "Alfonso XIII" Hispano-Suiza, is not only very rare—only seven examples are known to be in existence—but it was the first sports car ever to be put into series production.

This 3,617 c.c. long-stroke Hispano-Suiza was made in 1912 as a direct result of the 1910 Grand Prix des Voiturettes. The winner of this race, a Hispano-Suiza made under the "limited bore formula", with four cylinders 65 mm. by 200 mm., prompted the designer, Marc Birkight,



THE WORLD'S FIRST PRODUCTION SPORTS CAR

The "Alfonso XIII" Hispano-Suiza

to plan a production car on similar lines.

Although Hispano-Suiza were a Spanish firm, with a works at Barcelona, the new car was built in a factory near Paris. It was introduced in England late in 1911 after a very successful season of trials and hill-climbs in France and was guaranteed to do 75 m.p.h. with two passengers, which in those days was a phenomenal speed for a car of such modest engine capacity.

Although the car appears to be of conventional design, various refinements and the excellence of the material and workmanship placed it in a class by itself. The chassis is of normal construction except that the undersides of the side members have been extended inwards, in the way of the engine and gearbox, to form a platform to which these components are bolted, thus obviating the need for an undershield. The T-head engine has inlet and exhaust valves on opposite sides, with enclosed valve gear. It is of monobloc construction with fixed head and large brass valve caps. This block is bolted on to the upper half of the aluminium crankcase, which in turn is bolted to the sump, which carries the main bearings. The sump is not detachable, but carries the engine bearers, which are attached to the platform described above. The gearbox and clutch housing are formed in one piece and are bolted on to the sump. The gearbox is provided with massive bearers which form an effective chassis cross member.

The clutch is of the Hele Shaw type, with 52 plates, and is very compact. The gearbox, actuated by an outside lever, is of normal three-speed type, but an

interesting addition is a single-cylinder tyre pump, built into the lid and fitted with a small lever for putting it in and out of gear. The drive is taken through two universals and an open propeller shaft to a conventional differential having straight-cut bevels giving a 3:1 reduction.

Petrol is supplied from a large rear tank, by air pressure generated in a tiny air pump driven off the camshaft, and this is supplemented by the usual hand pump on the dash. The carburetter was of Hispano's own make, but this has been replaced by an SU.

The two camshafts are driven off the front end of the crankshaft by bronze and steel pinions as are also the centrifugal water pump and Bosch magneto. All water connections are of copper and the radiator shell and block are brass.

Lubrication is by pressure, the $\frac{1}{4}$ -gallon oil supply being kept in the sump. The oil pump is driven off the exhaust camshaft and a reserve tank is built on to one side frame, automatically topping up the sump when a tap is turned on.

A C.A.V. lighting system was fitted to this car, with a free wheel dynamo housed between the engine and the radiator and driven off the fan pulley. No starter was fitted, but the trembler coil ignition fitted allowed the car to be started on the switch.

The handbrake operates internal expanding shoes on the rear wheels. The footbrake is similar, acting in a massive ribbed drum behind the gearbox. Steering is by worm and pinion, taking about $1\frac{1}{4}$ turns lock to lock. The wire wheels are the old Rudge-Whitworth pattern, with pawl and ratchet securing rings. No

facia board is fitted but the air and oil pressure gauges, air pump, ignition switch, exhaust cut-out and speedometer are fitted on a dash right under the scuttle. The speedometer has two dials, one recording distance in miles and furlongs, the other showing m.p.h. Speed control is by a foot throttle, with a hand control on the steering column, mounted beside an ignition control. The chassis, springs, etc., are all provided with oil and grease caps.

The present owner, Mr. Tony Hill, has owned the car since January, 1939, and has had numerous successes with it in V.S.C.C. events, winning the Edwardian Trophy in 1949.

The car is in almost completely original condition and at the moment Mr. Hill is restoring it with a degree of painstaking care which will put it into " concours " condition externally and make it as perfect mechanically as it was when it left the works almost 50 years ago.

Type	...	15 h.p. long-stroke, short wheelbase, four cylinders.
Year	...	1912.
Maker's No.	...	1916.
H.P. (R.A.C.)	...	15.9.
B.H.P.	...	64 b.h.p. at 2,300 r.p.m.
Dimensions	...	80 mm. by 180 mm.
Capacity	...	3.617 c.c.
Wheelbase	...	8 ft. 6 ins.
Axle ratio	...	3:1.
Tyres	...	880 x 120.
Ignition	...	Bosch magneto.
Lubrication	...	Pressure with spare supply tank.
Carburetter	...	Hispano-Suiza three-jet (now SU).
Cooling	...	Centrifugal pump and fan.
Gearbox	...	Three-speed R.H. outside gate.
Clutch	...	Multi-plate.
Body	...	Open tonneau, 4-seater.

A top speed of some 75 m.p.h. is available and fuel consumption, driven normally, is about 24 m.p.g.

MICHAEL DURNIN.

REPORT FROM EIRE

I.M.R.C. SPRING TRIAL

FORTY-NINE drivers competed in the penultimate Hewison event of the season, the Irish Motor Racing Club's Spring Trial, held recently. The course ran from the start at Oldbawn, across the Dublin Mountains, to the finish near Blessington, via Mount Seskin, Kilbride, and Sorrell Hill. Eleven tests were held, and for a change Dave Griffen and his Dellow beat his brother, Seamus and his Griffen-Ford, by 6.1 marks to win the premier award.

Results
Premier Award—Spring Cup: D. Griffen (Dellow s/o). **Specials:** 1, S. Griffen (Griffen-Ford); 2, A. Malcolm (Buckler-Ford); 3, B. P. Jenkins

BY BRIAN FOLEY

R. Foot (all without loss of marks on the road). (G.T.S.). **1,000 c.c. Saloons:** 1, D. Cullen (NSU Prinz); 2, C. Vard (Austin Seven); 3, M. Archer (NSU Prinz). **Over 1,000 c.c. Saloons:** 1, K. Sherry (Volkswagen); 2, T. Connolly (Volkswagen); 3, G. O'Brien (Volkswagen). **Novices' Awards:** 1, R. Humphries (Ford Spl.); 2, G. W. Freeman (Dellow); 3, L. Fitzpatrick (Austin A40). **Ladies' Award:** Miss Edna Penston (Volkswagen).

TIPPERARY NAVIGATION TRIAL

THIRTY-FOUR cars took part in the Tipperary L.C. & M.C.C.'s 90 miles Navigation Trial. Start was from Clonmel, with the first car off at approximately 1.30 p.m. Route was mostly through the Knockmealdown Mountains in South Tipperary and Co. Waterford, and was

nearly all over second, third class roads, boreens, farmyards, streams, fields and cart tracks. Five tests were included, the final one being at the finish in Cahir. Des. and Jim Cullen were the winners in an NSU Prinz, but only 1.3 marks ahead of Michael Archer/Mick Mulcahy in another Prinz. Third overall was Paul O'Flynn and R. Foot in a Volkswagen, in place of the DKW in which O'Flynn broke a half-shaft at the Waterford Herbert Cup Trial on the previous Sunday.

Results

Premier Award: D. Cullen (NSU Prinz), 96.3 marks. **Class I:** 1, M. Archer (NSU Prinz), 97.6; 2, P. Kramm (NSU Prinz), 140.8; 3, M. Moloney (Austin Seven), 147.9. **Class II:** 1, P. O'Flynn (Volkswagen), 132.5; 2, T. V. Connolly (Volkswagen), 151.2; 3, B. Kenna (Volkswagen), 162.6.

TRAFFIC JAM: Just after the start of the first heat; leading is Moss (Porsche, No. 10), followed by Bonnier (Porsche, 12), Schell (Cooper, 20), Bristow (Cooper, 18) and Brabham (Cooper, 2).

hands of Chris Bristow and Harry Schell. Goethals's Porsche was the hybrid RSK sports single-seater; Piper had the earlier type Lotus. Jack Brabham was due to appear on Saturday, but Masten Gregory and de Tomaso were posted as non-starters. There were no entries from Scuderia Ferrari, the Italians apparently having decided to devote their energies to preparing the F1 and Le Mans cars.

Moss put up best time of the training with 2 mins. 6 secs. (130 k.p.h.), a time which rather confounded the organizers who had expected nearer 160 k.p.h. from a circuit with no fewer than three acute bends of almost hairpin quality, and a very narrow bottleneck where passing was virtually impossible.

The Grand Prix of Brussels

**Jack Brabham (Cooper-Climax) Wins Formula 2 Race on New Circuit—
Stirling Moss (Porsche) Runner-up after Dramatic Chase—Poor day for Lotus**

THE first Grand Prix of Brussels to be staged on the 4½ kilometres circuit near Heysel last Sunday was won by Jack Brabham (Cooper-Climax). Run in two 35-lap heats, victory went to Stirling Moss (Porsche) by a considerable margin in the first *épreuve*, after Joe Bonnier (Porsche) had to abandon with clutch troubles. Into second place came Brabham, followed by Maurice Trintignant (Cooper-Climax) and then Harry Schell (Cooper-Climax).

Heat 2 began in heavy rain, and Moss had gear selector difficulties at the start. Brabham shot into the lead, chased by Gendebien (Cooper-Climax), but Moss found the Porsche extremely difficult to control on the slippery roads. The rain stopped, and, as the roads dried, Moss hared round after the Australian. With something over a minute's lead in Heat 1, a second place less than a minute behind Brabham would have given Stirling victory. However, when only a few seconds behind the World Champion, Moss's Porsche jumped out of gear, and he revolved at the Wemmel Hairpin with only two laps to go. Trintignant whipped smartly into second place, and Stirling had to be content with third, giving him second place overall to Brabham.

Team Lotus, full of hopes after Oulton Park, were most disappointing. All three of the rear-engined cars failed to finish Heat 2, and at no time were they in the running for a place.

FRIDAY'S practice session began in dull weather, whilst workmen still toiled to build temporary grandstands alongside the autoroute. Dominating the circuit was the curious "Atomium", symbol of the Brussels Exposition, which now appears to have been accepted as a permanent structure by the Belgians.

POURING RAIN and Jack Brabham leads Maurice Trintignant and Olivier Gendebien (all in Coopers) into the tribune straight during the second heat.

Team Lotus appeared with three of the new rear-engined cars, the drivers being Innes Ireland, Jimmy Clark and Alan Stacey. Stirling Moss was in the dark blue Walker Porsche, whilst Joe Bonnier's similar machine bore the silver grey of the factory entry. Lucien

Next best was Harry Schell with 2 mins. 6.8 secs., then Bonnier (2 mins. 7.2 secs.), Bristow (2 mins. 7.3 secs.), Bianchi (2 mins. 8 secs.), and Ireland (2 mins. 8.7 secs.) in that order.

Stirling got down to 2 mins. 3.8 secs. (132.368 k.p.h.) on Saturday, but this time was beaten by Joe Bonnier with 2 mins. 3.6 secs. (132.532 k.p.h.). Bristow hurled the Yeoman car round in 2 mins. 4.3 secs. to share the front row of the grid with the two Porsches. Despite his lack of practice, Jack Brabham got down to 2 mins. 5.2 secs. Fastest for Team Lotus was Jimmy Clark with 2 mins. 6 secs.—half-a-second quicker than Trintignant. Ballisat, troubled with no oil pressure, Tony Marsh (Cooper-Climax) and Goethals (Porsche) all failed to qualify.

An interested spectator was King

BY GREGOR GRANT

Photography by GEORGE PHILLIPS

Bianchi, Olivier Gendebien and Paul Frere were in the bright yellow Cooper-Climaxes of Equipe Nationale Belge; Maurice Trintignant's French blue Cooper-Climax was entered under the Centro-Sud banner, whilst the red and light green Yeoman cars were in the

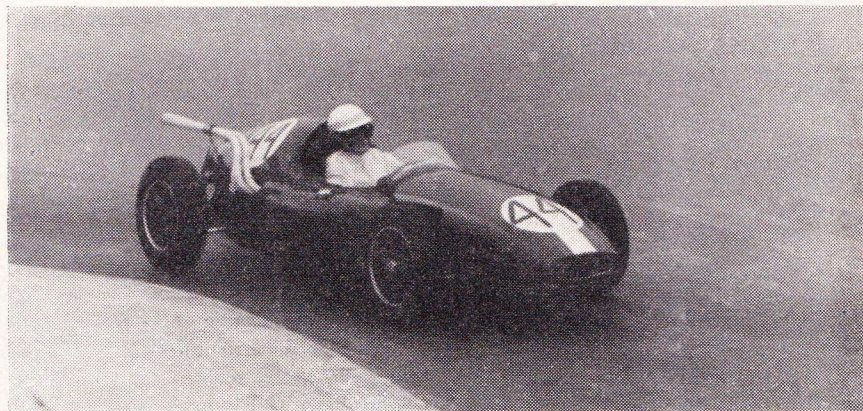


IN THE WET: Jack Brabham (Cooper) leads Maurice Trintignant (Cooper) and Olivier Gendebien (Cooper) on a streaming road-surface after leaving the auto-route straight in heat two.

Baudouin of the Belgians, who, with his brother Prince Albert and Princess Paola, visited the paddock and were introduced to many of the drivers. All three are keen motor racing fans; they were accompanied by Rene Baken, president of the Commission Sportive of the R.A.C.B.

Vast crowds poured into the circuit by car, train, tramcar, motor-cycle, bicycle, scooter and Shanks' Pony. Armies of police were required to deal with the multitude, the great majority of whom had never seen a motor race. The arrival of the racing cars was cheered

UNUSUAL TAIL-PIPE pattern is displayed by Jack Lewis's Cooper.



loudly, as was a demonstration of Karts by several people, including André Pilette; there are over 2,700 Karts already in Belgium, with meetings held every week-end.

Jack Brabham's car arrived in a magnificent Commer transporter bearing the puzzling legend "Equipe Sunbeam". Already folk like Graham Hill have a chant which includes those well-known lines "... wants me for a Sunbeam, and a flippin' fine sunbeam I'll be!" Hill was over for the Speedwell Sprite record attempts later in the week.

Tony Marsh wheeled out his Cooper-Climax despite having no place on the starting grid. He made the field up to 19—one more than the regulations allowed. The grid was as follows:—

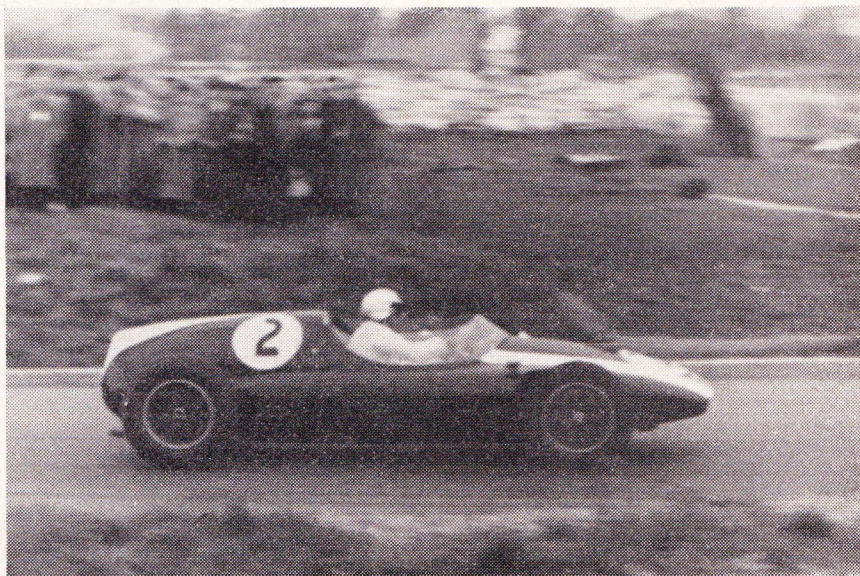
Bonnier (Porsche)	Moss (Porsche)	Bristow (Cooper-C)
2 m. 03.6 s.	2 m. 03.8 s.	2 m. 04.3 s.
Brabham (Cooper-C)		Clark (Lotus-C)
2 m. 05.2 s.		2 m. 06 s.
Trintignant (Cooper-C)	Schell (Cooper-C)	Stacey (Lotus-C)
2 m. 06.5 s.	2 m. 06.8 s.	2 m. 07.2 s.
Gendebien (Cooper-C)		Bianchi (Cooper-C)
2 m. 07.8 s.		2 m. 08 s.
Ireland (Lotus-C)	Lewis (Cooper-C)	Frere (Cooper-C)
2 m. 08 s.	2 m. 08.7 s.	2 m. 09.2 s.
Flockhart (Cooper-C)		Schlesser (Cooper-C)
2 m. 09.2 s.		2 m. 09.4 s.
Campbell-Jones (Cooper-C)	Piper (Lotus-C)	Seidel (Cooper-C)
2 m. 09.5 s.	2 m. 09.9 s.	2 m. 10.2 s.
	Marsh (Cooper-C)	
	2 m. 10.7 s.	



Flockhart's Cooper-Climax. The Belgian managed to restart after assistance, but Flockhart remained in the escape road with rear wheels pointing at a curious angle. Jack Lewis was also involved, and, after a slow lap, stopped at his pit to check the car, losing some three laps.

The crowd roared as Bonnier swept into the lead, with Moss right on his tail, and Bristow heading team-mate Schell, Trintignant, Brabham, Clark and Ireland in that order. Seidel, after a halting opening lap with clutch bothers, failed to reappear. Bonnier had the bit between his teeth, and after a standing lap of 2 mins. 11.4 secs. (124.672 k.p.h.), came through $\frac{1}{2}$ sec. ahead of Moss, who was shadowed by Bristow. Lap three, and Moss was pressing Bonnier, whilst Bristow had revolved at the Hairpin, dropping back to 15th place. Jack Brabham moved up to third spot, and Schell was overtaken by Jimmy Clark. Moss took the lead from Bonnier, who seemed to be having clutch difficulties, but the two Porsches had already left the others far behind. Behind Brabham, Clark and Trintignant were having a set-to, whilst Schell was drawing away from

IN THE LEAD: Reigning World Champion, Jack Brabham, presses on in his Cooper, leading the field in heat two.



HIGH SPEED: Chris Bristow, in one of the Yeoman Credit Racing Team Coopers, flashes past the camera as he prepares to take a fast bend.

get down the gears for the bend after the tribunes. Bristow was now closing up on his team-mate—driving pretty much on the edge all the time. Again he had an incident, and came through on lap 26 in eighth place, about to be doubled by Moss.

Sure enough, next time round the Porsche was in front; lap 28, and Ireland had also been added to the list, just as Bonnier's clutch decided that it had had enough. Joe gamely struggled on for two more laps, then decided to call it a day, leaving Moss with an enormous lead over Brabham. Campbell-Jones was overtaken, but hung on to Moss for lap after lap, delighted to be given the opportunity to watch the maestro in action at close quarters.

LOTUS AND COOPER: David Piper's old-type Lotus leads Lucien Bianchi's Cooper into the Tribune Straight.

Stacey. Ireland's Lotus was being out-paced on the straight by the Coopers of Bianchi and Campbell-Jones.

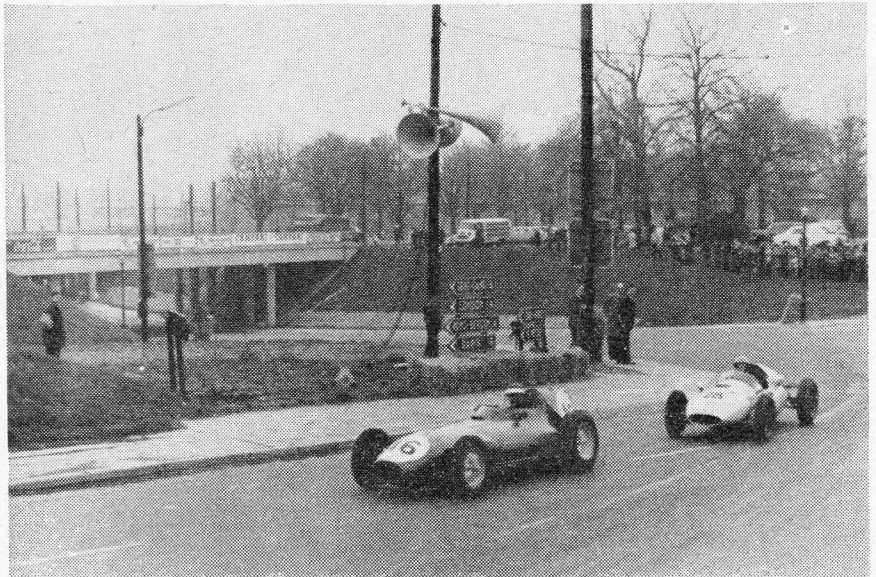
Stirling Moss now began to set the pace, but Brabham was falling back from the Porsche pair. Bristow, trying to make up time after his earlier incident, left his braking too late at the left-hander just past the pits, and finished up in the escape road. Brabham was dropping about a second a lap to Moss, but was not to be tempted into a chase so early on. On the eighth lap Bianchi and Stacey collided, the Lotus being abandoned at its pit with a broken wishbone, and the young Belgian losing over a lap before restarting. Jimmy Clark had been eliminated earlier, with a non-standard hole in his crankcase. Team Lotus was not having one of its better days, as Ireland was having his work cut out to keep in front of Campbell-Jones.

Moss headed a procession comprising Bonnier, Brabham, Trintignant and Schell, and the main excitement came from the Ireland/Campbell-Jones duel, and the meteoric progress of Bristow, who had already come up with Schlesser and Frere. On the 13th lap David Piper's Lotus came to rest past the pits bend with clouds of smoke coming from the engine. Moss was maintaining a 5 secs. lead over Bonnier, but Brabham was 25 secs. behind the dark blue Porsche.

Ireland and Campbell-Jones were at it hammer-and-tongs, passing and repassing even in front of the tribunes. Bristow closed up relentlessly, and began to look for an opening. A slight shunt with Campbell-Jones put the latter back a bit, and the Yeomen Credit man went after Innes Ireland. Moss had now pushed the race average up to and over 130 k.p.h., with Bonnier still hanging on and Brabham over 30 secs. in arrears after 20 laps. Bristow took Ireland in somewhat spectacular manner, the Scotsman deciding to let him go on his way.

Schell's brakes were playing tricks, and he was having to use plenty of r.p.m. to

ENTERING the Tribune Straight, Joakim Bonnier appears to be heading for London—or Paris, for that matter!



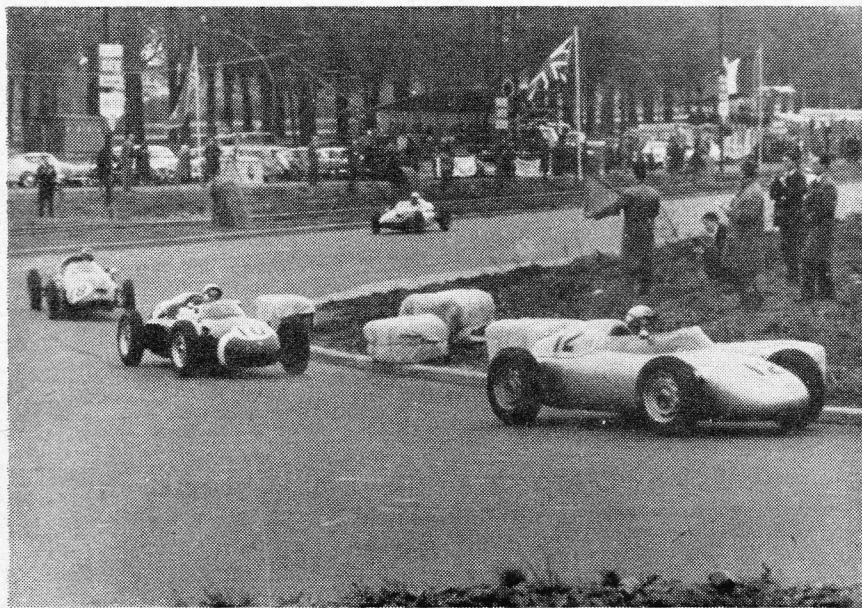
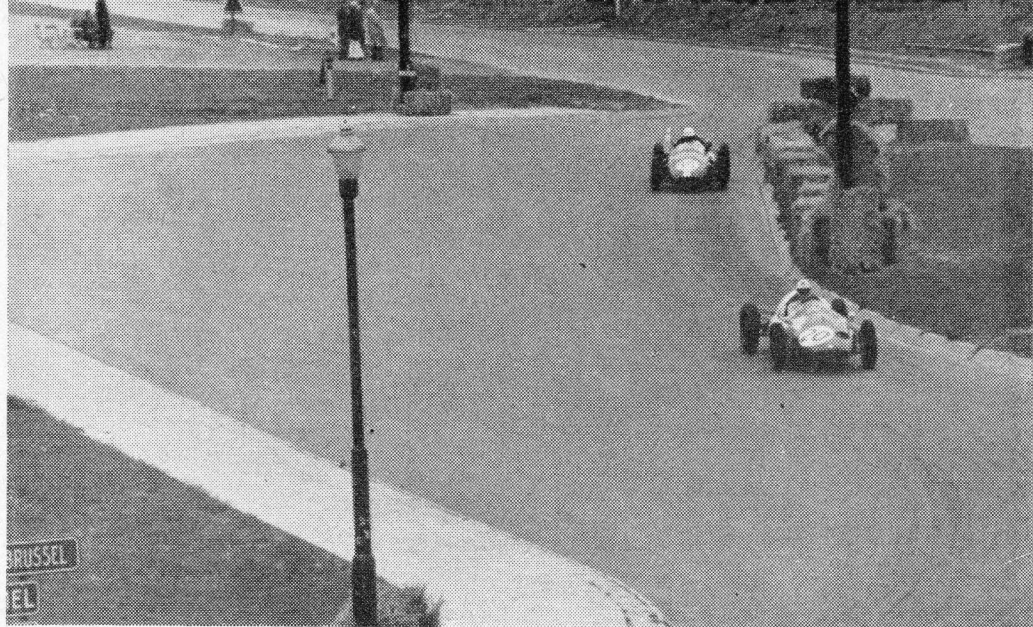
APPROACHING the autoroute bridge are Harry Schell, in one of the Yeoman Credit Racing Team Coopers, and Jack Lewis (Cooper).

Frere took Ireland, who was resigned to a lowly place, whilst Gendebien, Marsh and Lewis brought up the rear.

Moss took the chequered flag, followed 50.9 secs. later by Jack Brabham, with only Trintignant and Schell managing to cover the distance.

During the 40 minutes' respite before Heat 2 started, efforts were made to have Bonnier's car repaired, but it was to no avail. Clark's Lotus was cannibalized to make Stacey's car mobile, and the Alan Brown stable had managed to get Flockhart's car roadworthy, albeit with funny peculiar steering tendencies. Down came the rain, accompanied by a

RELAXED: Jim Clark swings his Lotus through a left-hander approaching the hairpin.



biting wind; the new starting grid was:—

Moss (Porsche)	Brabham (Cooper-C)	Trintignant (Cooper-C)
Schell (Cooper-C)		Campbell-Jones (Cooper-C)
Frere (Cooper-C)	Ireland (Lotus-C)	Bristow (Cooper-C)
Gendebien (Cooper-C)		Marsh (Cooper-C)
Lewis (Cooper-C)	Stacey (Lotus-C)	Flockhart (Cooper-C)

Bristow's car was pushed back to the pits, the stewards having decided to disqualify him for restarting with outside assistance. Yet Gendebien, who was helped back on to the circuit after the first-lap incident, was permitted to take his place on the grid. Marsh was disqualified for starting without any permission, and efforts to get Bianchi's machine fit were unsuccessful.

As the flag fell, Moss's Porsche jumped out of gear, and he set off in last place, using third. Brabham took command, and came through after the first lap chased by Trintignant, Gendebien, Ireland, Schell and Stacey, with the incredible Moss already up in seventh place. The roads were like glass, and Moss's Porsche looked to be a tremendous handful; nevertheless, he ate up places to come through in fourth spot after only two laps. To the huge delight of the crowd, Gendebien nipped past Trintignant for second place, and began to close on the World Champion. Olivier can go in the wet, but Brabham was not to be shaken. Trintignant stayed put in third position, but Moss was definitely not gaining on the leading trio. Even his uncanny skill could not keep the Porsche in a straight line. The Lotuses were also noticeably jittery, particularly under braking; Ireland had fallen to last place as a result of a slide, and eventually retired with gear-selector trouble. Stacey also abandoned—with rear suspension difficulties.

The Brabham-Gendebien scrap kept the Belgian crowd on tenterhooks, but the slippery roads had lowered the race average to just over 112 k.p.h. Trintignant decided to make his bid for second place, and, as the rain eased off, began to overhaul Gendebien who had dropped back a bit from Brabham. Then up came Moss; coming down to the left-hander past the pits, Trint. left his

PORSCHE, PORSCHE, COOPER: Joakim Bonnier leads Stirling Moss and Chris Bristow into the bend after the pits, on the third lap of the first heat.

LIFTING A WHEEL on the tight bend after the pits is Maurice Trintignant (Cooper), with Jim Clark (Lotus) in hot pursuit.

fourth and Schell fifth in the heat. Campbell-Jones gamely struggled round with a boiling radiator, losing sixth place overall to Gendebien by just 12.8 secs. Lewis would have been much higher than eighth had he not lost the four laps on the first heat.

Moss took his last-minute ill-luck cheerfully, and even in the pouring rain, spent a good deal of time signing autographs. Brabham was, of course, delighted. He had driven a most intelligent race, and, apart from one near spin-off, had a no-trouble run in both heats.

Results

General Classification

1. Jack Brabham (Cooper-Climax), 70 laps.
2. Stirling Moss (Porsche), 70
3. Maurice Trintignant (Cooper-Climax), 70
4. Harry Schell (Cooper-Climax), 70
5. Paul Frere (Cooper-Climax), 69
6. Olivier Gendebien (Cooper-Climax), 68
7. Campbell-Jones (Cooper-Climax), 68
8. Jack Lewis (Cooper-Climax), 66.

Retirements:

Bonnier (Porsche), clutch; Clark (Lotus), engine; Bianchi (Cooper), gearbox; Flockhart (Cooper), steering; Schlesser (Cooper), clutch; Piper (Lotus), engine; Stacey (Lotus), rear suspension; Ireland (Lotus), gearbox; Seidel (Cooper), clutch;

Disqualified: Bristow (Cooper), Marsh (Cooper).

Fastest lap: Moss, 2 m. 04 s., 132.154 k.p.h.

Heat 1

1. Moss, 1 h. 13 m. 25.6 s., 130.186 k.p.h.
2. Brabham, 1 h. 14 m. 16.5 s.
3. Trintignant, 1 h. 14 m. 22.9 s.
4. Schell, 1 h. 15 m. 21.9 s.
5. Campbell-Jones, 34 laps
6. Frere, 34 laps
7. Ireland, 34 laps
8. Gendebien, 33 laps
9. Lewis, 32 laps
10. Bonnier, 30 laps.

Heat 2

1. Brabham, 1 h. 23 m. 21.9 s., 114.668 k.p.h.
2. Trintignant, 1 h. 23 m. 43.7 s.
3. Moss, 1 h. 23 m. 51.6 s.
4. Gendebien, 1 h. 24 m. 12.1 s.
5. Schell, 1 h. 25 m. 16.6 s.
6. Frere, 34 laps
7. Campbell-Jones, 34 laps
8. Lewis, 34 laps.

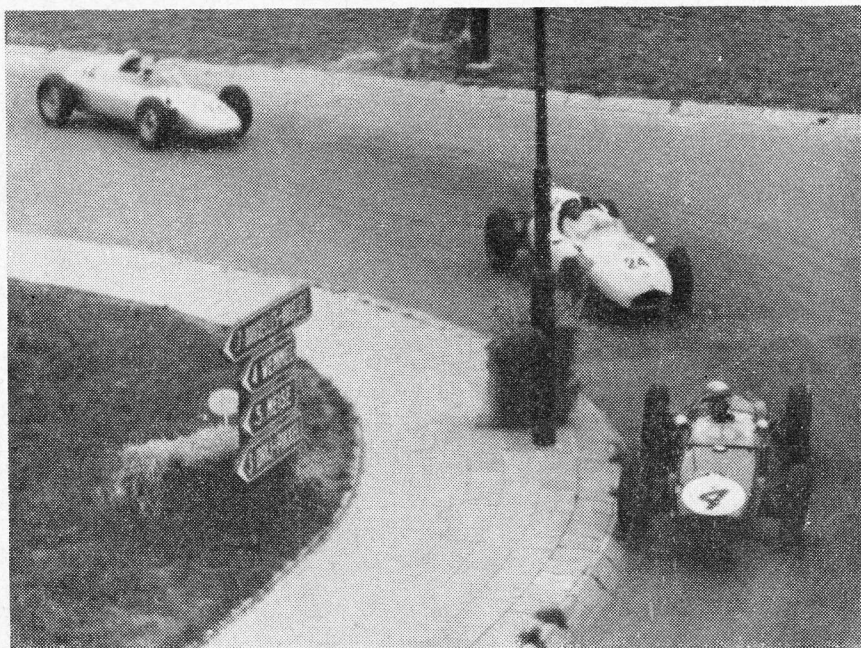
Fastest lap: Moss, 2 m. 17.1 s., 119.526 k.p.h.

OOPS!: Ron Flockhart (Cooper) stalls after spinning to avoid Gendebien (out of picture) and about to be hit by Jack Lewis (44), with Piper and Schlesser also in the "line of fire".

braking just that wee bit too late, hastily put up his right hand, and took to the escape road just as Gendebien and Moss whistled through.

High winds rapidly dried the roads, and Moss relentlessly started to catch up on the flying Brabham, after disposing of Gendebien, who was being pursued once again by Trintignant. Up crept the race average to over 114 k.p.h., and with 30 laps on the board, Moss was just 14 secs. behind. It looked like a safe second place, and victory in the general classification. However, on the penultimate lap the Porsche once more jumped out of gear, and Stirl. revolved at the Hairpin on the still slippery surface. Trintignant rushed past in second place, and Jack Brabham crossed the line winner of the Grand Prix, with Moss third, Gendebien

BIRD'S-EYE VIEW: Innes Ireland (Lotus), cuts it close as he leads Gendebien (Cooper) and Bonnier (Porsche) after leaving the Autoroute Straight.

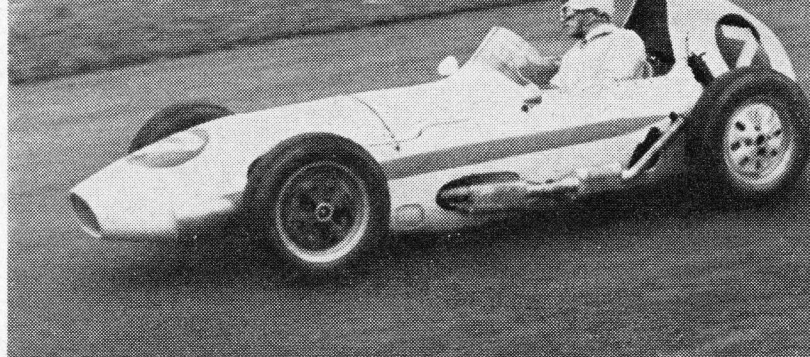


Formula Junior

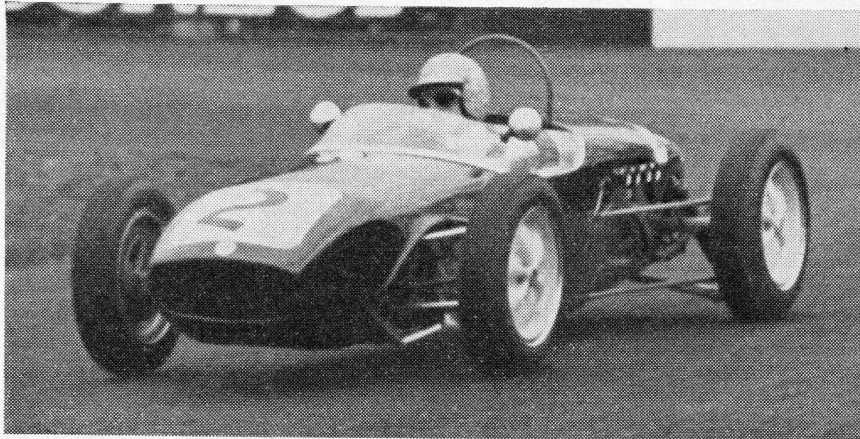
BY GREGOR GRANT

Italian-inspired Category Replaces F3—Rapid

Development of British Cars—Limited Choice of Power-Units



FRONT ENGINE AND REAR: (Above) The Auto Unioned Elva and (left) the Ford-engined Lotus.



It is now quite clear that Formula Junior has replaced F3 for circuit events. After more than a decade the motorcycle-powered machines have lost their appeal and the introduction of Italian-style under 1,100 c.c. single-seater racing has proved even more successful than was anticipated. Formula Three itself began in Great Britain, and sprang from the cars constructed by Colin Strang and Clive Lones. Then came the Coopers and series-built cars, eventually fitted with 2-o.h.c. Norton engines. There were, of course, rival makes such as J.B.S., Kieft, Staride, Iota, Emeryson and others, but the Coopers soon reigned supreme.

Continental builders were few and far between, mainly owing to the absence of suitable power-units that could compete on even terms with the "double-knocker" Nortons. Guzzi, MV Augusta, Gilera and other famous motorcycle makers built their multi-cylinder engines solely for factory racing machines, and none was permitted to be used for F3 work. Gradually the Continentals lost interest,

and F3 became less and less International, and mainly an all-British category. This was a pity, for 500 c.c. racing did produce very exciting sport, particularly when there were half-a-dozen or so drivers in equally-matched machines, and names such as Stirling Moss, Peter Collins, Alan Brown, Eric Brandon, Jim Russell, Don Parker, Stuart Lewis-Evans, Alf Bottoms, Curly Dryden and so on in the programme.

The Italians did introduce 750 c.c. racing, but again the British cars with enlarged engines were prominent. Then Count "Johnny" Lurani and other Italian race-minded folk thought up Formula Junior, with minimum weight restrictions and using only touring engines. All o.h.c. units were banned, and almost immediately the ubiquitous Fiat engine became the standard wear for these new-class machines. Regulations were formulated, and now FJ is a

BRITISH AND GERMAN: (Below, left) The Cooper-Austin and the Mitter-DKW.

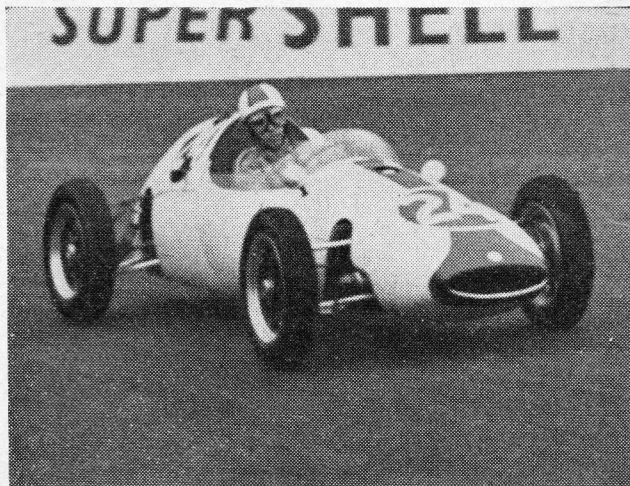
recognized International category, and races have been staged in U.S.A. as well.

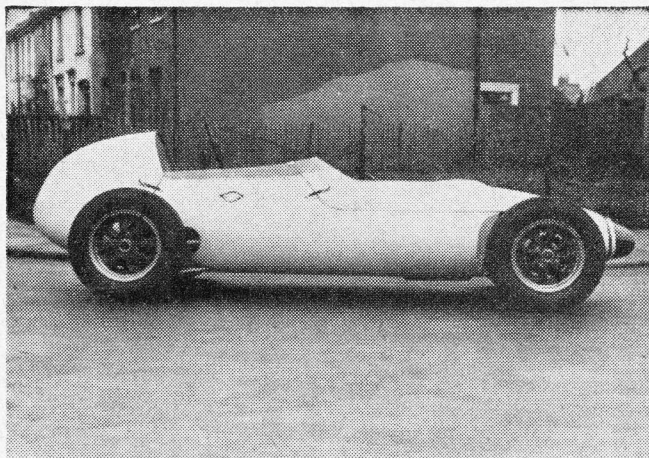
Up till last year, the Italians had a head start, and cars such as the Stanguellini and the Taraschi (Giaur) were prominent. In fact, there was a sort of Stanguellini circus controlled by Fangio's ex-manager Giambertoni, which tended to dominate events. The idea could have been inspired by the D.B.-Panhard Monomills which have been raced in France for several seasons.

In Great Britain, the "monoposto" scheme was introduced, with the idea of having low-cost single-seater racing for the average clubman who could not afford to go in for F2. Regulations were drawn up, and although basically similar to FJ, there were important differences aimed at keeping down costs and preventing well-heeled folk having the advantage of equipment. In point of fact, although "monoposto register" cars can (and do) qualify for FJ events, the latter cars cannot compete in "monoposto" races if they are series-built machines.

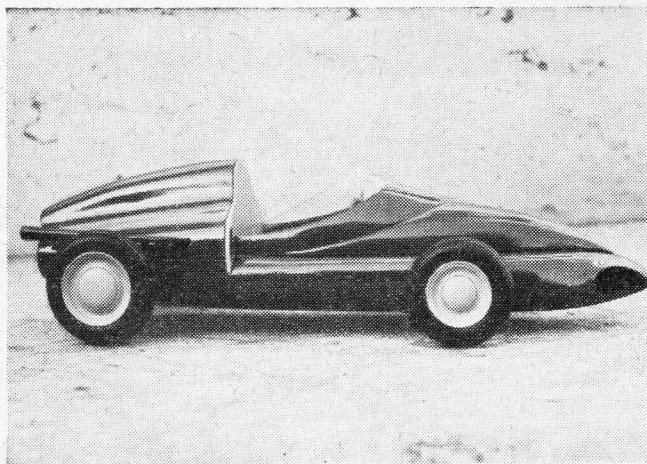
Certain manufacturers in Great Britain saw the possibilities of building FJ cars, and probably the earliest in the field was Frank Nichols and his Elvas. Then came the Moorland, which went into production under the aegis of the Chequered Flag as the Gemini. Coopers also entered the fray, to be followed by Lotus, Lola, Envoy and Condor. The Yimkin people also constructed their well-known sports-racing car as an FJ machine. Several makes were seen in action at the Boxing Day Brands Hatch meeting, and could be inspected at the remarkably successful B.R.S.C.C. Racing Car Exhibition at the Royal Horticultural Hall.

First choice of power-unit for British

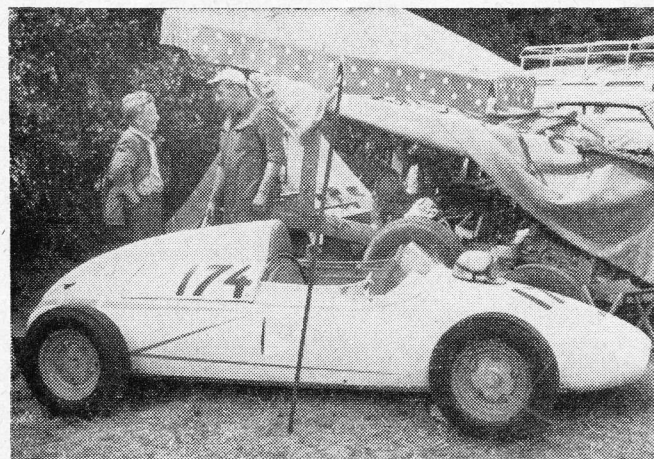
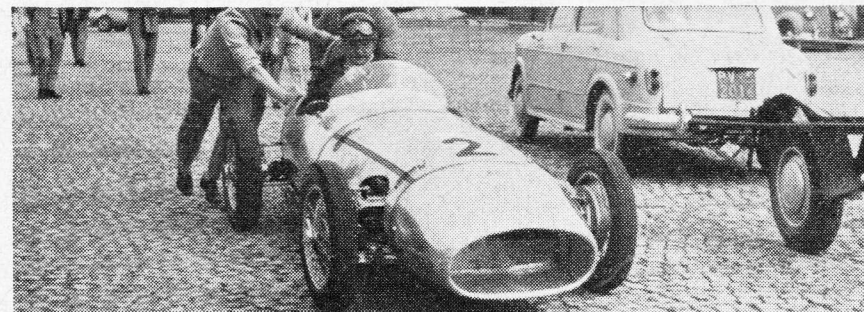
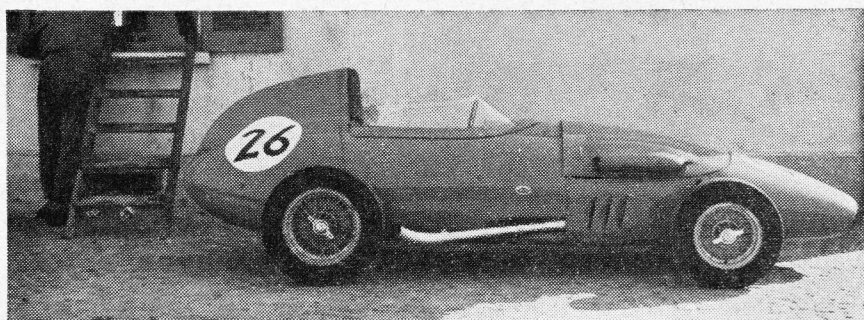




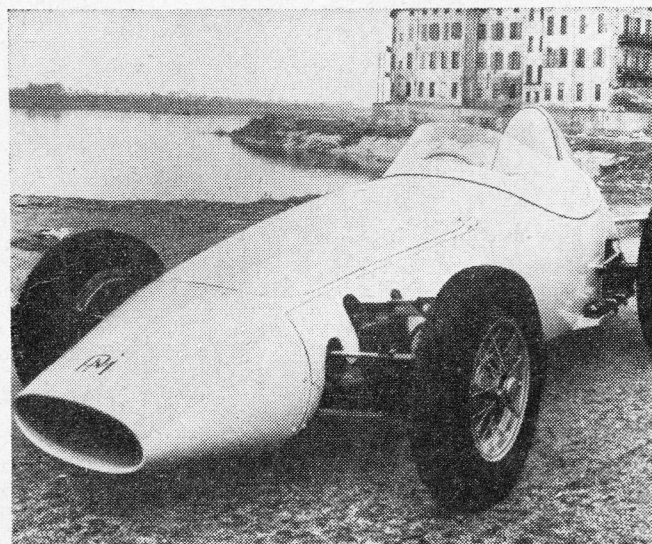
LOLA from Britain, using 105E Ford engine (above).



DE SANCTIS, Italian Fiat-powered design (above).



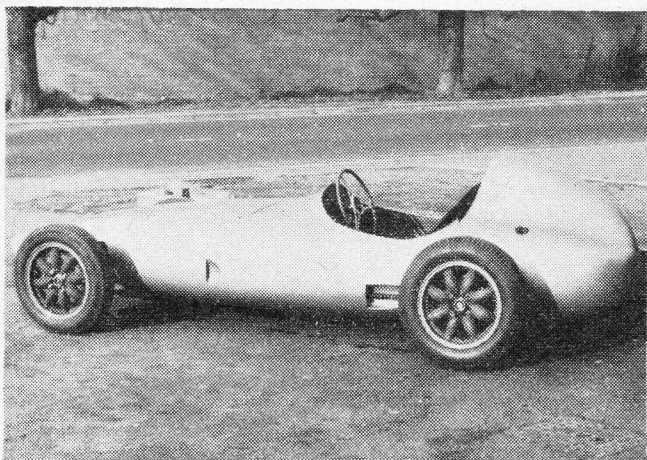
TOP: The Italian Stanguellini, of which as yet only one example has raced in Britain. CENTRE: Using a modified Fiat engine is the Italian Volpini, a stranger to this country as yet. ABOVE: The East German Wartburg-based car. RIGHT: The Tec-Mec PM, again Fiat 1100-based.



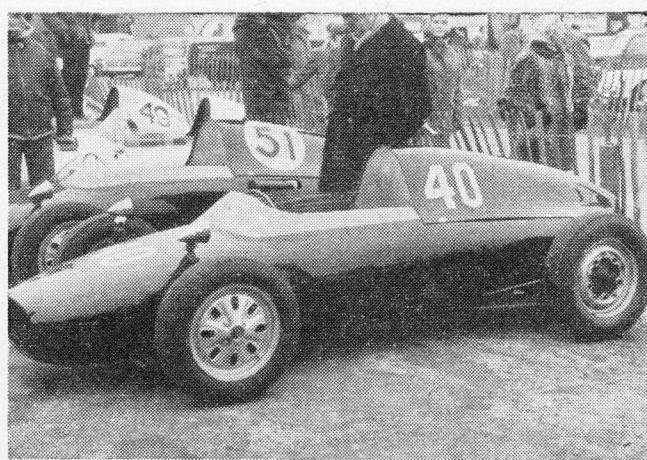
FJ cars was the B.M.C. Series A engine which had reached a high stage of development, but when Ford introduced the 105E it was soon in demand and being modified even before Anglias had reached the general public in any quantity. Others thought of the Triumph Herald unit, whilst one or two constructors saw possibilities in a reduced version of the Hillman Minx power-unit.

With some of the specially-prepared Fiats giving over 75 b.h.p. the British technicians already had a fairly high target at which to aim. It is always difficult to find out exactly how much power is reliably produced by engines used for racing, but figures of over 75 b.h.p. for B.M.C. and Ford have been quoted as being accurate. Then some sources have given incredibly high power-outputs from Auto-Union two-stroke engines, but I am quite certain that the 92 b.h.p. claimed by Hartmann is more than a trifle optimistic.

In a remarkably short time, the "oversquare" Ford 105E has been made to motor very rapidly indeed, especially in the rear-engined Lotus, with the aid of Weber carburettors and very careful tuning. There seems to be little to choose between B.M.C. and Ford, and it is quite possible that the Triumph will also make its mark. On circuits with fairly long straights, the Fiat and Auto-Union engines may prove to have superior speed, but this remains to be



CONDOR, another new British design (above).

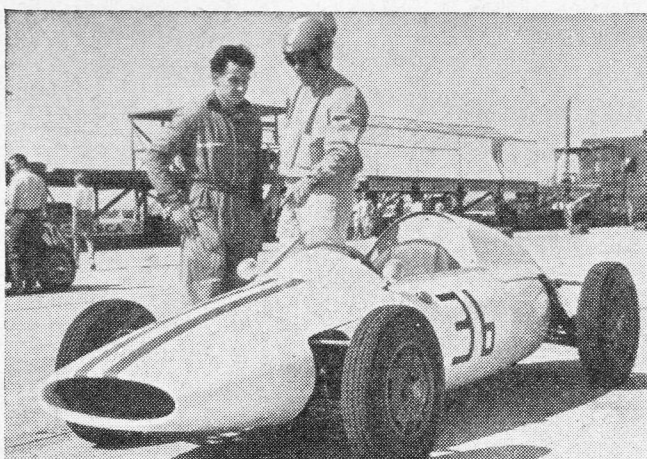
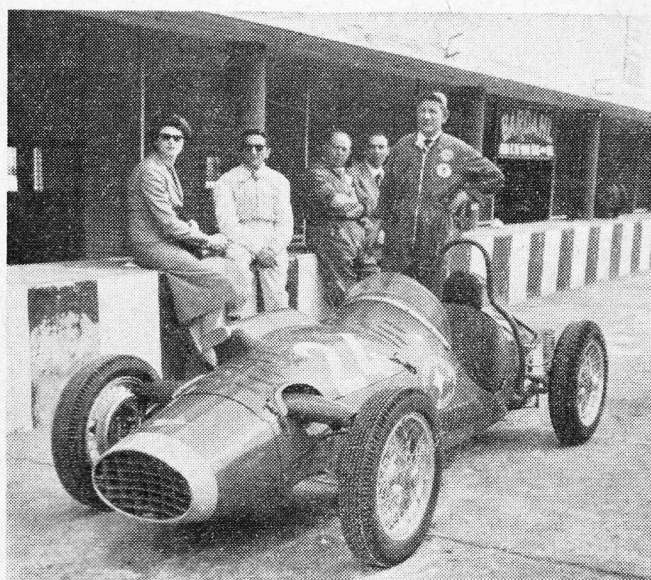
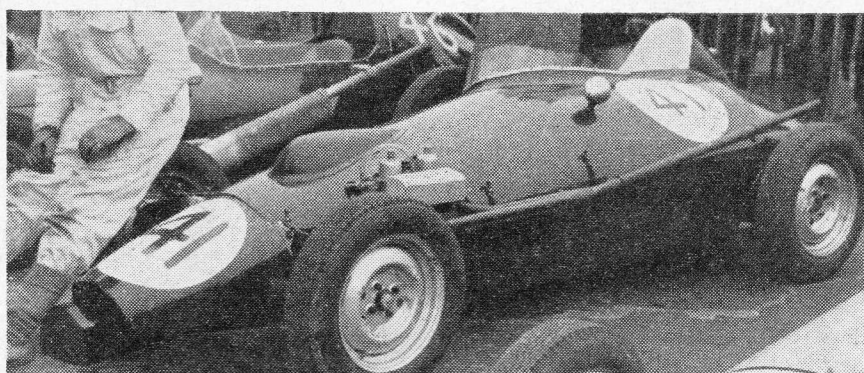
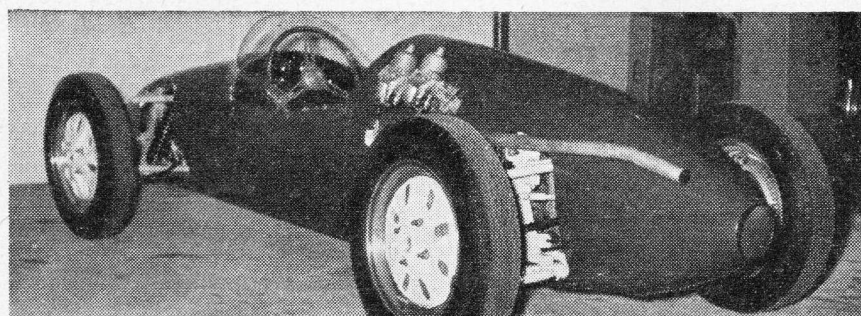


DEEP SANDERSON, British and rear-engined (above).

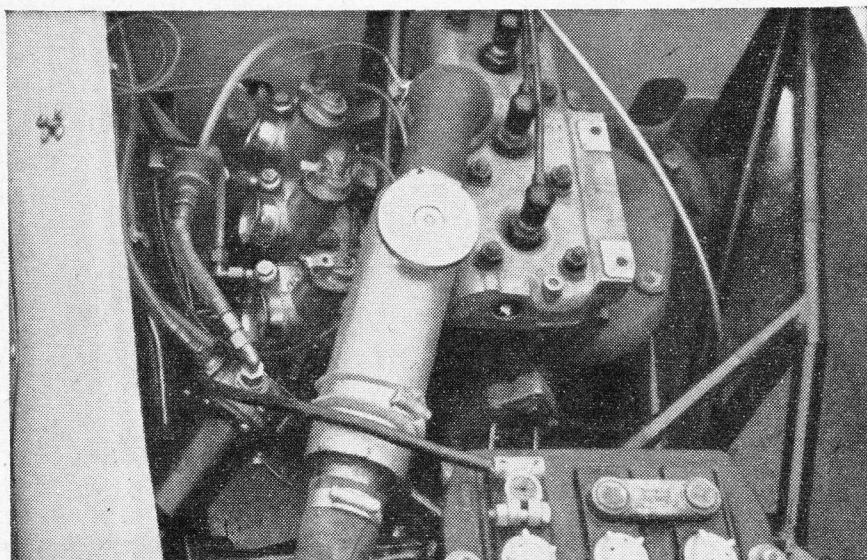
seen. The Elvas certainly went rapidly at Snetterton, but at Oulton Park the Lotus-Fords were challenged only by Henry Taylor's Austin-powered Cooper. Fiat has the very decided advantage of possessing a light-alloy cylinder head, and has been the subject of special tuning for many years. Fairly high compression ratios can be used without detonation problems.

The rigid-axle Stanguellini may find itself completely outclassed on the twistier circuits, which may force the Italians to adopt all-independent springing. Already the Lotus and the Lola have displayed immense superiority in the road-holding department as compared to Continental cars, and are closely matched by Cooper, Elva and Gemini. Both Lotus and Cooper, with their G.P. and F2 experience, are perfectly equipped to produce admirable FJ cars, and represent the rear-engined brigade. Lola and Elva have drawn on their sports-racing car experience, and, of course, the Gemini is built on well-proved principles.

Other makes may well offer a challenge, and one notes Condor and Envoy as being particularly well turned-out machines. Kieft is also re-entering the motor-racing scene, and it cannot be forgotten that not only did this concern



TOP: The British Envoy, as yet a new and almost untried design. CENTRE: Also new is the Yimkin, another British contestant for Junior honours. ABOVE: The Fiat-engined Italian Isis, seen in American colours at Sebring. LEFT: The Italian Taraschi, a front-engined car of dated appearance.

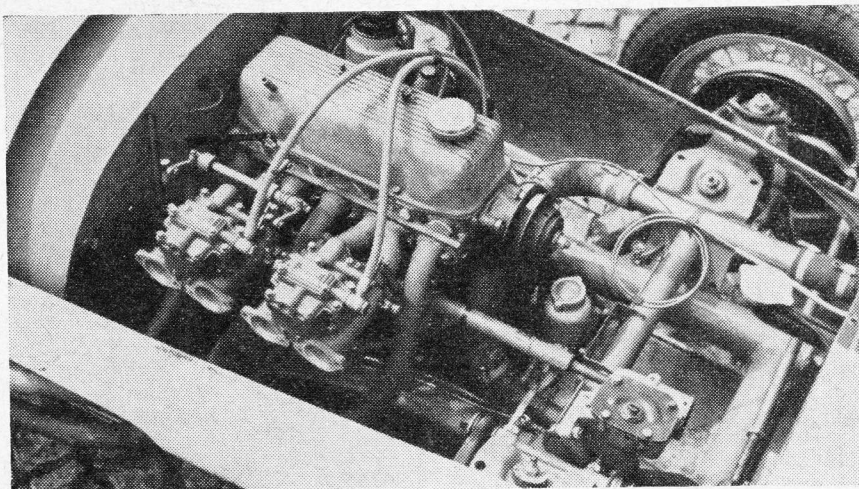


TWIN-CHOKE Weber carburettors can be seen in this shot of the engine of the Raineri Junior (right).

give Cooper a run for their money in F3, but were also the first to use the single-o.h.c. Coventry-Climax engine for sports-car racing (Alan Rippon), and one of the earliest to adopt "Fibreglass" bodywork, now used on the 1960 Le Mans 2-o.h.c. Triumphs.

Naturally enough the more experienced circuit drivers have tended to be prominent in the few events so far staged in this country, but there are several very promising pilots who will undoubtedly make their name in Formula Junior, before going "upstairs". The category should provide an ideal nursery for future G.P. conductors, but it is to be hoped that the squabbles which characterized not a few F3 events will not trickle into the newer category.

The Italian makes which use the Fiat



GREAT BRITAIN—F.J. CARS

Make	Engine	Carbo.	Track			Suspension		Frame	Body	Wheels	Steering	Transmission
			F.	R.	W.B.	F.	R.					
CONDOR	Herald	2 SU	48"	48"	90"	I.H.W.	I.L.	M.T.	Alloy	Mag. A.	R.P.	4-speed
COOPER	B.M.C. (R)	2 SU	46½"	45½"	86"	I.H.W.	I.L.	M.T.	Mag. A.	Alloy	R.P.	4-speed
DEEP SANDERSON	FORD (R)	—	—	—	—	—	—	M.T.	—	—	—	4-speed
ELVA	B.M.C. (F)	2 SU	48"	48"	89"	I.H.W.	I.H.	M.T.	F-G.	Mag. A. or Steel	R.P.	4-speed
ELVA	AUTO-UNION (F)	3 Sol	48"	48"	89"	I.H.W.	I.H.	M.T.	F-G.	Mag. A. or Steel	R.P.	4-speed
ENVOY	B.M.C. (R)	2 SU	46"	45"	90"	I.H.W.	I.H.	M.T.	Alloy	Mag. A.	R.P.	4-speed
GEMINI	B.M.C. (F)	2 Am.	46"	48"	82"	I.H.W.	I.H.	M.T.	Alloy	Mag. A.	R.P.	4-speed
KIEFT	Herald (R)	—	—	—	—	—	—	M.T.	—	—	—	5-speed
LOLA	FORD (F)	2 SU	45"	45½"	82"	I.H.W.	I.H.	M.T.	F-G.	Mag. A.	R.P.	4-speed
LOTUS	FORD (R)	2 WEB.	49"	47"	90"	I.H.W.	I.H.	M.T.	Alloy	Mag. A.	R.P.	4- or 5-speed
YIMKIN	Alternative	—	47"	47"	86½"	I.H.W.	ALT.	M.T.	F-G.	Steel	R.P.	4-speed

Abbreviations: (F) Front engine, (R) Rear engine. Sol, Solex; Web, Weber. I.H.W., Independent Helical and Wishbone. I.L., Independent leaf. M.T., Multi-tube. Mag. A., Magnesium alloy. F-G., Fibreglass. R.P., Rack and Pinion. Am., Amal.

"Jocko Special"

New U.S. Entry for Formula Junior

JOCKO MAGGIACOMO, midget and stock car driver turned sports car pilot, has just completed his contribution to the growing number of Formula Junior cars being built here. The driver will be Jim Haynes, ex-national champion in Formula 3. The space frame of the car is tubular steel with 2½ ins. outside diameter main tubes running the length of the car in parallel. With an overall length of 138 ins. less bumpers, the .041 and .051 in. aluminium body has a maximum width of 54 ins. The height of the tail section is 39 ins. with the

roll bar adding another 7 ins. to the overall height.

Wheelbase is 86 ins. with the front and rear tread of 48½ and 48 ins. respectively. The independent front suspension uses Morris Minor lower arms and torsion bars with Fiat upper A frames. Rear suspension is standard Fiat with radius rods and Morris Minor torsion bars. The wheel spindles are Fiat, carrying 15-in. Borrani wheels with Fiat drums. Brakes are actuated by dual master cylinders from Hillman acting on rear leading and trailing shoes and two leading shoes in the front.

The power plant is the Fiat 1,100 c.c. unit modified by Bandini with dual Webers and 11½ to 1 compression.

AUTO UNION engine installed in the Elva Junior, one of the most-raced British-built cars.

engine in its various degrees of modification are Stanguellini, Volpini, Taraschi (Giaur), Foglietti, Isis, Moretti, Poggi (Tec-Mec) and De Sanctis. Conrero's machine has a Peugeot power-unit, whilst the new Dagrada has the Lancia Appia.

From France come the Renault-powered Ferry, BMD and Rispal: Monomill, of course, has the Panhard.

Auto-Union (DKW) three-cylinder engines are used in the German-built Hartmann, Bode and Mitter. The Saxon has a B.M.C. unit. The three-cylinder Wartburg is used in the East German Melkus.

A Simca powers the American Apache: the Civet uses the Herald, BLW the Auto-Union and Jocko Special the Fiat, Canada's Sadler has the B.M.C. engine, and Switzerland's MBM uses Auto-Union.

Strangely enough only amateur efforts have tried to make use of Volkswagen.

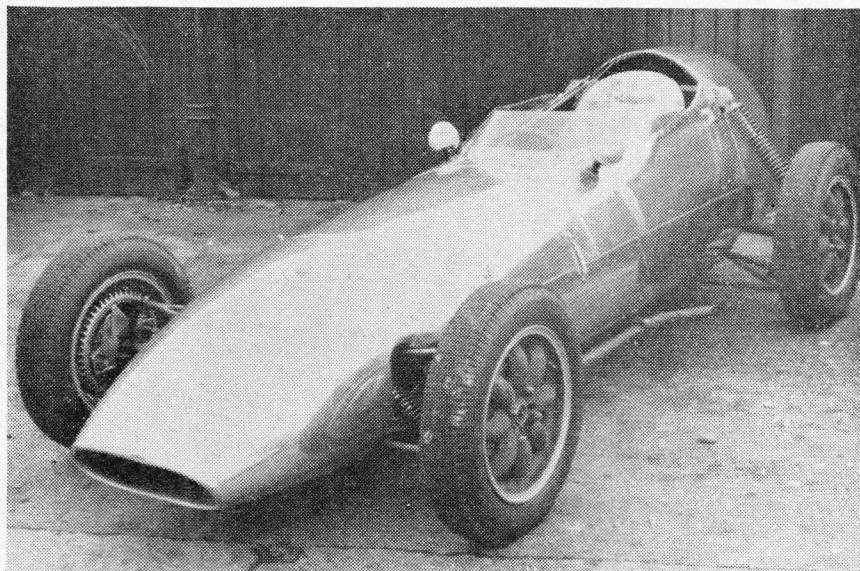
Jocko says that he is getting 75 b.h.p. at 6,500 r.p.m. The clutch is the Fiat competition unit with the 1,100 c.c. gearbox driving a standard Fiat differential. A specially finned Ford radiator and the front-mounted oil cooler are more than adequate to handle the cooling. Zeus fasteners hold the five body panels in place. Jocko is expecting a top speed of about 115 m.p.h.

There is a possibility that we will see the car in Formula 1 competition next year. Jocko designed the car to take the Coventry 1,500 c.c. 2-o.h.c. engine and a sprint car quick-change differential. Disc brakes will be added to the stiffened suspension in that event.

RICHARD POE.

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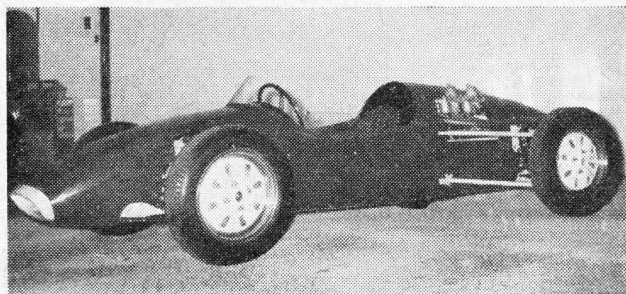
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REAR ENGINE RACING CAR

Designed by Ian Raby



Construction by Ken Cooper

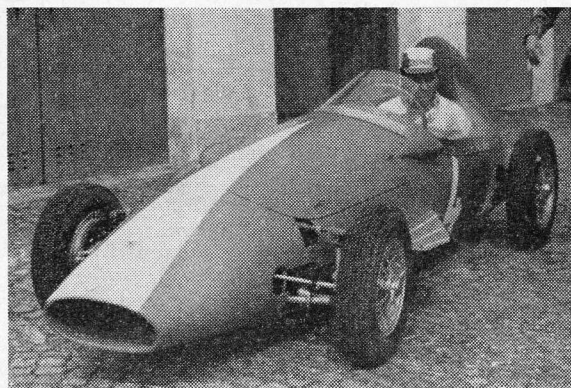
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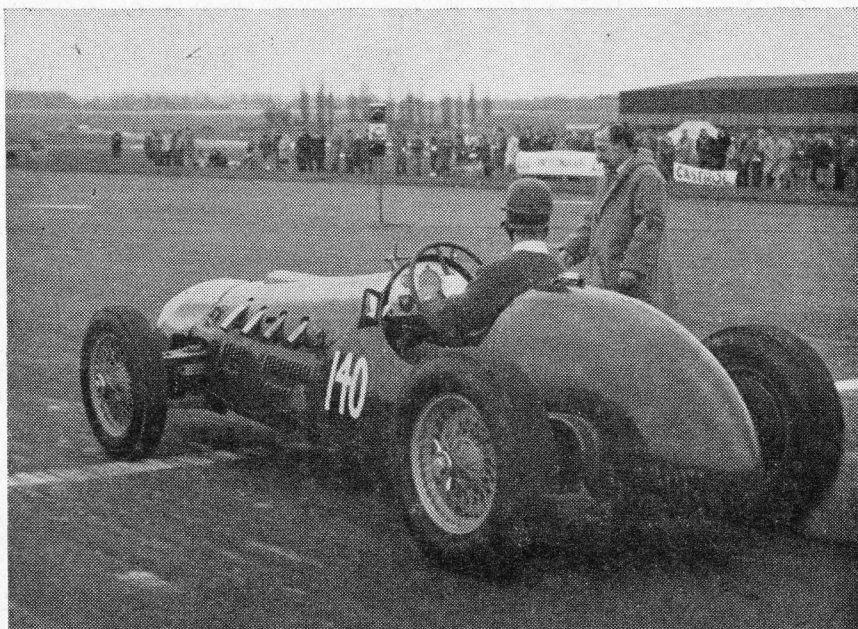
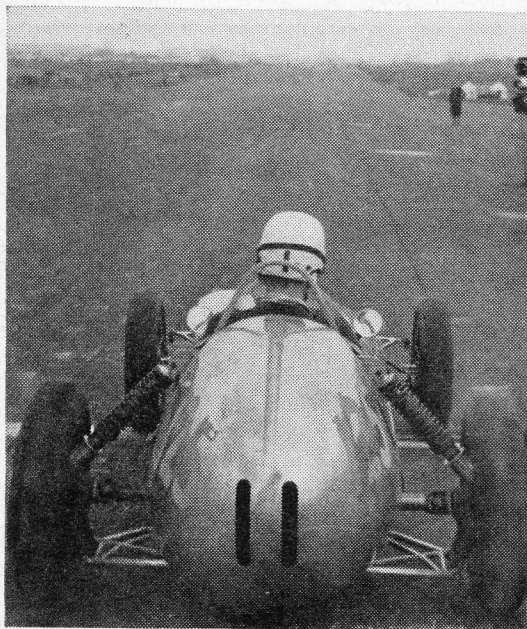
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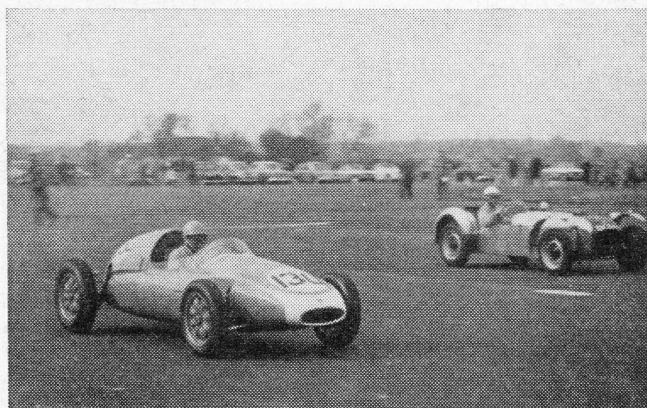
TEL: HOLMES CHAPEL 2276

BLOWN: B. H. Clinkard's supercharged 4.3-litre Alvis waits on the line for the "traffic lights" to change. **BELOW:** Wheelspin—a cloud of smoke and rubber dust as Michael Beuttler (Gemini) departs to win the Formula Junior class.

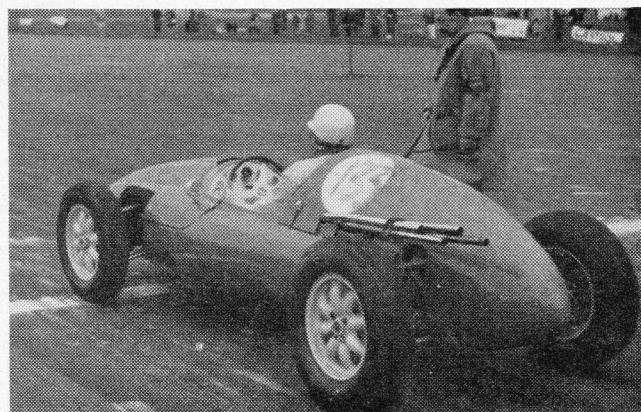


W.E.C.C. Speed Trials

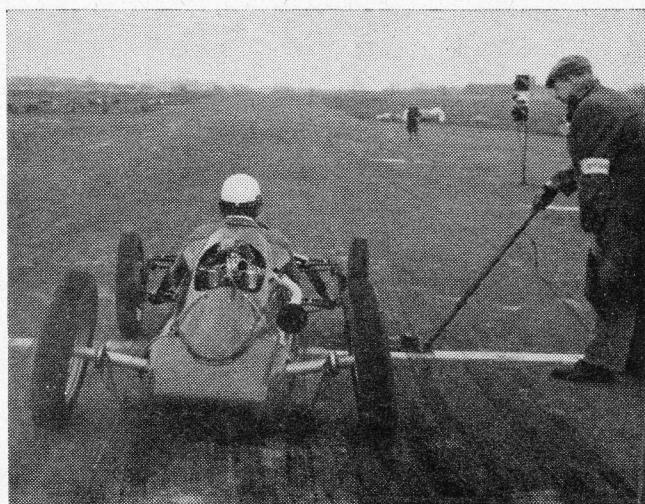
National Event At North Weald



ABOVE: Two very different cars—Miss Patsy Burt's F2 Cooper and J. M. Beatty's Lotus leave together. **BELOW:** A remarkably fine shot of the stern of F. Wilcocks's SS 100 Jaguar as the wheels spin.



ABOVE: Waiting for the off—G. H. Keylock's F2 Cooper is ready to leave. **BELOW:** Remarkable rear suspension system on G. Powell's Hill Special 500 does its job as the car gets away.



B.M.C. *SUCSESSES*

IN THE GENEVA RALLY

AUSTIN-HEALEY '3000'

driven by Miss Pat Moss and Miss Ann Wisdom

won COUPE DES DAMES

also

1st in COMBINED CLASS FOR CARS

OVER 1600 c.c. and OVER 2500 c.c.

This AUSTIN-HEALEY also put up the fastest times in the Chamrousse speed test and the manoeuvrability test at the end of the Rally.

IMPROVED CLASS FOR CARS 700 c.c. to 850 c.c.

**1st
2nd**

AUSTIN 7

1st (driven by Donald and Erle Morley)

2nd (driven by Miss "Tish" Ozanne and Miss Pat Allison
who were also 3rd in the Coupe des Dames)

Subject to official confirmation

Birmingham and Oxford

THE BRITISH MOTOR CORPORATION LIMITED



Club News

By MICHAEL DURNIN

DURING the past 18 months or so we have heard a great deal about "the hardening of public opinion against rallies". The R.A.C.'s guidance and the good sense of many clubs has done much to recoup the position and the clear marking-out of prohibited areas and roads, the introduction of noise marshals and, above all, the prevalence of directional approaches to controls have made rallying a more controlled and popular sport. The anti-social tendencies of noisy young men in sports cars have been effectively curbed and, in general, rallying has taken on a fresh lease of life when it appeared that it might have been in danger of being absolutely prohibited. Rally navigation has developed from a fine art to something of a science and we had thought that organizers were now sufficiently adept to sort out the field and find a winner on the road (or, at worst, on the tests) without recourse to outdated and unnecessary chassis-breaking tracks.

However, on a recent National rally, the organizers saw fit to set a fairly easy route generally but to include some sections over quite appallingly damaging roads, obviously in order to diminish the number of clean sheets which the rest of the route would certainly make possible. Not content with this retrogressive step they saw fit to give no direction of approach to a control which made it necessary for cars to be driven along a few hundred yards of a deplorable track across a muddy pasture and then, as there was no apparent way out, to come back to the road in the reverse direction along the same piece of track. As no direction of approach was given there was a great deal of "trial and error" navigation involved and several private roads and farmyards were invaded. This resulted in the police being summoned by at least one irate farmer, who took anti-rally action on his own account with a tractor. A very strongly worded article appeared subsequently in a local newspaper which leaves no doubt that rallying is a dirty word in West Sussex.

It is a great pity that this kind of thing should happen, but that it should happen on a National rally is unforgivable.

* * *

THE Aston Martin O.C. will be having a national open race meeting at Silverstone on 21st May. The main event of the day will be a 100-mile sports car scratch race, which will be run in five classes: up to 1,000 c.c.; 1,001-1,300 c.c.; 1,301-1,600 c.c.; 1,601-2,000 c.c. and unlimited. There will also be a Formula Junior event. The meeting will be run over the 1.608-mile "clock-wise" club circuit. Regs. are available from Gordon Glenn, 14 Vincent Road, Woolwich, London, S.E.18, who must have all entries on the official form before 9th May. . . . **Blackfriars M.C.** announce that there are still some vacancies for their racing car instructional scheme which is being run at Finnere, near Aylesbury, Bucks. De-



GRIM determination as John Dorsett points his Anglia towards the finishing line in the first of the two special tests in the Midland A.C. Birmingham Post Rally.

tails are available from E. Pennells, 21 Avondale Drive, Loughton, Essex. . . . **Eastern Counties M.C.** will hold a restricted speed trial at Snetterton on 1st May. The event, over a mile from the Esses, up through a chicane to the Hairpin and back, is open to members of B.A.R.C., B.R.S.C.C., Cambridge 50 C.C., Cambridge U.A.C., East Anglian M.C., Romford E.C.C., Snetterton M.R.C., S.C.C. of Norfolk, Thames Estuary A.C. and West Essex C.C. There will be classes for all cars and all

Tickets (10s. each) from G. F. Irving, 27 Stanley Street, Liverpool, 1. . . . **B.A.R.C. (N.-W.)** and the **R.A.F.A.M.C.** will be jointly promoting a closed rally on 23rd April. Regs. for this 90-mile event, which will start at 8 p.m. from G. and S. Motors, Hooton, are available from F. H. P. Cawson, 50 Dunbar Crescent, Birkdale, Southport, who must have all entries by 20th April. . . . **Sussex C.C.** will run their Anniversary Rally on 30th April-1st May. Regs. for this 130-mile closed event are available from G. S. Babra, Edgwood, 137 Balcombe Road, Horley, Surrey, who should have all entries by 26th April. . . . **Shenstone and D.C.C.** will run their closed Little Rally on 7th May, starting at 3.30 p.m. from the Bull's Head, Shenstone, on a course of 60 miles. Regs. from M. F. Finnemore, 3 High Street, Sutton Coldfield, and entries close 2nd May. . . . **Herts County A. and Ae.C.** will have a restricted hill-climb at Harleford on 24th April, open to members of North London E.C.C., 750 M.C., Verulam A.C., Hants and Berks M.C., American D.C., Allard O.C., West Essex C.C. and Triumph S.O.A. There will be classes for all cars and regs. are available from Mrs. C. P. Tooley, 7 Firs Walk, Tewin, Welwyn, Herts, to whom all entries should be sent by 20th April. . . . **Romford E.C.C.** Inter-Club team driving tests will be held at Stapleford Aerodrome on 17th April. Teams from Billericay M.C., East Anglian M.C., M.G.C.C., North London E.C.C., 750 M.C., Sevenoaks and D.M.C., Thames Estuary A.C., West Essex C.C. and U.H.U.L.M.C. are invited to compete. Regs. from P. R. Gledhill, Bracondale, Woodland Way, Bidborough, Kent. . . . Fifth annual Brands Hatch sprint organized by the **A.C.O.C.** and the **Lagonda Club** will take place on 8th May. Invited clubs are Bentley D.C., Jaguar D.C., Alvis O.C. and V.S.C.C., and the secretary of the meeting is P. G. Daly, 35 Pine Gardens, Surbiton, Surrey.

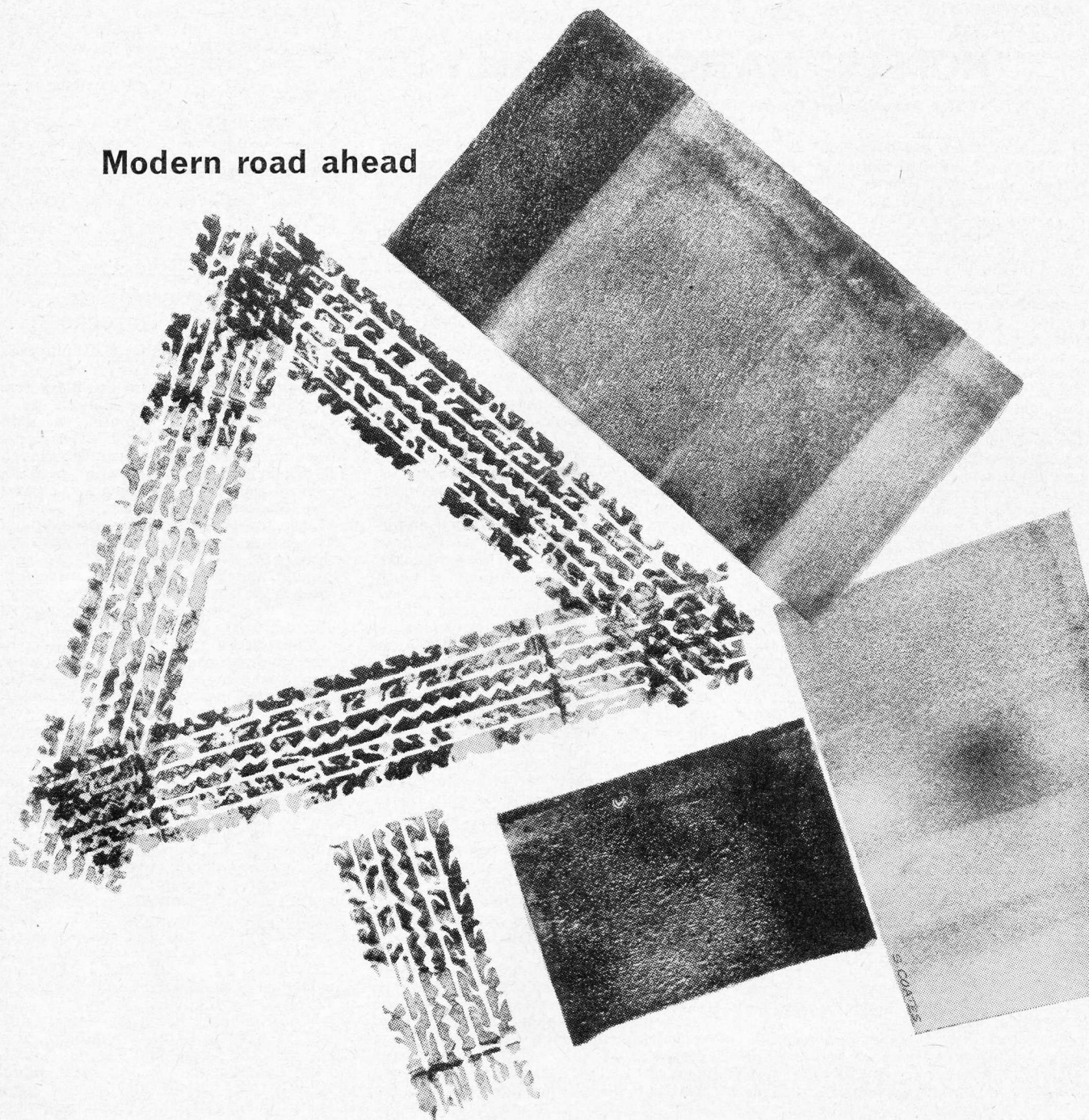
More Club News on page 514

Coming Attractions

- 15th-18th April. Circuit of Ireland International Rally.
16th April. B.R.S.C.C. Race Meeting, Rufforth, near York.
17th April. Darlington and D.M.C. Hill-Climb, Catterick, near Yorks.
18th April. Grand Prix de Pau (F2), Pau, France.
B.R.S.C.C. National Race Meeting, Brands Hatch, near Farnham, 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.
W. Cornwall M.C. Hill-Climb, Trengwainton, near Penzance, Cornwall. Start, 2 p.m.
Middlesbrough M.C. Race Meeting.
23rd April. V.S.C.C. Race Meeting, Silverstone, near Towcester, North Hants.
S.U.N.B.A.C. Hill-Climb, Ragley Park, near Alcester, Warwickshire. Start, 2 p.m.
750 M.C. 21st Anniversary Rally and Gymkhana, Chateau Impney, Droitwich, Worcs. Start, 2 p.m.
24th April. Thames Estuary A.C. Day of Dicing driving test meeting, North Weald Aerodrome, Essex. Start, 10.30 a.m.
Cambridge 50 C.C. Speed Trial, Witchford Aerodrome, near Elv, Cambs.
West Hants and Dorset and Yeovil C.C. Hill-Climb, Wiscombe, north of Seaton-Sidmouth main road.
Sevenoaks and D.M.C. Sprint, Brands Hatch, near Farnham, Kent.
B.R.S.C.C. National Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

entries must reach M. R. Sharp, Conroads, St. Georges Road, Old Felixstowe, Suffolk, not later than 25th April. . . . **B.A.R.C. (N.-W.)** will be having their last dinner and film show of the season on 24th April at the Park Hotel, Netherton.

Modern road ahead



AWAY AHEAD! A tyre revolution! The PIRELLI BS3 with its money-saving, replaceable tread bands: the biggest advance in tyre technology in motoring history. Thoroughly tested abroad, the revolutionary BS3 will soon be available here in Britain.

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Need a tyre? Insist on PIRELLI.

PIRELLI TYRES

MAIDSTONE AND MID-KENT M.C.

"HOPPER" NATIONAL RALLY**Pat Moss/Stuart Turner (A40) Take Premier Award**

THE Maidstone and Mid-Kent M.C.'s "Hopper" national rally met with a mixed reception. Some competitors thought it one of the best, others were less complimentary: David Seigle-Morris thought it excellent in parts but disgraceful in others; John Sprinzel said: "More like a production car trial than a national rally." This goes to show the controversy which the event stirred up among competitors at the inevitable post-rally discussions.

In many ways it was a really first-class event; some splendid sections over wonderful rally roads were the highlights but there were also sections over unnecessarily rough tracks which caused a fair amount of pointless damage to competing cars. The organization was slick and efficient in most cases, but too many marshals were reluctant to emerge from the comfort of their cars and one or two were downright rude and obstructive. The great majority of the 200 marshals who ran the event were helpful and courteous but among so many there are always bound to be some failures.

The rally started from Brands Hatch circuit and the first section went at a low average speed over main roads to Rainham and from the start it was obvious that it was going to be difficult to keep track of other competitors' cars as no competition numbers were shown. Identification soon became well nigh impossible as mud from the road tended to obscure registration numbers and their lights.

From Rainham there were eight fairly short sections over a maze of tricky "yellow" roads south of Sittingbourne and across to Charing, where there was a period of "dead time" of optional duration. Already many crews were down on time and several cars were showing signs of wear. John Sprinzel, fresh from his class win at Sebring, was driving a completely standard Sprite with Willie Cave, who had been feeling more and more unwell but courageously carried on until he later became unable to keep his eyes on the map.

The next 14 sections headed generally west and south by way of the Ashford area, Cranbrook and Heathfield to the Marshes at Pevensey, where a difficult "white" road across the Marshes seemed

to disappear altogether for a distance. From here it was easy going to the supper stop at Beachy Head. Until this point the weather had been clear and dry, but during the halt things deteriorated sharply and heavy rain began to fall.

At Beachy Head it became known that there were still some 12 crews unpenalized, but this state of affairs was not destined to last for long. The next three sections were over simple main roads to a point above and to the north-west of Brighton, from which the town's lights presented a most attractive sight. Then came six quite severe sections over the Downs. These were littered with masses of dotted "white" roads, many of which, on the rally route, could scarcely have been dignified by being termed footpaths. Navigation became literally a matter of poking into each entry in turn, in the hope of finding one suitable for motor-ing. A control caravan set on the crest of a 700-foot grassy hill near Sompting proved all but inaccessible and made it necessary for navigators to get out and rush up the muddy hill on foot. Poor Brian Melia, after successfully finding the caravan and clocking in with the loss of very few minutes, was unlucky enough to slip and fall flat on his back on his return to the Sprite he was navigating for Tom Grimshaw and spent the rest of the rally in a slowly solidifying mud pack. It had little effect on their teamwork, however, as they finished a very fine second behind Pat Moss and Stuart Turner, who also lost their only marks in this morass.

Amusing though such sections undoubtedly are, they have no place on a rally of national status.

After this debacle, on which every crew lost marks and not a few retired, the route led north via seven excellent, straightforward sections through west Sussex and Surrey by way of Fittleworth, Haslemere and Bordon to a most welcome halt at the A30 Café at Hook.

Two long main road sections led due north via Wokingham and Maidenhead to four most wonderful and exhilarating short sections (two of four minutes' and two of two minutes' duration) around Burnham Beeches and then the final run back to London Airport and breakfast

concluded the event. The results were produced with most commendable rapidity and so ended one of the most controversial events of the past year.

MICHAEL DURNIN.

Results

1. Pat Moss/Stuart Turner (A40), 3 marks lost.
2. Tom Grimshaw/Brian Melia (Sprite), 4 marks lost.
3. Robin Richards/G. C. Davies (Riley 1.5), 4 marks lost.
4. Stephen Clipston/M. T. Godfrey (VW), 6 marks lost.
5. R. J. G. Smith/J. Dorville (Sunbeam), 8 marks lost, and David Seigle-Morris/Vic Elford (TR3A), 8 marks lost.

**WELSH COUNTIES C.C.
LLANEDYRN AUTOCROSS**

THE first Welsh Counties C.C. autocross meeting of 1960 saw a change of venue to Llanedeyrn, near Cardiff, where an 880-yard course was laid out as a rough oval shape, incorporating two tight chicanes, on a sloping field. The morning practice runs were uneventful, though R. Duffield had trouble with the back axle of his Ford 8: fortunately, he was able to secure the services of a Mini-Minor for the afternoon's competition. The weather remained bright and fine throughout the meeting, and the prevailing high winds kept the course dry, though the surface rapidly broke up in the chicanes, making them something of a mud-plug.

Competitors ran in pairs, each completing three runs of three laps each; the organizers, for the second and third runs, paired those cars having the closest times of previous runs, irrespective of class, but it soon became obvious that the eventual winner was to come from among the smaller sports cars.

Peter Cox (Ford-Buckler), matched on his first run with Atkinson's Hillman Minx which offered little opposition, faced, on his second run, the Meadows-engined 1929 "chain-gang" Frazer-Nash of Dennis Parsons, which he beat by only a narrow margin. On his final run, against "Doc" Prentice's Herald-engined Fairthorpe, his margin was reduced even further but he was just able to make B.T.D. at 200.00 secs. against Doc's 200.20 secs.

Dennis Parsons was also involved, with P. Silva's Sprite, in a tussle for what would surely have been the closest finish of the day; on their second lap Silva revolved the Sprite, but Parsons' avoidance led him also to spin, and subsequently they continued together undeterred, only for Silva to leave the course



SILVERSTONE RACE MEETING

Saturday, June 4

REGULATIONS AND DETAILS: Harvey Bryant, 99 High Street, Bromsgrove, Worcs

ENTRIES CLOSE 7th MAY

altogether just before finishing the final lap.

Steve Tyce's Alexander-modified Triumph Herald, on its second run, despite going very quickly, was unable to catch the other chain drive Frazer-Nash from the Parsons' stable, this one being of 1933 vintage, driven by Brian Parsons. Later the Herald proved to be better matched against Duffield's Mini-Minor, which it left far behind while making a class-winning run of 219.00 secs.

H. M. BILEY.

Results

Best Time of Day: Peter Cox (Buckler), 200.00 s.

Open Cars, Up to 1,300 c.c.: J. Prentice (Fairthorpe), 200.20 s. **Over 1,301 c.c.:** B. Parsons (Frazer-Nash), 203.40 s.

Closed Cars, Up to 1,300 c.c.: S. Tyce (Triumph Herald), 219.00 s. **Over 1,301 c.c.:** A. Ford (Ford Zephyr), 229.10 s.

B.A.R.C. (YORKSHIRE)

All Fools' Rally

NOTHING up their first win in a restricted event, Mike Pickersgill and Mike Kempley took the premier award in the "All Fools' Rally", annual night dice of the Yorkshire Centre of the B.A.R.C. which this year was for the first time upgraded to restricted status.

Driving the Pickersgill's M.G.A 1,600 coupé, the pair finished the rally with a clean sheet, as did A. C. Taylor and S. Wooley (Triumph TR3), but the decision went to the smaller car as allowed in the regulations. They were the only crews to finish the rally's 350-mile course without penalty.

The response to the upgrading of the rally staggered even the organizers. Always a popular event, with an entry of about 60 being quite usual, but the maximum of 100 was reached this year long before entries were due to close, 122 entries in all being received. Several reserves were later admitted as some entries dropped out, and with non-starters on the night, 99 cars actually contested the event.

The rally started from the Wharfedale village of Burnsall after all the entrants had had an hour to plot the 38 time controls.

From the start the route lay in Upper Wharfedale to Arncliffe and then over the tops to Malham, dropping down to Airedale. After skirting Skipton the route visited the little lanes around Cowling before winding west towards the Trough of Bowland and then north to the Penrith area where controls came thick and fast with 10, six and even four-

minute sections in the minor roads in that area before the easy run-in to the night halt of an hour at Brough (Westmorland).

By this time many cars were already out of the running and there were only four cars clean—the two cars which finished clean and J. E. Bullough (Sunbeam Rapier) and Jim Wood (Rapier). Unfortunately the latter decided to retire at Brough after motoring most of the first half with virtually no brakes. The pads had parted company with his disc brakes and he had been braking on a metal-to-metal contact—still without penalty. After examination he decided that it was useless to continue as bits of molten metal were dropping off the discs!

Two cars had lost only one minute—first-class award winner E. B. Masheder (Singer Gazelle) and J. Knight (M.G.A)—and two more, John Brierley (TR3) and R. A. Newsum (Riley), lost two minutes.

Soon after the cars left Brough they were faced with the trickiest navigation of the rally—the concrete road across the Warcop army field firing ranges. Here the correct road is difficult to find among a maze of blind off-turns. Bullough lost his chances of remaining clean throughout when he became lost here, losing three minutes on the section—his only penalty. The route then turned farther north for a loop over the Northumberland moors and then turned south via Middleton-in-Teesdale and the Barnard Castle area where a Jaguar made a vain attempt to straighten out a bridge. The run-in to the finish at Ripon was via the Yorkshire Dales over Tan Hill, Askrigg and Swaledale and Wensleydale.

The second half of the rally was much easier, 11 crews completing it without loss of marks, including John Brierley, who took third place as a result.

Of the 99 cars which started, only 67 were classed as finishers. Retirements were caused by a broken half-shaft, clutch and electrical troubles.

One of the lucky finishers was Bill Whiteley—lucky that he was able to finish at all. He lost only three minutes of the first half, but only five miles from the finish ran out of oil in his Ford Anglia. His crew pushed the car in and lost only 16 minutes which, unfortunately, was enough to put them out of the awards.

As soon as the cars started to arrive provisional results were posted and added to as further arrivals came in, so

that the winners were known with the minimum of delay—typical of the way in which the rally had been organized and marshalled.

No wonder it was over-subscribed—it will be again, too—that's my guess!

PETER CRAVEN.

Provisional Results

Best Performance: M. Pickersgill/M. Kempley (M.G.A 1600), no marks lost; 2. A. C. Taylor (Triumph TR3), no marks lost; 3. J. B. Brierley (Triumph TR3), 2 marks lost.

First Class Awards: E. B. Masheder (Singer Gazelle), 2; J. Bullough (Sunbeam Rapier), 3; G. Allison (Vauxhall) 3; K. N. Lee (Speedwell Mini-Minor), 3; E. P. Millman (Volkswagen), 4; N. L. Donovan (Ford Consul), 5; B. W. Moss (Riley 1.5), 5; J. G. Stead (Volkswagen), 6; R. A. Newsum (Lincoln), 8; D. C. Astle (Triumph TR3), 8.

Novice Award: J. B. Farley (Morris Mini-Minor), 17.

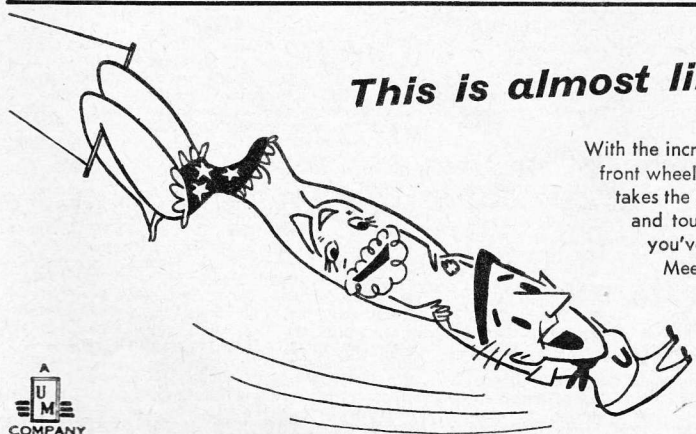
Team Award: "B.A.R.C. Team Speedwell"—Pickersgill, Lee and G. R. Monkman (Austin-Healey Sprite).

CHARTERHALL RACE MEETING

ENTRIES for the first Charterhall race meeting of the season on 24th April have been coming in steadily to the Secretary of the Meeting, Bill Martin. Already there are indications of this being a great year for motor racing in Scotland with more sports-racing cars, a revival in production and grand touring class racing and a few single seater Formula Junior and Formula 2 cars.

Among the early entrants was Tom Dickson of Perth, the present circuit lap record holder. Tom has entered his new Lotus 15 fitted with a 2-litre Coventry-Climax twin camshaft engine. With this car he won the sports car race at Oulton Park last week-end, setting up a new lap record for the circuit. The record was previously held jointly by Graham Hill (Lotus) and Stirling Moss (Aston Martin DBR1) and illustrates that Tommy has his Lotus really motoring this season. The other car which Dickson has entered is a Lotus Elite with which he took second place in the Closed Car race at the same Oulton Park meeting. It will be interesting to see the duel between Dickson and Jim Clark in the Border Reivers Lotus Elite if the latter is entered for the meeting. An advance notice sent out to possible competitors at Charterhall indicated that there is a distinct possibility of six of these Grand Touring cars appearing at Charterhall. John Russell has an Elite which he will be entering for this meeting while the other three are owned by two brothers Dawson and Lewis Bramley all from south of the Border.

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!!! SOMETHING a bit different. 1956 ALFA ROMEO 1900 Super saloon, colour Alfa red/red trim, 36,000 miles only in careful hands. Cost £2,600, owner will accept £1,245. Exchanges and terms arranged.—A. C. Bulpin & Son, Ltd., Newton Abbot. Phone 575.

£265! A KING of the road. 1948 (Reg. 1957) Berlina sport 5/6 aluminium two-door, twin camshaft, 2,443 c.c., r.h.d., one owner, export.—Frazer, 63 Chalk Farm Road, N.W.1. GULiver 2004.

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ALLARD 3.6-litre tourer, sound condition, fast, 18-20 m.p.g., cheap fuel. £170 o.n.o.—Great Pinley Farm, Claverdon, Warwickshire. Phone: Claverdon 206.

ALVIS

ALVIS SP20, 1932 open tourer, recond, engine, body perfect, B.R.G.—SPeedwell 0011.

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PRIVATE BARGAIN, 1957 saloon, under 30,000, excellent condition, dark grey and silver with chromed wire wheels, etc. £1,880 for quick sale, no offers.—Box 3454.

1935 MK. II coupé, in very good order after rebuild and extensive mechanical overhaul. £275 o.n.o.—Tel.: Shipley (Yorks) 51497, Box 3465.

AUSTIN

AUSTIN A105 de luxe saloon, fitted with super-charger developing 137 b.h.p. Fantastic performance. One owner. £775.—Bournemouth Imperial Motors, Ltd., 185-7 Old Christchurch Road, Bournemouth 26365.

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

1959 FARINA A40 de luxe, pale blue, under 5,000 miles, radio, two reversing lamps, two fog lamps, heater, grab handle, dipping mirror, white wall tyres, locking petrol cap, full Stage II Alexander conversion. Cost £862, Bargain £725.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel.: Haddenham 345-6.

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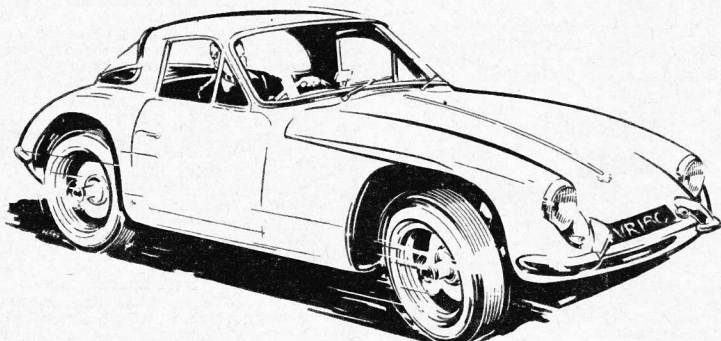
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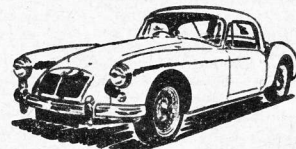
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(Continued on page 522)

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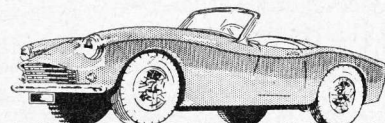
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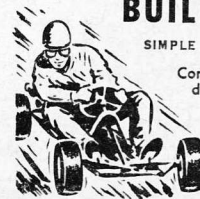
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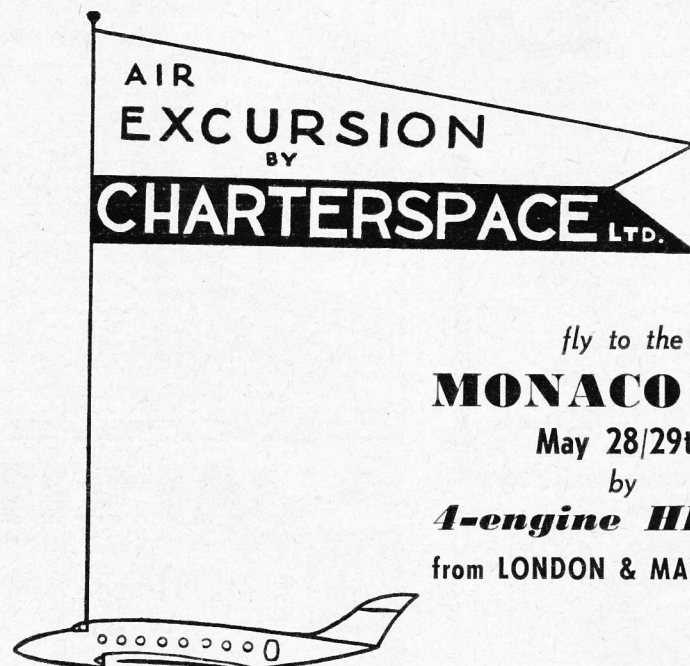
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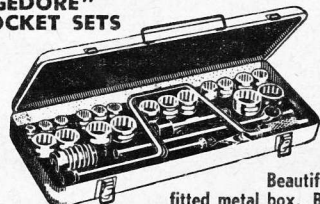
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ULSTER TOPICS

BY BRIAN WADDELL

CHIEF talking point in Ulster motoring circles at present is undoubtedly the forthcoming Circuit of Ireland International Rally at Easter, for which the Ulster Automobile Club has already received 126 entries.

Although from year to year it does attract a few of the works cars from England, the Circuit has yet to be accepted by the major manufacturers throughout Europe who are well known for their participation in competitive motoring. This could be because the event includes a number of manoeuvrability tests and less of the tight road sections than most Continental rallies.

This year, however, we have been informed that the trend is now away from the manoeuvrability stuff and that more speed tests are to be included, such as hill-climbs and descents and circuit races. The famous Circuit night navigation test has also gone, being replaced by one or more short sections which should keep everyone busy in maintaining the average speed.

While we still look toward the day when entry lists for the Circuit will contain the names of all the current experts from Great Britain and the Continent, we are most grateful for the interest which both the Rootes Group and the British Motor Corporation are showing in the 1960 event.

The competition departments from both concerns are sending over three cars each, the Rootes cars to be driven

by Ulster competitors. For his Mini-Minor, Marcus Chambers has obtained the services of Erik Carlsson of SAAB fame, who will take part with a well-known personality in competitive motoring appearing on the entry list as "D. Greer".

Pat Moss and Ann Wisdom will be attempting to retain their Ladies Trophy which they won last year with a Morris Minor but are defending with a 3000 Austin-Healey, while the third car from B.M.C. is a 1.5 Riley to be driven by "Tish" Ozanne and Pat Allison.

Rootes are sending two Rapiers and an Alpine, a very creditable effort when it is remembered that at the same time they will be actively engaged in the East Africa Coronation Safari. One of the Rapiers will be driven by your Northern Ireland correspondent for AUTOSPORT together with Austrian-born television director John Conway and navigator Frank Main.

Esdale Dowling and Cecil Atkinson will drive the other Rapier, the car which Paddy Hopkirk used in the "Monte", while the Alpine is to be driven by Ernest McMillen and Derek Johnston, who accompanied Ronnie Adams on his winning Monte Carlo drive in 1956.

Altogether 14 cross-Channel entries have been received including G. H. F. Parkes (3000 Austin-Healey) and Sidney Allard (Ford Zephyr), together with 39 from Eire. These Eire cars include two strong teams from motor assemblers in

that country, the N.S.U.s from Reg Armstrong Motors, Ltd., and the Austin Sevens from Lincoln and Nolan, Ltd.

Throughout the season competition between these two makes has been fierce and both are going "flat out" to try to record a win in the up to 1,000 c.c. production touring car class in the Circuit, which would have a considerable effect on sales during the summer.

The Volkswagen battle is also in full swing again with last year's outright winner Kevin Sherry starting off as obvious favourite in this class.

The rally will start from Belfast, Dublin and Omagh on Good Friday, 15th April, and overnight stops will be made in Killarney and Londonderry before the final tests near Belfast on Easter Tuesday.

Two Ulster drivers who will miss the Circuit are Paddy Hopkirk and Ronnie Adams, both of whom are driving for Rootes in the Safari. Paddy, however, has entered his Austin-Healey Sprite which will be driven by Cecil Vard and Jack Scott, both of whom are rated top of their class as driver and navigator respectively.

* * *

THERE was considerable interest shown in Ireland's first venture into kart racing when several hundred spectators turned up at Killaughy airstrip in County Down for a meeting organized by the Ulster Automobile Club. The cars were divided into two classes, 100 c.c. and 200 c.c. industrial engine powered without clutch, and each class had four heats, two semi-finals and a final.

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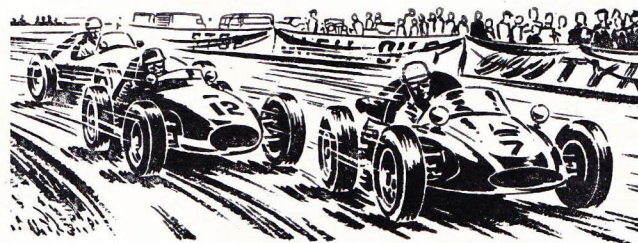
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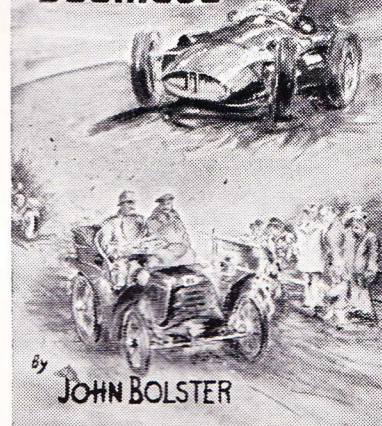
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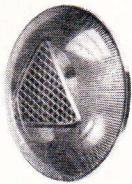
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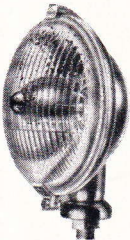
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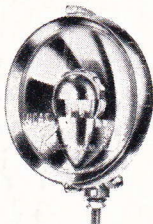
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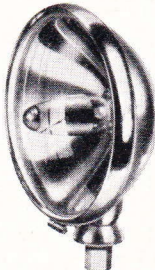
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